

**A453 CORRIDOR MULTI-MODAL STUDY  
INCEPTION REPORT**

**SUPPLEMENTARY VOLUME ONE**

**Data and Literature Reviews**

**APRIL 2000**

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### **Document Reviews**

As outlined in section 3.1 of the Inception Report, a number of documents that were considered to be appropriate were assembled from local authorities and other agencies based upon a list of documents supplied by the Government Office for the East Midlands. This list was supplemented by a list compiled by Nottingham City Council. A series of summary reviews are listed in section 3.1 of the Inception Report.

The full detailed reviews are included in this free standing Supplementary Volume. Each review has been given a unique number and are listed as a series of Working Papers.

## **WORKING PAPER No 1**

**Ref No :** W/01/NCC  
**Title :** "A453 through Clifton – Justification for the implementation of a transport demand management trunk road pilot scheme"  
**Author :** Nottingham City council  
**Date :** September 1998

This report sets out an alternative approach for addressing the transport problems experienced in the Clifton area of Nottingham, with particular reference to the A453. This is set against the background of Government Policy, including the Trunk Roads Review. This suspended work on the "red route" option for on-line improvements to the A453.

The report outlines the study area with details of population, car ownership levels, main employment opportunities, and journey to work modal split. Between 1987 and 1997 traffic on the A453 south west of Clifton doubled to 21,600 vehicles per day (vpd). However the A52(w) carries 49,000 vpd between the urban edge and the ring road. The Crusader roundabout experiences the worst recorded delays in Greater Nottingham, with average delays of nearly 8 minutes in the AM peak. Flows are much higher on the A453 between Clifton and the Ring Road at 52,000 vpd.

The City Council worked closely with local residents to object to the On-line A453 Red Route scheme. They proposed an alternative modified yellow route by-pass to the south and east of Clifton which they considered would have less impact on local residents, which was rejected by the Public Inquiry Inspector.

The Greater Nottingham Transport Strategy is outlined. Overall it aims to promote a positive pro-choice approach whilst not being anti-car in order to cultivate public support and not discourage new investment. The DETR has accepted that demand has to be managed, by improving alternative means of transport and discouraging unnecessary car use. Land for new development (housing and employment) is allocated in both the Nottingham City Local Plan and the Rushcliffe Local Plan which will have impacts on the A453 corridor if developed.

A revised set of objectives for the Transport Demand Management (TDM) approach include the following :

- Improve accessibility to Nottingham (including issues of maintaining economic competitiveness)
- Promote modal change – particularly through provision of high quality alternatives to the private car, and by use of restraint measures particularly aimed at locally generated traffic.
- Improve access for Clifton residents to key destinations – including better public transport and cycle links to the City Centre, Lenton Lane industrial area and along the ring road
- Minimise environmental impacts – noise, air quality, severance, loss of trees and green space
- Vulnerable road users – improved safety for pedestrians and cyclists (reduce rat running)
- Encouragement of public participation – involve public in planning process

A package of measures to consider is suggested. This includes :

- reduced scale of road widening and at-grade junction improvements
- Bus Quality Partnership development including bus priority, plus shared bus and HGV priority lanes
- Improvements for walking and cycling
- Park and Ride
- Commuter plans

Different strategies are proposed for different categories of user of the A453, each to have its own modal split target. These categories include commercial traffic, through traffic, long distance commuters and visitors to City Centre, local journeys from the Clifton area to the City Centre and to elsewhere in Nottingham, and local journeys within Clifton.

Public participation is encouraged, including the development of a Clifton Area Transport Action Plan, which is now complete and will be reviewed separately.

The Pilot Project approach is suggested to allow full evaluation of the Demand Management approach, which will require extensive monitoring (traffic flow/ delay surveys, public transport usage, pedestrian surveys, air quality monitoring etc).

Two illustrative plans are included which illustrate alternative strategic routes to the A453 and the Package of Measures suggested for investigation (including LRT , Bus priority and cycling).

## **WORKING PAPER No 2**

**Ref No :** W/02/LCC  
**Title :** “Provisional Local Transport Plan (for Leicestershire)”  
**Author :** Leicestershire County Council  
**Date :** July 1999

This report covers the entire County area, and includes a section on the Castle Donington and Kegworth area. This section notes and recognises the significance of the multi modal studies to the Local Transport Plan (LTP). The presence of a County Council representative on the Project management group should ensure that the full LTP to be produced in July 2000, will reflect the progress of the multi-modal studies.

### **Land use planning**

The East Midlands Draft Regional Planning Guidance is referred to, and this is reviewed separately elsewhere.

In line with this guidance the County Council recognises the importance of East Midlands Airport, but additionally highlights the potential highway and environmental problems. A policy is included in the draft structure plan which precludes the development of further large employment or travel intensive uses beyond the boundaries of the Airport.

A study to provide advice on a growth strategy for the airport and the potential for development in the area around Junction 24 of the M1, is referred to which is reviewed separately elsewhere.

Para 6.231 is particularly relevant:-

“North West Leicestershire District Council allocated a major distribution and storage centre on the former power station site, which was considered to be well related to Junctions 23A, 24 and 24A of the M1. However, the suitability of this site was challenged at the Local Plan Public Inquiry and the Inspector concluded that an alternative site should replace the allocated site, being located directly adjacent to the M1 at Junction 24. The Inspector’s preferred site would require the development of greenfield land and the District Council is currently considering the implications of the Inspector’s Report.”

### **Kegworth Bypass**

The M1 multi-modal study will include a review of the proposed scheme and recommend how to proceed. The County Council would like to see the problems on the A6 addressed before it is detrunked.

### **East Midlands Airport**

- Taken over by National Express Group in 1993.
- Passenger terminal capacity 3 million passengers per annum.
- 3<sup>rd</sup> longest runway in UK after Heathrow and Gatwick (once pending extension completed).
- Air freight important (20%+ of UK air cargo market), incl. UPS, Lufthansa Cargo and DHL.
- 5,000 employees currently (2006 forecast = 12,500).
- Majority access airport by private car.
- A number of National Express coaches incl. Inter-regional services serve the Airport
- Hourly Nottingham City Transport service from Nottingham City Centre.

- 20 minute shuttle service from Loughborough Railway Station.
- National Express also owns the Midland Mainline rail passenger franchise, and is proposing a new Parkway station at Ratcliffe on Soar 6km from the Airport (see \* below).
- Long term aim to establish a direct rail link to the airport.
- AIR TRANSPORT FORUMs are to be set up for all airports with scheduled air services. Each ATF is to produce an Airport Surface Access Strategy to feed into the LTP process. Overall aim to reduce proportion of journeys to the airport made by car (incl. short and long term targets). Green transport plan for airport employees (to include projected airport growth).
- “Midlands Regional Air Services Study” (incl. all airports in East and West Midlands) to consider the future demand for air travel, airspace and the surface access requirements to support it (aiming to relieve pressure on the SE Airports).

#### **\* PARKWAY STATION**

- 3km from M1, main access proposed to be by new junction on the A453.
- High quality public transport interchange, incl. Shops, booking office, passenger waiting lounge etc.
- 1000 car park spaces with potential for more.
- (Potential) benefits incl. job creation, reduced road use, reduced journey times(for those who transfer to rail), improved integration between transport modes, MODAL SHIFT.

#### **Donington Park**

- 4km from M1 junction 23A via A453.
- If attendances anticipated to exceed 10,000 then visitors approaching the site on the A50(T) are signed through Castle Donington village to avoid problems at Junction 23A and 24 on the M1.
- Events incl. pop concerts, rallying and motorcycle grand prix attract 25,000 to 60,000 people. Weekly Sunday market attracts about 5,000 visitors.
- Pollution problems have occurred due to big crowds (noise and air) and congestion on the wider network (A453 and M1, junctions 24 and 23A).

#### **North West Leicestershire District Council**

No specific plans for the study area. A statement of general policies is given including:-

- Car parking / demand management (public car parking provided by council)
- Economic development
- Air quality management
- Highways (safety and congestion problems)
- Green travel plans

There is a separate document outlining the situation with respect to the Ashby de la Zouch bypass, which will be reviewed separately.

### **WORKING PAPER No 3**

**Ref No :** W03/LCC  
**Title :** Local transport plan A511 Ashby bypass stage 2 Supplementary Information and Appraisal.  
**Author :** Leicestershire County Council.  
**Date :** July 1999.

This document was prepared to allow Leicestershire County Council (LCC) to bid for funds to complete the A511 Ashby bypass.

Stage 1 completed 1989, £2.418m, in conjunction with A42 scheme.  
Stage 2 proposed to relieve town centre of Nw-Se traffic, costing £7.494m.

This project is potentially relevant since the opening of the A50 Derby southern bypass was predicted to remove some traffic from the A511 which has not happened (see later). This means a bypass may cause some traffic to be attracted away from the M1 (junction 24) / A50 route.

There is a problem with congestion, air and noise pollution associated with the A511 in Ashby. Traffic management has been used to improve conditions for pedestrians and cyclists as far as is possible with pelican crossings etc.

Bus improvements and a new rail service (Ivanhoe line project) have a limited potential to relieve the local problems. The strategic nature of many trips suggests that a bypass is the only viable solution.

Para 4.2.3 (p6) refers to the results of the 1992 o-d survey for the A511 Nottingham Road and Burton Road, which show that between 50% and 65% of the vehicles surveyed were using the route without any journey purpose in the Ashby area. This underlines the strategic role linking Leicester , M1 (south) with Burton upon Trent and Uttoxeter.

The objectives of this bypass are consistent with the wider policies and objectives set out in the previous structure plan. The exact details of the route are listed including junction locations and complementary town centre traffic management measures.

Traffic forecasts for the bypass have been made based on 1992 survey data and other surveys from Autumn 1995. Further journey time surveys were conducted in 1998.

A traffic model was set up to assess the scheme using Trips software, 39 internal zones and 24 external zones, based to 1995 traffic levels. Operational assessments for the scheme have been produced for a 2015 design year.

The A50(T) Derby Southern Bypass (DSBP) opened in Sept 97, and was expected to give some traffic relief to the existing A511 through Ashby. However, 12 hour counts in June 1998 suggests this has not happened.

- A511 Nottingham Road = 4% drop
- A511 Burton Road = 14% rise

#### **Induced Traffic**

A variable trip matrix was set up based on induced traffic using the simple elasticity method for intermediate schemes. The volume of vehicles forecast for the with scheme situation, only includes an additional 170 vehicles on the bypass as induced traffic over the entire day.

It is not clear if there has been any consideration of trips reassigning back from the A50 to the A511. (N.B. delays in Burton on Trent discourage use of the A511 as an alternative route for strategic journeys).

Orders have been confirmed for the route (in August 1998).

If all goes to timetable construction will start in autumn 2000, with completion scheduled for winter 2001/2002.

## **WORKING PAPER No 4**

**Ref No :** W/05/DCT  
**Title :** “Derby Joint Local Transport Plan 2000/01 – 2004/05”  
**Author :** Derby City Council and Derbyshire County Council  
**Date :** July 1999

This report covers the entire Derby City area, and associated travel to work area including a large rural hinterland (including Borrowash in our study area). Population of about 270,000.

Reference is made to the potential contribution of the A50 bypass and committed A6 Alvaston bypass to the relief of problems on existing routes in the LTP area. In para 2.24 (p10) the inclusion of the A6 Alvaston scheme (formerly referred to as the Derby Spur North) in the Targeted Programme of Improvements is welcomed.

### **Joint Working by East Midland Cities**

Para 2.30 (p11) outlines the areas where the 3 cities of Derby, Leicester and Nottingham have been working together at Member and officer level, on transport issues. Of particular interest are :-

- Sharing of information and co-ordinating timetables for charging for on-street parking in City Centres
- Where practical, ensuring that policies are consistent across the Three Cities e.g. Parking standards

They have also considered a co-ordinated approach to road user charging and workplace parking levies including a commitment to the sharing of information from research and monitoring.

### **Transport Vision**

“To develop a transport system for the Derby Joint Local Transport Plan Area which manages the demand for travel and reduces reliance on the private motor car, in a safer and sustainable manner, while continuing to encourage economic activity.”

### **Stakeholders panel**

300 people invited to be involved as stakeholders, including transport operators, environmental groups, district and parish councils, local businesses etc. Considerable overlap with the A453 group is likely.

### **Economic context**

Reference made to the deposit structure plan and industrial land use provision, including Pride Park and Raynesway in central Derby and some sites close to the A50 in the south of the LTP area. “ The Structure Plan aims to promote the creation of patterns of land use that reduces the need to travel and encourage people to use alternative modes for travel to work”.

Retail activity:-

Focus on City Centre. Eagle shopping centre currently undergoing a major refurbishment and proposals for £100 million of new retail development.

Other key developments:-

University of Derby

Derby County Football ground at Pride Park  
 Rolls Royce, and Adtranz in SE Derby  
 Toyota near to Burnaston  
 Prudential bank at Pride Park

**Parking**

Policy to discourage car commuting by increasing long stay charges and reducing the availability of long stay spaces.

Long stay edge of City core spaces = £4 per day

Short stay City centre = £8.50 per day

Useful table **City Centre Car Parks**

Type of parking	No of Spaces
Council operated public car parks – Short Stay	1469
Council operated public car parks – Long Stay	1256
Private car parks for public use	3000
Private Non-residential (approx.)	2000
On street parking (approx.)	700
Total	8425

The City council has discussed charging regimes with the other operators and have therefore begun to bring them in line with City Council levels.

**Public Transport**

Buses are the most important public transport mode. Quality partnerships are being pursued, with the first formal one between City Council and Trent buses signed in March 1999 for the Spondon flyer.

New City Centre bus station proposed as part of Morledge development.

Park and Ride successful, desirable to have on all corridors.

**Employment**

Local plan sites identified in the south and east of the City, all relevant to A453 study.

Pride Park, Courtaulds in Spondon, Chaddesden Sidings and Wilmore Road, Sinfin.

OVERALL comment that the increased road capacity provided by the A50 (etc) frees up existing road space which should be reallocated to pedestrians, cyclists and buses. Para 6.36 TMDR3 “The local authorities will promote schemes that reallocate road space to assist pedestrians, cyclists and public transport. As part of this, consideration will be given to the construction of new highway, where analysis and assessment determines that it is the most appropriate solution”.

**CORRIDOR ASSESSMENT TABLE 4.4** (see attached drawings also)

Corridor		Problems, Issues and Opportunities
Nottingham Road A52 / A6005 / A6096	Traffic	Large delays on all approaches to the Pentagon Island (A52/A61) causing problems for local bus services on Nottingham Road and the A52. Problems relating to poor access from Spondon. Rat running occurs on many residential roads. Parking problems in Chaddesden on match days.

	<p><b>Accidents</b></p> <p><b>Public transport</b></p>	<p>Key accident clusters at district centres and along Nottingham Road.</p> <p>Good bus service provision to residential districts and some of the more distant centres, limited to commercial areas. Park and Ride available at Pride Park, this may be relocated closer to the A52. New Bus lane on Nottingham road has reduced bus journey times and there are plans to improve on this. Usage levels of Spondon station are low.</p>
	<p><b>Cycling</b></p> <p><b>Forecast</b></p>	<p>Some parts of the strategic cycle network are already built by the A52, including some parts of the national network.</p> <p>Residential development of Oakwood nearly complete, large scale commercial and industrial re-development planned at Courtaulds, Chaddesden sidings and Pride Park.</p>
<p><b>London Road A6</b></p>	<p><b>Traffic</b></p> <p><b>Accidents</b></p> <p><b>Public transport</b></p> <p><b>Cycling</b></p> <p><b>Forecast</b></p>	<p>A6 congested into the city, especially at the junctions with the Inner and Outer Ring Roads. Significant environmental impact on adjacent properties. Construction of Alvaston bypass and Wilmorton link road will alleviate many of these problems and improve conditions for buses, cycles and pedestrians on the existing roads.</p> <p>Key accident clusters at Alvaston District Centre and Shardlow.</p> <p>Good bus service provision to residential districts. Good links and interchange with rail. Park and Ride at Pride Park.</p> <p>A number of good cycle links but certain links beyond the city boundary are missing.</p> <p>Large commercial growth at Pride park and Courtaulds.</p>

**Freight Distribution**

Recognise need to work closely with road haulage companies, encouraging the development of Quality Partnerships with haulage companies and distribution centres. Encourage reduction in no of journeys made, investigate use of low emission vehicles etc.

From Para 6.59 (p68) it can be seen that the local authorities can use the development control process to influence modal split for freight. “These include protecting facilities for rail distribution when considering applications for new or redevelopment of manufacturing sites. Protection should also be given to sites that provide scope for inter modal transfer (including by water) so as to facilitate the best use of the transport network”.

**Public transport**

PT11 (p87) The local authorities will promote the “seamless journey” approach to all public transport operators , by encouraging the co-ordination of services and timetable changes , and through the provision of high quality and suitably located interchanges”.

Also seek to simplify ticketing, allowing “one ticket” journeys, cheaper tickets and more concessions etc.

Aspects that the Quality Partnership approach intends to improve are:

- Journey time
- Service reliability
- Waiting facilities
- Vehicle quality and customer service
- Travel information and marketing
- Establishing new services (incl. Park and Ride)
- Revenue support for non-commercial bus services
- Flexible and integrated ticketing

The council intends to combine any new Park and Ride schemes with bus priorities to provide an even better service and will look to improve the priority given to the existing Park and Ride schemes. Bus lanes provide benefits to buses from the wider LTP area and beyond. The construction of the Wilmorton link increases the potential for bus priorities to be introduced on the A6 London Road corridor.

A Public Transport Options Study being undertaken by consultants for all corridors. Rail serves 3 corridors currently and intend to expand this. A feasibility study for a new rail station at Borrowash has been proposed.

### **De-trunking**

1998 Trunk Roads review recommended following in Derby LTP area :-

- A6 Shardlow Road – between the Derby Southern Bypass / A6 Derby Spur junction to where it rejoins the A50 north of the M1 Junction 24

### **City centre**

City centre transportation strategy being developed to be published spring 2000, but funds already set aside for bus priority, cycle and pedestrian improvements.

### **PRIDE PARK**

When complete will have provided 5000 new jobs.

Outstanding transport infrastructure commitments :-

- A pedestrian footbridge from the railway station , providing a strategic link into Pride Park £1.8m
- Wilmorton Link, a section of highway infrastructure that links Pride Park to the A6 £3.7m
- Highway infrastructure for specific access to development land £1.1m

The station link will make public transport a more viable option for travel to work at Pride Park. Helpful towards encouraging employers to develop green travel plans.

### **Major improvement schemes**

A6 Alvaston by pass – A6 Derby spur link to A5111 Raynesway complete Oct 2003(?).

Derby spur extension – extend the Derby spur north trunk road to connect with the A6 London Road Diversion to commence 2004/05.

**WORKING PAPER No 5**

**Ref No :** W/06/DCT and W/07/DCT  
**Title :** “Derbyshire Local Transport Plan 2000/01 – 2004/05” and Technical Annexes.  
**Author :** Derbyshire County Council  
**Date :** July 1999

This report covers the entire Derby County area, which is split into 5 Transport Zones outside the Derby City area. Eastern Derbyshire includes Long Eaton and is the only zone directly in the study area.

The LTP deals with most issues on a countywide strategy basis. Section 8 deals with “Toolkit” initiatives. South east Derbyshire is highlighted because it experiences the highest levels of cycling for journeys to work in the County, with 10% of journeys to work in Long Eaton being made by bicycle.

Para 9.2.6 (p98) Road scheme to solve environmental and safety problems along station road, Ilkeston. This will provide better access to the M1 Junction 26 via Awsworth and the A610. This scheme also provides the access to a new rail station development, which is proposed as part of the joint Greater Nottingham Area Rail Development Strategy (GNARDS).

In the technical annexes (W/07/dct) there is a section on cycling. High priority has been placed on the Derby to Nottingham corridor. In addition to off-road sections, road space has been reallocated to cyclists in order to minimise conflict with pedestrians. Examples include:

- Conversion of rat run to one-way with contra-flow cycle lane, advanced stop line and resignalling of junctions to achieve a route through Long Eaton town centre
- Cycle lanes and central refuges (at crossing points) on the A6005 near Draycott, coupled with speed limit reduction from 60mph to 40mph.
- Footway widening to provide shared use path alongside A6005 near Long Eaton has reduced traffic speeds by narrowing carriageway and provided for cyclists without loss of pedestrian space.

In T3.4.6 the North – South M1 multi-modal study is welcomed, with particular regard to the complex freight issues involved.

T3.4.7 refers to a study commissioned by Derbyshire CC, Railtrack and the freight operator EWS, conducted by Sheffield Hallam University into rail freight and difficulties in the land use planning system that prevent development of rail freight. There are perceived problems of large-scale terminals etc. A second stage study now underway. The issue of bottlenecks at stations such as Sheffield, Derby and Nottingham is mentioned with regard to the impact on freight traffic is also mentioned.

## **WORKING PAPER No 6**

**Ref No :** W/14/NCC  
**Title :** “Nottingham Express Transit Line Two : south-west and south-east feasibility study draft report. Appendix G Patronage Forecasts and Economic Evaluation.”  
**Author :** Nottingham City Council  
**Date :** April 1997

This report examines the viability of providing LRT routes to the south of Nottingham serving the Clifton and West Bridgford (Rushcliffe) areas of Nottingham.

The study approach is to evaluate the two routes independently as well as a combined scheme. The methodology employed in patronage forecasting is described. Transport demand and supply data for base and future years has been collected. Basic patronage figures are forecast and annual patronage estimates produced. Non-user benefits are estimated, and a project evaluation conducted, including sensitivity testing.

### **Forecasting**

5 sources of LRT trips : Bus, Car (direct), Car (using LRT based P+R), generated trips and trips from new property development.

Mode-choice models were used to forecast transfer from bus and car (63% of trips on Clifton route).

37% (Clifton) non modelled due to large amount of planned new development.

Bus matrices derived from 1990-92 Nottingham Bus Survey validated using subsequent roadside observation counts at key cordon points.

Car demand matrices taken from the SWK Fourth Trent Crossing study.

2 sets of matrices for movements between central Nottingham and West Bridgford areas.

2 way person movements for am peak (0700-0900) and inter peak (1000-1200).

General cost parameters – table supplied by MVA who developed the incremental logit mode-choice models.

3 models :-

- Main mode choice – Car v public transport
- Public transport Sub-mode choice – Bus v LRT
- Highway Sub-mode choice – Car v Park and Ride

Design years = 2001 (opening year) and 2013.

Estimates of non-user benefits were derived from these 2 years.

30 year economic forecasts by interpolation and extrapolation.

### **Base year transport demand and supply**

Zones = 27 total;

17 internal, based on Nottingham Bus Survey zones (SWK zones split to make car zones consistent)

3 cross city, for trips across city to NET line 1

7 Park and ride, based on SWK zones

Highway and public transport networks set up, free flow speeds and average delay, with operators timetables and fares used for buses.

### **Future Year Analysis**

Various assumptions made re future pt and car trips, and speeds. Neutral response of bus operators to LRT assumed with some frequency reduction but no services truncated. Clifton LRT route has two possible options through the estate. LRT speeds were specified based on work done for line1, for different classifications of street. 10-minute headway on both routes (Clifton and Gamston), with 3 Park and Ride sites at Ruddington lane and Clifton South on the Clifton Route and Gamston on the Rushcliffe Route.

### **Future Year Forecasts**

Forecasts produced for 2001 and 2013 am peak and off peak as noted earlier. Total patronage outlined and the various constituent elements (P+R, generated trips etc). There is therefore an outline of the assumptions made re new developments (housing and employment) and the impact on each route's patronage. Short distance trips within zones have not been modelled, but forecasts have been made as an estimated percentage of modelled trips.

### **Annual Patronage**

Annual patronage has been forecast using a series of annualisation factors to convert am peak and am off peak to a year. 4,744,000 passengers are forecast for the Clifton Route in 2001.

### **Non-user benefits**

A list of non-user benefits has been investigated and estimates produced. These include highway decongestion benefits, accident reduction, savings to bus operators and economic regeneration. Decongestion benefits were estimated using LINSIG junction delay models, assuming overall capacity reached in 2001 peak, 2013 off peak.

Economic regeneration benefits have been calculated as 5% of new jobs created. In Clifton this equates to 581 jobs valued at £5.9m.

### **Project Evaluation**

Section 56 style assessment produced.

Capital outlays forecast (including all land acquisition/demolition, civils, trackwork and cost of trams, power + OHE, etc) = £39.21m (undiscounted)

Operating costs and revenue have also been forecast = £1.045m (undiscounted)

Revenue = £2.40m (undiscounted)

Section 56 evaluation.

Clifton route = +£4.17m (NPV).

NB this does not include cost savings of building two routes together, nor does it include the likely developer contributions (Clifton = £1m), does not include any quantification of environmental benefits.

Sensitivity tests were run with revenue +/- 10%, all costs +10%, op costs +50%, etc.

Operating surplus in all cases for Clifton Route. Combined construction of both routes gives greater overall benefits.

## **WORKING PAPER No 7**

**Ref No :** W/13/NCC  
**Title :** Clifton and Wilford area transport plan  
**Author :** Nottingham City council  
**Date :** 1998

This report outlines the consultation that was undertaken in 1998 with residents in the Clifton and Wilford area to establish what transport problems they experienced and perceived, and any possible solutions or improvements that could be made. The initiative was taken in response to Government guidance, which encourages Local Authorities to find ways to reduce dependence on the private car and to improve consultation procedures. This was produced prior to the publishing of the White paper on Integrated Transport.

### **Consultation**

Innovative approach involving the following methods:-

- A special meeting of the Area 8 (Clifton and Wilford) Committee with invitations to a wide range of community representatives, special interest groups and transport providers. Around 40 people attended.
- An article in the Arrow with a response slip (Council Newspaper).
- A telephone hotline
- A feature on the community radio slot on Radio Nottingham, as well as an interview with the Chair of Transport Committee.
- Two ‘surgery’ sessions outside the Co-op in Clifton where people were canvassed for their views
- 46 young people aged 14-16, in collaboration with a youth worker, were involved. Each received a free bus ticket in return for completing a questionnaire on their experiences of bus use.

This came up with a series of problem lists for bus services, road safety (humps unpopular, but speeding a problem), parking problems, pedestrian and cyclists, access to jobs and services (e.g. Lenton Lane, and Queens Medical Centre).

### **Action Plan**

- (1) Clifton and Wilford area based bus quality partnership scheme**  
To include bus service review, routes review, evening/Sunday services, stop locations, traffic calming issues and information. City Council, Nottingham City Transport and Clifton/Wilford/Silverdale Forum involved.
- (2) Road Safety Plan**  
To involve City-wide Road Safety Forum, to consider alternatives to humps (e.g. road closures, pedestrian crossings and general traffic management). Pilot “homezone”, travel to school project, 20mph to be considered, education/awareness raising. City Council, emergency services, Forum and Head Teachers (etc).
- (3) Parking Plan**  
To include review of parking at shopping centres and elsewhere generally, review provision for the disabled and tighten enforcement. To involve City Council, Police and the Forum.
- (4) Walking and cycling provision**  
To include new east-west cycle route (South Notts college to Nottingham Trent University), various other cycle route proposals (including improvements to signing of

existing routes). Pedestrian crossing at Clifton Lane/Wilford Lane, Southchurch Drive/Green Lane roundabout

**(5) Access to Jobs and Services**

Formulate proposals for better use of shoppers buses/community transport, community car share scheme, Co-op home delivery scheme to be investigated. A review of the impact of transport provision on accessing services and jobs is proposed, for example young people to the City Centre. This is intended to involve local people facilitated by Area Co-ordinator and Development Department, the Forum and Commuter Planners.

**APPENDIX 1**

Notes of the special meeting of the area committee.

List by headings, including main locations of activity, problems experienced with travel and possible solutions, (i) travel to work (ii) travel to school (iii) travel to leisure).

**Travel to work :**

- |                                       |  |  |
|---------------------------------------|--|--|
| • City Centre,                        | • Beeston,   | • Long distance commuters into Clifton |
| • Lenton Lane,                        | • Boots,   | • Short journeys within Clifton.       |
| • West Bridgford,                     | • NTU students to city centre campus and to Clifton campus from West Bridgford |  |
| • long distance journeys, University, | • Lenton and Meadows QMC/City hospitals  |  |
| • National Grid, Ruddington,          |  |  |
| • Power station,                      |  |  |

**Problems:**

- |   |  |   |
|---|--|---|
| • 46% household no access to car, 30% over 60         | • Commuter traffic from motorway   | • Lane to get to Rushcliffe School.                     |
| • Clifton village have to walk to A453 to catch buses | • Streets blocked with parked cars –difficult for buses, difficult to walk | • New bus services not financially viable               |
| • Bus services not good enough within estate          | • Children from Wilford Village crossing Wilford                           | • Times of buses not serving when people need to travel |
|   |  | • Carrying heavy shopping                               |

**Solutions:**

- |   |  |  |
|---|--|--|
| • Special route for buses / LRT using Wilford Toll bridge | • Smart-card technology – rail/bus transfers                 | • Dedicated bus lanes on the A453                            |
| • Barton Green – Clifton Village bus and bike route       | • More buses for Silverdale                                  | • Extend bus route from Clifton Lane to North of City Centre |
| • Bus ‘transfer’ tickets                                  | • Provide more local services e.g. tax, DSS, social services | • Regular bus services after 6pm                             |
| • Improve perception of public transport                  | • Small buses inadequate and squashed                        | • Better timetabling of buses                                |

### Travel to school

Clifton = 7 primaries, 2 secondaries, 1 FE college

Wilford = 2 primaries, 1 secondary

Parents fear of travel

Children crossing Wilford Lane to school

A453 crossing Glapton/Whitegate from Barton Green estate

Car sharing – take kids to bus stop

Bus from West Bridgford full of schoolchildren

Find out how children get to school and how far travelled

Peripheral areas lose out (e.g. Clifton village)

Route to West Bridgford needed

Expansion of South Notts college – requires better buses, also need to reflect different start/finish times, could provide incentives to cycle

Need safe and pleasant cycle routes

Voluntary travel for elderly and isolated (Co-op bus)

### Travel to shops

- City centre
- Clifton centre (nb Co-op shoppers bus)
- Other local shops
- West Bridgford – Asda
- Castle Marina – Sainsburys
- Arnold
- Beeston
- Access problems to Clifton Centre from periphery
- Home delivery – e.g. Iceland (£25 min)
- Tesco students bus
- Shoppers bus to Safeway on Tuesday (poorly advertised)

Solutions:

- Buses should be fully accessible
- Make market traders bus around Clifton permanent
- Barton bus service to Clifton village
- Combine bus stops from the two main bus companies
- Lobby government for funds
- Bus shelters need improvement
- Real time bus info

### Travel to leisure

- Periphery to leisure centre
- Playing fields in Farnborough Road
- City centre – subsidised travel for young people
- Ice centre needs bus routes nearer
- Nightclubs – nightbuses, free buses needed
- Preserve green spaces against car parking
- South Notts college evening classes parking problem
- Safety and security problem in evenings
- New housing should include play areas and consider transport at preliminary stage
- Dual use of school playing fields

## **APPENDIX 2**

Shows summary results for one of the surveys. None willing to car share, traffic speed and bus service problems mentioned, such as timing of last bus from QMS at 22:23 when work finishes at 22:30.

## **APPENDIX 3**

Summary of interviews with 46 14-16 year olds. Their main destinations by bus are town / city centre, as well as school/college, using buses 1 or 2 days per week. Most say buses are reliable, but most want more frequent service, with cleaner and cheaper buses.

## **APPENDIX 4**

Results of surgery session outside co-op.

Traffic humps disliked mentioned 25 times:

Too close to other potential hazards (pedestrian crossings, parking spaces), uncomfortable for elderly, wear and tear on cars, problems for ambulances, increased danger to cyclists, don't slow traffic.

Want more reliable bus service with less frequent changes to times / services.

Need cycling routes through Clifton.

Parking spaces near shops need enforcement – too many hazards near to shops.

**WORKING PAPER No 8**

**Ref No :** W/11/NCC  
**Title :** Nottingham, Park and Ride Survey, September 1998  
**Author :** Nottingham City council, Development Department  
**Date :** September 1998

This report outlines the surveys that were undertaken in 1998, at the Council's 4 Park and Ride sites on Tuesday 22nd September 1998. Self completion questionnaire distributed at each site between 0700 and 1600. 17 basic questions covering origin, destination, user characteristics, nature of use and user perceptions of the service.

The Queens Drive site is the only one that is really relevant to the A453 study, located NE of junction between A453 and the A52. Open (full M-S service) 1994, 1000 parking spaces, 3km from city centre, 10 minute journey at 10 minute frequency. Cost was £1.50 (now £1.60) per car, operated by Trent/Barton buses using dedicated fleet of low floor single deck buses under contract to the City Council.

500 interviews at Queens Drive site.

- 94% response rate (highest achieved), via a collection box at the front of each bus.
- 59% from outside Greater Nottingham (highest of all sites), 19% Rushcliffe, 15% Broxtowe, 6% City of Nottingham, 1% Gedling.
- 69% female. 40% under 35.

**ORIGIN OF RESPONDENTS : QUEENS DRIVE SITE**

ORIGIN	OVERALL (%)	PEAK (%)	OFF-PEAK (%)
Derby	12	13	8
Loughborough	10	14	9
Beeston	9	10	9
S Erewash	9	11	8
Gotham/Leake	5	3	7
Stapleford	5	8	4
Melton Mowbray/Rutland	5	4	6
Leicester	5	6	4
NW Leicestershire	4	3	4
Ruddington	3	3	3
Keyworth	3	2	3
Burton/Tamworth	2	4	2
Clifton (Wilford Ward)	2	1	3
Stanford/Rancliffe	2	1	3
Clifton West Ward	2	1	2
S Derbyshire	2	0	3
Wilford Village	2	3	1
Abbey (W Bridgford)	2	1	2
N Erewash	2	2	1
West Midlands	2	1	1
Other	12	9	17
<b>TOTAL</b>	<b>100</b>	<b>100</b>	<b>100</b>
Valid cases	443	157	228
Missing cases	25		
Total responses	468		

Car occupancy very low with just 1.21 per car in the peak 1.68 in the off peak.

34% of users use it at least 5 days a week.

40% of users arrive within the peak (nb sampling problems at busy times so could be higher).

50% intended to stay for more than 5 hours, with 42% 8 hours or more.

91% peak hour trips to work (47% total).

66% off-peak trips shopping (40% total).

57% of users of Queens drive site would have used car throughout if P+R not available (at peak hours = 47%). 22% would have used bus instead (26% at peak hour).

### **CUSTOMER PERCEPTION/ SATISFACTION**

Majority happy with the quality and comfort of service, as well as the service frequency.

88% expressed opinion that the service they were using offered better than average value for money.

78% believed service better than average re no of stops provided.

6% believed that the number of stops provided was below average. This reflects poor City Centre penetration of the service, which only serves the Broadmarsh centre. The limited number of stops does however mean that the service is more reliable.

An interesting question was posed re potential new P+R sites, 32% expressed interest in a new site.

56 respondents at Queens Drive said they would be likely to use a new site at Gamston.

79 respondents at Queens Drive said they would be likely to use a new site at Clifton.

The point is made that this does not reflect the untapped non-user markets for these new sites, which would require separate research.

**WORKING PAPER No 9**

**Ref No :** W/08/EMA  
**Title :** East Midlands Airport, Development Policy (Consultation Final Draft)  
**Author :** East Midlands International Airport Ltd  
**Date :** December 1998

This report outlines the revised development strategy to be adopted by East Midlands Airport. Given the airport's strategic location and influence on the A453 corridor this is a very important document. It should however be read in conjunction with the DTZ report into the development of land around Junction 24 of the M1 (to be reviewed in Working Paper number 10).

Background statistics have already been outlined in Working Paper number 2.

1994 forecasts:-

	passengers	freight
1993 =	1.4m.	30,000 tonnes
2006 =	6.6m	150,000 tonnes
2010 =	9.0m	290,000 tonnes
2015 =	12.0m	436,000 tonnes

Development strategy adopted in 1994 was to develop within the area bounded by the line of the runway and the line of the A453. The DoT was consulted and was supportive of the long term prospects. GOEM considered the traffic forecasts to be high ('very optimistic'). Scott Wilson Kirkpatrick commissioned by Leics CC and NW Leics DC to investigate forecasts. SWK forecast 4.65m passengers for 2006 (c/w 6.6m in original estimate).

Reference is made to the Government's Transport White paper, which committed to a review of airports policy. Within this context it is anticipated that the Government will encourage the growth of regional airports to meet the local demand for air travel where this is consistent with sustainable development principles. The aim being to :-

- reduce the need for long surface journeys (particularly by road) to south east airports.
- maximise the contribution which they make to local and regional economies.
- relieve pressure on congested airports in the south east of England.

Air Transport Forum set up with the following objectives:-

- "To draw up and agree challenging short and long term targets for increasing the proportion of journeys to the airport made by public transport.
- To devise a strategy for achieving those targets, drawing on the best practice available. This is likely to involve a wide range of measures to address the needs of all those travelling to airports. Bus and coach services should be included as well as rail. This means that the management of traffic on local and trunk roads will be an important issue for some airports. The Govt hopes to see strategies agreed by late 1999 and fed into the development of Local Transport Plans, to be prepared by the Transport Authorities.
- To oversee the implementation of the strategy. Implementation should include Green transport plans to cover commuting and business travel for all employees based at airports."

Details of the Regional Planning Guidance, the Leicestershire Structure Plan, and the emerging District-Wide Local Plan have been extracted by Gillespie's in their review of these documents, which is included later in this supplementary volume.

Planning permission was granted for DHL's new Parcel Hub development (which safeguards 700 existing jobs and creates a 300 directly employed jobs) in July 1998.

### **Reviewed Traffic forecasts**

Needed to be reviewed downwards because:-

- DETR adopting less optimistic growth rates (downturn anticipated)
- EMA growth since 1992 experienced at low end of previous forecasts
- Long haul services not possible until runway extended, even then experience at Birmingham suggests more modest growth likely
- Sheffield City airport opened Spring 1998
- Manchester Airport's second runway is under construction

As early as 2005 London airport's will be at capacity. This will cause overspill that has not been allowed for in forecasts due to uncertainty about timing and distribution of this.

1997 estimate = 90% of EMA cargo traffic consisted of small package traffic carried by DHL, UPS and Lufthansa (114,000 tonnes out of 126,000). This obviously requires onward distribution. The advantages of the airports road links are considerable, and have encouraged this growth.

### **Economic Impact**

1997 = 1854 passenger related jobs, 1180 cargo related, 700 other on site, 809 other near site.  
2006 = 2957 passenger related, 3149 cargo related.

Existing employees distribution of home locations:

Derby City = 34.7%, South Nottinghamshire = 18%, South Derbyshire = 17.6%, North Leicestershire = 11%, Nottingham City = 7.7%.

In addition to skilled non-manual, skilled / semiskilled manual occupations also shorter term construction related jobs.

4000 public car park spaces currently provided, 500 space central staff car park (additional staff spaces adjacent to various facilities). Current utilisation 50% short stay, 85% short stay. Anticipated that in future emphasis will be on short stay.

2006 forecast need = 8,950 passenger spaces, and 3,700 staff spaces(p29).

The Strategic location of the airport with regard to the A453, A42/M42, M1, A50 is acknowledged. The airport is accessed at two points on the single carriageway section of the A453. About 85% of traffic accesses the Airport from the east.

1995 east of main airport entrance 24 hour AADT = 15,300 vehicles (70% airport related).

1995 west of Swan Rivers 24 hour AADT = 10,400 vehicles (45% airport related).

Forecasts made re increases in traffic that is related to the airport are outlined. Future demand will be determined by :

- Passenger forecasts
- Staffing forecasts
- Forecasts of cargo traffic and maintenance activity

Majority will in future still access by car, however – choices will be widened for other modes (coach, bus and rail links) and on-site parking is likely to be reduced.

24 hour AADT flows forecast for 2006 as follows:

passenger related = 16,000 vehicles  
cargo related = 8,340 vehicles  
employee = 11,750 vehicles

It is noted that the great majority of passenger and cargo related movements occur outside normal peak hours, so limiting its impact on overall road use and congestion (in the immediate area at least).

### **Cargo**

Existing cargo apron space plus that at the proposed parcels hub, should provide sufficient capacity to 2001.

Extension of the eastern cargo apron and buildings already proposed would maintain capacity to approximately 2005.

With further expansion (to the limit of land available at the east end of the Airport) capacity would be maintained up to 2007/8.

Current planning policies prevent substantial development at the very western extremity of the Airport site. So the current maintenance area is a more favourable location for expansion.

Development towards the east is compatible with adjacent land uses, around proposed parcels hub, with good landside access and one of least visually prominent parts of the Airport site.

### **Landside Facilities**

Multi level car parking may be a solution to the problem of providing parking close to the terminals. The cost and visual impact of structures must be considered, and 3 storeys considered the limit. Multi level is expected to provide for a maximum of 25% - 30% of the total parking requirement at anytime.

Promotion of public transport will increasingly be emphasised, through a range of initiatives, which are likely to encompass:-

- Car park pricing
- Employee focussed programmes
- Dedicated bus service
- Improvement of access to the rail network

The link of EMA to a national transport services operator, puts the airport in a good position with regards to making the best use of available access options (e.g. Parkway station proposal). As with all aspects of planned development, it will be necessary to review the needs of Airport access at regular intervals in response to the many influences on transport usage.

No major changes proposed to the A453 to cater for the additional demand (i.e. no dualling) but additional accesses needed to serve the parcels hub development and the Finger Farm Business Park.

## **POLICY STATEMENTS**

### **9.7 Surface Access**

“ The company will seek to ensure the provision of means of surface access to EMA which are commensurate with the forecast growth in its activity but which are sustainable”.

“An airport forum is being established and a green commuter plan will be prepared.”

“The Company will co-operate with local authorities, public transport operators and other Transport interests with a view to enhancing access to EMA from local centres by public transport and encouraging integration of transport modes at appropriate locations.”

“The Company will co-operate with the Highway Authorities to encourage the use of appropriate routes by airport-related traffic by means of signing on major highways, and to discourage the use of inappropriate routes through the management of its own vehicle fleet and via its agreements with tenants and concessionaires”.

“The use of sustainable transport will be emphasised in material published by the Company for the Guidance of passengers and other airport users”.

**WORKING PAPER No 10**

**Ref No :** W/10/LCC  
**Title :** Strategic sub regional development study of the area around J24 of the M1  
**Author :** DTZ Pidea Consulting  
**Date :** November 1999

The overall aim of the study was to identify what types of development would be acceptable in the area, to look at what evidence there is of demand for development, and to derive a series of forecast growth scenarios. They have also examined where the likely development could be accommodated (not exact sites), and the economic, environmental and transport impacts of this (include reference to sustainable transport).

The section on Transport Sustainability is likely to be the most relevant. Summary and conclusions can be summarised as follows (p7-9).

- J24 congestion problem at peak hours currently, likely to increase to an all day problem due to general growth, proposed development, and airport expansion.
- 2006 Scenario 1, traffic flow at J24 +11% growth in general traffic (Low NRTF) airport growth adds another +39% , total growth therefore +50%.
- 2006 scenario 2, +23% incl. general + development growth, +31% airport , +62% total.
- 2006 scenario 3, +45% incl. general + development growth, +39% airport , +83% total.

The airport development generates most traffic, more than other development combined.

DTZ suggest that to permit unconstrained growth of the airport highway solutions are needed, even if public transport share increases from 4% to 20% (as forecast).

Most congested road links are likely to be:

- A453 Nottingham
- A453 Donington between the Motorway service area roundabout and the airport entrance (potential solution = dualling)
- M1 Junction 24 roundabout
- M1 between Junctions 24 and 25
- M1 between Junctions 23 and 23a

Potential solutions to congestion include:-

- Grade separation of A453 over J24
- Bypass J24 by constructing a link from J23A to the A6 at Kegworth and then on to the A453 to Nottingham, and potentially round to J24a.

Rail solutions (fixed link) to airport (passengers)

- Not easily made viable for passengers, and unlikely to contribute significantly to removing private cars from the network

Shuttle bus / people mover from Parkway station on Midland Mainline near Kegworth.

- Shuttle bus would reduce traffic volumes (most suited to passengers rather than airport workers)
- “people mover” on its own dedicated track would almost cover its costs at forecast 2021 volumes
- extension of LRT from Clifton unlikely to be viable (despite potential connections at the new Parkway station)

### Rail freight

- potential to reduce HGV movements to future warehousing development by 20% if a freight facility on the Sheetstores to Burton freight line could be opened, (which could serve up to 4 major warehouses proposed for the area). Main drawback for rail is that it is not such a strategically advantageous location as it is for road. Most benefits for cross channel freight rather than domestic.

### Transport sustainability appraisal

A series of diagrams have been produced by MVA which illustrate their forecasts for traffic levels under various scenarios. The future year flows include allowance for the effects of the recently opened junction 24a. No other schemes have been included in the assessment.

Analysis has been done re existing conditions, based on 1999 survey data to work out Annual Average Daily Traffic (AADT). The computed congestion reference is an estimate of the AADT flow at which the carriageway is likely to be “congested” in peak periods on an average day. It is only a measure of link performance between junctions and the effects of junctions are not included in the CRF.

The Level of Service (LOS) is predicted based on the likely level of congestion and delay that is likely to be experienced.

- LOS‘A’= Flow up to 85% CRF (Best – Least Congestion)
- LOS‘B’= Flow 85% - 114% CRF
- LOS‘C’= Flow 115% - 129% CRF
- LOS‘D’= Flow 130% - 144% CRF
- LOS‘E’= Flow 145% - 159% CRF
- LOS‘F’= Flows over160% CRF (Worst – Severe Congestion)

M1 J23-25 operates between 76% (A) and 115%(C) of CRF. Flows between 98,200 and 104,700 per average day two-way.

Junction 24 feeder roads all have some spare capacity. A453 (Nottingham) = 93% CRF, whilst A50 (Derby) = 26% CRF.

Even with low NRTF growth rates applied the M1 to the North J24 and South of J23a will experience flows well above 100% CRF, and consequently more congestion, delay and a higher risk of accidents.

Table 11.1 shows the link by link forecasts, CRF and level of service provided for all significant links in the area.

Fig 11.1 is a plan that shows existing levels of service. Fig 11.3 shows the effect of NRTF low growth in 2004 / 2009, fig 11.4 shows the same years for high growth.

The new J24a removes flow from the north facing slips at J24. Current levels are not reached again until 2010 assuming low growth and 2005 assuming high growth (excluding the expansion of EMA and development sites).

### Development Scenarios

3 scenarios tested:-

1 = medium development	19,300 trips per day
2= medium-high development	36,000 trips per day
3= high development	

10,400 trips per day

Several tables and figures used to illustrate the forecast link flows in each scenario.

The links that experience the largest increases in flow are the A453 Nottingham and the A50 Derby southern bypass, both of which link the largest local centres of population to the new employment sites.

In the worst case scenario the A453 Nottingham is forecast to experience a growth in flow whereby the CRF is 164%, unlikely to be an achievable level of flow without massive congestion and problems at the J24 roundabout. Total flow at the roundabout forecast to increase by 45% by 2009 when compared to current flows.

### East Midlands Airport

	2000	2004	2009
Staff	-	+ 40%	+ 70%
Cargo volume	-	+200%	+300%
Vehicles	17,000	38,000	55,000

**NB** the vehicle forecasts include an assumption that public transport surface access will increase from 4% now, to 20% of staff and passengers in 2009.

### Junction 24 2009 traffic growth predictions

Scenario	Total Number of Vehicles Using Junction 24	Increase in Flow Compared to the Existing
Existing 1999	69,900	-
Low NRTF only	69,700	0%
High NRTF only	75,110	7%
Medium development (Scenario 1)	77,700	11%
Medium development +EMA	104,770	50%
Medium-high development (scenario 2)	86,250	23%
Medium-high development +EMA	113,200	62%
High development (scenario 3)	101,100	45%
High development + EMA	128,150	83%

Nb: The development scenarios include NRTF Low Growth

Turning Movement at the roundabout	M1 North	A453 Nottm	A6 Kegworth	M1 South	A453 Airport	A50 Derby	Total
M1 North	-	1,200	2,500	n/a	14,200	-	17,900
A453 Nottm	1,200	-	400	9,600	9,600	2,000	22,800
A6 Kegworth	2,500	400	-	1,200	3,100	2,900	10,100
M1 South	n/a	9,600	1,200	-	1,800	12,100	24,700
A453 Airport	14,200	9,600	3,100	1,800	-	3,400	32,100
A50 Derby	-	2,000	2,900	12,100	3,400	-	20,500
Total	17,900	22,800	10,100	24,700	32,100	20,500	128,100

NB all values in the table are AADT in 2009 for High Development scenario with Low NRTF growth. The table only includes flows on the roundabout so the M1 North to South movement is excluded.

Major movements:-

- A453 airport to M1 North (28,400 vehicles per day two-way)
- A50 Derby to M1 South (24,200 vpd tw)
- A453 Nottingham to M1 South (19,200 vpd tw)
- A453 Nottingham to A453 Airport (19,200 vpd tw)

4 movements = 71% of total flow forecast at the junction. Since all 4 movements are across the roundabout, with no movement occurring between adjacent arms the scope for simple measures to increase capacity is limited, with major infrastructure required to cater better for the projected demand.

### **Possible solutions to Road Congestion**

Need to meet the following criteria: -

- Reduce traffic flows at the points of greatest congestion
  - Reduce the forecast traffic flow at the J24 roundabout
  - Create more direct and free flowing routes for the major traffic movements
  - Assist with the access to development sites
  - Links to the existing motorway junctions (since scope for new junctions limited by the very short distance between the current merge and diverge sections)
  - Provide high quality access to the airport for workers, passengers and cargo
-

## **WORKING PAPER No 11**

**Ref No :** W/11/HA  
**Title :** A52 Derby Road, Nottingham, Bus priority measures feasibility study  
**Author :** PLoN consortium for the Highways Agency  
**Date :** September 1999

This report is highly relevant since any proposals for the A52 Corridor are likely to have an impact on the A453 Corridor.

The Greater Nottingham Bus Quality Partnership initiative is referred to, which is based on the strategy that was published in 1997. The strategy identified 14 corridors, 4 of which were trunk roads, which include the A52 and the A453. Bus Lanes were installed in spring 1999 by the City Council on the Derby Road (A6200) between Nottingham City Centre and the QMC (Queens Medical Centre) junction on the ring road. The HA is responsible for the trunk road section of the A52 west of the QMC junction.

The most difficult section of the road to deal with is the 2km section of wide single carriageway between the QMC roundabout and Priory Roundabout. This varies in width from 10m down to 8.5m at its narrowest. An informal tidal flow operates with 2 lanes queuing eastbound in the morning peak towards QMC, and 2 lanes westbound in the evening peak towards Priory roundabout.

This section is located between the historic Wollaton Park and the University of Nottingham's Parkland style main campus, and is an attractive tree lined route. Therefore, options for widening to accommodate a bus-lane, tidal flow schemes etc are very limited. However, there are very few direct accesses onto the carriageway.

The next 2km section between Priory roundabout and Sherwin Arms signal controlled junction, is a dual 3 lane road (2 \* 9.15m carriageways) with extensive residential development along most of its length. There are no gaps in the central reserve, except for 2 signal controlled T junctions. There is a 40mph speed limit in operation.

This section has an average of 48000 vehicles daily, with sufficient link capacity to allow reduction to 2 general traffic lanes plus bus-lane. Meanwhile the single carriageway section carries 43,400 vehicles daily, which is only possible because of the informal tidal flow operation.

Greater Nottingham Annual congestion survey from M1 junction 25 to City Centre (Canning Circus) in the morning peak hour :-

- 1984 = 15.6 mph
- 1991 = 15.1 mph
- 1992 = 19.2 mph (due to improvements to Sherwin Arms junction from 7min to 1 min on average)

7.30 to 9.30 am 55 buses would benefit between the Priory Roundabout and the QMC Roundabout.

### **Bus priority proposals**

There are a number of potential problems including 4 suggested solutions.

- 1 Eastbound AM peak 0700 – 1000 Bus lane from Wollaton Rd to QMC junction
  - 2 Eastbound all day bus lane on 3 lane section with Contra flow bus lane on single carriageway section to maintain westbound capacity in the PM peak period.
-

- 3 Eastbound bus lane on 3 lane section between Sherwin arms to Priory Junction. Short bus lane on North and South approach to the Priory roundabout to improve the operation of the roundabout and to limit flow onto the section of the A52 towards QMC to prevent capacity being reached.
- 4 As per 3 but with signals to control traffic at the Priory Roundabout, limiting/controlling flow onto the single carriageway section of the A52.

Westbound delays at Priory Roundabout - use signals to control flow on other arms to speed up westbound flow.

Potential problems include excessive queues that may be generated on side roads off the a52, reduced capacity at the Wollaton road junction for eastbound traffic on the A52 where right turning traffic blocks onto lane 3 and the bus lane reduce the effective width down to one lane. The reversible central traffic lane in the Tidal flow scheme would be difficult to implement. Gantries would be aesthetically unacceptable, special stud system would be experimental and there would be increased potential for accidents (head on, so more severe).

The options outlined for the section between the Sherwin Junction and the Priory junction would be most likely to be implemented and monitored first. Signals would be placed a short distance from the Priory roundabout to meter flow onto the next section (eastbound) rather than signalling the roundabout itself.

The trial proposed for Oct/Nov 99, hasn't yet been conducted. The estimated cost for a 2 day survey using cones to close off 1 inbound lane on the 3 lane section (with 25m setbacks etc) is approximately £6000. This includes traffic management and survey work. Police consultation would be necessary and concept (but not dates) of survey given out to the public in advance.

Scheme costs :-

White lining £8000 plus vat

Signals near Priory Junction = £150,000 (assumes no major service diversions necessary)

No cost for tidal flow system is quoted, but it is likely to be considerable

Benefits to bus passengers have been estimated based on assumption that there are 55 buses with 39 passengers (average) plus driver per bus, who benefit from an 8 minute reduction in journey time. This is likely to outway the disbenefits to car drivers .

## CONCLUSIONS

- To recommend trial for Oct /Nov when the AM peak flow is highest.
  - If trial successful to implement bus lanes form Sherwin Junction to Priory Junction.
  - If reasonable traffic conditions not achieved on the single carriageway section by autumn 2000, Priory Junction signals and associated QMC junction queue detection should be trialled, to be constructed 2001/2002.
  - Side roads (Wollaton Vale and Woodside) HA need to consult with Nottingham City Council re implications for local traffic.
-

**WORKING PAPER No. 12**

**Ref No :**  
**Title :** "Broxtowe Local Plan, Deposit Draft "  
**Author :** Broxtowe Borough Council  
**Date :** January 2000

**HOUSING POLICY**

*Existing Housing Commitments*

**POLICY H1**

**The following existing commitments to residential development are reaffirmed:**

Site	Approx. no. of dwellings	Area (hectares)
<b>Watnall (m) Holly Road</b>	<b>170</b>	<b>5.6</b>

**Holly Road, Watnall:**

4.36 This site was allocated for housing in the 1994 Local Plan. Outline planning permission has been granted for the whole site, with a legal agreement covering various requirements, including a new link road from Main Road to Holly Road, measures to protect a wildflower area in the south of the site and the adjacent Site of Special Scientific Interest, and the provision of an area of public open space towards the centre of the development.

*New Housing Sites*

**POLICY H2**

Residential development will be permitted on the following sites:

	Net Area (hectares)	Approx. no. of dwellings
<b>Attenborough:</b>		
(a) Central Ordnance Depot land, off Swiney Way	7.2	215
(b) T.A. Centre (B)	2.3	70
<b>Beeston:</b>		
(e) South of Queens Road and West of Dovecote Lane	4.1	175
<b>Stapleford:</b>		
(j) North of Ilkeston Road (Field Farm)	10.7	320
<b>Watnall / Nuthall:</b>		
(l) East of Main Road and west of New Farm Lane	25.0	750

**POLICY H2(j) : Land north of Ilkeston Road, Stapleford and east of Stapleford Road, Trowel**

Off site highway improvements to the junction of Ilkeston Road/Trowell Road/Pasture Road shall be undertaken.

**POLICY H2(1)**

Off-site highway improvements shall be made to junctions with Main Road, Low Wood Road and the A610. The development of the larger site shall incorporate a central spine road from which all new development shall take access. This shall incorporate a segregated bus route, designed so as to be able to accommodate the Nottingham Express Transit (NET).

A Primary School shall be provided on a 1.4 hectare site.

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Provision should be made for local shopping, community and service needs in a local centre to adjoin the central spine road and to be served by the NET line.

4.50 The land proposed for housing forms part of a larger site which will also contain an extension to the Nottingham Express Transit System. This site lies within the Nottingham-Eastwood public transport corridor.

## **EMPLOYMENT POLICY**

### *New Business Park*

#### **POLICY EM2**

**25 hectares of land is allocated for a business park on the site shown on the Proposals Map, south-west of the M1 motorway at Watnall, as part of a larger comprehensive development. The uses shall fall solely within Use Class B1.**

**Access shall be from a new spine road between Main Road and Low Wood Road, also extending to the A610 and incorporating a bus-only route, designed to accommodate the Nottingham Express Transit (NET) line in the future.**

**"Green Commuter Plans" shall be agreed in order to minimise commuting to the site by car.**

5.60 (The site at Watnall) will provide good access to junction 26 of the M1 motorway and to the A610, and it is intended that an extension from the Nottingham Express Transit System will eventually serve the site. The site forms part of a larger development area between Watnall and the M1 which will also include housing, a local centre and other general employment development.

### *New Employment Sites*

#### **POLICY EM3**

**The following sites are allocated for employment development:**

	Net Area (hectares)
<b>Attenborough</b>	
(a) Part of Ordnance Depot, Swiney Way	5.0
<b>Beeston</b>	
(b) Part of Siemens site, Beeston Rylands	4.0
<b>Cossall</b>	
(c) Part of former ski facility, Soloman Road	1.8
<b>Eastwood</b>	
(d) Land west of Eastwood Hall, east of A610	16.0
<b>Giltbrook</b>	
(e) Site of former Dyggor Gaylord Offices, Nottingham Road	2.0
<b>Watnall (Greasley)</b>	
(f) North-east of Main Road	13.0
<b>Total</b>	<b>41.8</b>

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**POLICY EM3b : Redevelopment of part of the Siemens site, Beeston**

Employment development is allocated on 4.0 hectares of land at Siemens site, Beeston Rylands.

Due to the site's location within an urban area with excellent public transport links, a Green Commuter Plan will be required in order to maximise the use of public transport, walking and cycling to the site.

**Vehicular access to the site will be via Technology Drive off Meadow Road.**

5.66 The present Siemens site is a key employment centre in the context of both Broxtowe and Greater Nottingham employing over 1500 people.

**POLICY EM3d : Land west of Eastwood Hall, east of the A610**

Employment development is allocated on 16.0 hectares of land east of the A610 Langley Mill bypass and west of Eastwood Hall.

**Before any development is occupied, a new spine road running along the northern boundary of the site linking the A610 to the A608 (Mansfield Road) shall be completed.**

**"Green Commuter Plans" shall be agreed in order to minimise commuting to the site by car.**

POLICY EM3f : North-east of Main Road, Watnall:

**Employment development is allocated on 13 hectares of land as part of a larger comprehensive development area.**

Access shall be from a new central spine road incorporating a bus-only route, designed to accommodate the Nottingham Express Transit (NET) line in the future. Financial contributions will be agreed towards bus priority measures to be implemented in the form of bus lanes on the approaches to Nuthall roundabout on the B600 and Nottingham Road.

**"Green Commuter Plans" shall be agreed in order to minimise commuting to the site by car.**

5.70 The land proposed for employment forms part of a larger site which will also contain housing, a business park, community facilities, public open space and woodland. A development brief has been prepared for the whole site. Much of the site is currently relatively remote from existing public transport facilities.

**TRANSPORTATION POLICY**

*Park-And-Ride Facilities*

**POLICY T4**

**The council support 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.**

**A park-and-ride site is proposed for the centre of the large mixed development site allocated at Watnall:**

6.42 This relates to the provision of a dedicated bus route running south-east towards Nottingham which could eventually become an extension to the Nottingham Express Transit Line One.

*Greater Nottingham Area Rail Development Strategy (GNARDS)*

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6.44 The GNARDS 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 Strategy 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.

#### **POLICY T5**

**Development will not be permitted which would inhibit the provisions of new stations at Ilkeston North, Ilkeston South or Stapleford, as shown on the Proposals Map, including associated car parking 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 areas of the Greater Nottingham area. As with GNARDS proposals, it can help to reduce car use and improve accessibility. The co-sponsors of the scheme, Nottinghamshire County Council, Nottingham City Council and Nottingham Development Enterprise, envisage that a route will eventually be provided to Kimberley/Eastwood. A precise route has yet to be established.

#### *Proposed Road Schemes*

6.56 The schemes listed in Policy T10 are expected to be implemented within the plan period (i.e. by 2011). The most significant of these improvements currently programmed is for the Nuthall roundabout (A610/A6002/B600), which the Council supports.

#### **POLICY 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) **A6007 and A6002 Nottingham Western Outer Loop Road, Ilkeston Road and Coventry Lane Improvement.**
  - (b) **A6096 Ilkeston Inner Relief Road-Awsworth Link (Nottinghamshire Section).**
  - (c) **B600/B6009 Main Road/Long Lane, Watnall. Junction improvement.**
  - (d) **B6006 Wollaton Road, Beeston. Realignment improvements.**
  - (e) **B6010 Nottingham Road/Chewton Street, Eastwood. Junction improvement.**
  - (f) **B6464/B6006 Middle Street/Station Road, Beeston. Junction improvement.**
  - (g) **Church Lane/Moor Road/Broad Lane, Brinsley. Highway drainage works.**
  - (h) **Additionally, new distributor roads will be provided as part of housing and employment developments, identified in policies H1m, H2, EM2 and EM3.**
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**WORKING PAPER No. 13**

**Ref no :**

**Title :** "City Of Derby Local Plan, Adopted "

**Author :** Derby City Council

**Date :** April 1998

**HOUSING POLICY**

**New Residential Proposals**

**POLICY H2**

**45 hectares of land to the west of Chellaston is allocated for low density residential development (Use Class C3) and supporting facilities.**

- a. **The erection of 200 affordable housing units on the land;**
- b. **A one-form entry primary school within a 1.4 hectare site;**
- c. **The reservation of a site for a neighbourhood shopping centre including community facilities.**

The developers will be required to share the costs of designing and constructing the A514/Wilmore Road link safeguarded by Policy T2, and any costs necessary to modify the proposed A514/A50 junction to accommodate all anticipated traffic flows on this road, with the developers of Site EMP1, and any other developments accessed by all or part of the A514/Wilmore Road link. No access to the site will be allowed from roads other than the A514/Wilmore Road link and Parkway and no access will be allowed from Parkway alone.

2.28 This site is likely to provide at least 960 new dwellings, although the total development will extend beyond the Plan period.

2.29 A traffic study undertaken for the City Council indicates that it would be unacceptable to develop this site and Policy EMP1 without a new access road being provided along the route of Policy T2.

**EMPLOYMENT POLICY**

**Business and Industrial Land**

**POLICY EMP1**

68 Hectares south of Wilmore Road Sinfin, planning permission will be granted for business, industrial and storage and distribution uses (Use Classes B1, B2 and B8).

**No more than 20 hectares of this land shall be developed until a satisfactory road link has been provided between the A514 and Wilmore Road on the route safeguarded by Policy T2. The developers will be required to share the costs of designing and constructing the A514/Wilmore Road link, and any costs necessary to modify the proposed A514/A50 junction.**

3.7 This site is of the highest strategic significance and has good potential access to the Stoke-Derby link road and the national trunk and motorway network.

3.9 An independent traffic study undertaken for the City Council indicates that it would be unacceptable to develop this site without a new access road being provided along the route of Policy T2.

3.10 The City Council would welcome the reinstatement of a rail link to serve EMP1. Most of the formation remains and is protected by Policy T18. The possible extension of the rail link south to Parkway, Chellaston and north of the Midland station to the Wyvern Centre, could provide an alternative transport mode for journeys to work and for shopping and social uses.

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However, there are no proposals which can justify inclusion of a Policy within the current Local Plan.

#### **POLICY EMP2**

24.4 Hectares east of Raynesway, planning permission will be granted for business, industrial and storage and distribution uses (Use Classes B1,B2 AND B8). No more than 10 hectares at the eastern end of the site will be developed prior to the construction of the proposed Derby Spur/Raynesway.

#### **POLICY EMP3**

**41 Hectares of former industrial land, which lies to the north of the River Derwent, planning permission will be granted for industrial and storage and distribution uses (Use Classes B2 and B8).**

3.19 Completion of this site is dependent upon the construction of the Derby Spur/Raynesway.

#### **POLICY EMP4**

**26.0 Hectares at Chaddesden Sidings, planning permission will be granted for business, industrial and storage and distribution uses (Use Classes B1,B2 and B8). Planning permission will be granted for a further 24.5 hectares of business, industrial or storage and distribution uses (Use Classes B1, B2 and B8) upon completion of mineral extraction works.**

3.23 The City Council supports the creation of park and ride schemes in suitable locations as the means of easing traffic congestion and encouraging the use of public transport for journeys to the City Centre. Policy T14 sets out the requirements for such schemes and indicates that permission will be granted for a park and ride facility within the EMP4 allocation. The site is prominently situated on the A52, the major eastern approach to the City Centre and is adjacent to the Wyvern link road. The A52 corridor is particularly congested at peak times and this location appears to offer great potential for a successful park and ride scheme.

#### **POLICY EMP5**

66 Hectares, known as Pride Park, planning permission will be granted for business, industrial and storage and distribution uses (Use Classes B1,B2 and B8) and for a variety of indoor and outdoor leisure, recreation and tourism facilities (including those within Use Class D2).

3.25 This site is known as Pride Park. It lies to the east of the City Centre and railway station, and to the north-east of the Rosehill/Peartree area of Derby. It is the most significant redevelopment opportunity within the City with substantial potential for employment creation.

#### **POLICY EMP6**

**On 10.0 hectares west of Raynesway and north of the proposed Derby Spur extension, planning permission will be granted for:**

- a. **Business, industrial and storage and distribution uses (Use Classes B1, B2 and B8);**
- b. **Hotels (Use Class C1);**
- c. **Non Residential institutions (Use Class D1);**
- d. **Assembly and leisure uses (Use Class D2);**
- e. **Food and drink uses (Use Class A3); and,**
- f. **Trade and showroom type sales (in accordance with Policy S18).**

#### **POLICY EMP11**

**On the following sites, planning permission will be granted for business, industrial and storage and distribution uses (Use Classes B1, B2 and B8):**

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- i. **2.8 hectares at Nottingham Road, Spondon;**
- ii. **2.1 hectares at Station Road, Spondon;**
- iii. **2.1 hectares at Nottingham Road, Spondon.**
- iv. **1.1 hectares at Station Road, Spondon.**

3.40 Together, these proposals provide a range of small and medium sized sites within or close to existing industrial areas.

## **RETAIL POLICY**

### *Off Centre Retail*

#### **POLICY S16**

Planning permission will be granted for the consolidation of existing retail warehouse development within the following off-centre retail parks.

- i. **The Meteor Centre and land immediately to the north off Sir Frank Whittle Road; and,**
- ii. **The Wyvern Centre.**

5.46 The Meteor Centre comprises a retail warehouse terrace with a Morrison's Superstore to the north and a discount food and non-food warehouse in-between. The Wyvern Centre comprises a Sainsbury's Superstore, a retail warehouse terrace and a Toys R Us.

## **LEISURE POLICY**

### **Outdoor Recreation**

#### **POLICY L6**

Planning permission will only be granted for leisure and recreational uses of an open nature and essential small-scale ancillary buildings on the following sites:

- ii **25.5 hectares south of Chaddesden Sidings, north of the River Derwent upon completion of mineral extraction works;**

6.15 The site is mainly washlands and lies within a green wedge so built development would not normally be permitted. It presents an opportunity for the development of a comprehensive network of leisure and outdoor recreation facilities.

### **Leisure and Entertainment Facilities**

#### **POLICY L10**

6.6 Hectares of land south of the River Derwent and south-west of the Wyvern Centre is allocated for indoor leisure, recreation and tourism facilities of regional importance. A high overall standard of design will be required.

6.21 This is a key site within Pride Park. About half of it has already been developed as part of the new stadium for Derby County Football Club. The remainder of the site provides an opportunity for a complementary leisure or tourism development in a high profile location.

## **TRANSPORTATION POLICY**

### **Road Proposals**

#### **POLICY T1**

**Planning permission will not be granted for development, which would prejudice the construction of the following new roads:**

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- a. **The Derby Spur;**
- b. **An extension of the Derby Spur beyond Raynesway to London Road.**

7.5 The Derby Spur is a DETR scheme providing a major connection with the A50(T) Derby Southern Bypass/Stoke-Derby link. It will also form a north eastern bypass to Alvaston, joining the existing trunk road network at Raynesway.

7.6 The City Council has for many years protected land along and beyond the route of the Derby Spur for a possible Alvaston Bypass. This included provision for an extension of the Spur beyond Raynesway to join London Road south of Alvaston Park. Such a route would also have the benefit of improving access to the Pride Park Development Area to the north west. In the light of the development proposals for Pride Park the City Council intends to construct the Spur extension when the resources are available.

#### **POLICY T2**

**Planning permission will not be granted for development which would prejudice the construction of a new road between Wilmore Road and the A514 at its proposed junction with the A50 Derby Southern Bypass.**

7.9 The Transportation Study undertaken for the City Council by consultants concluded that the existing road network is insufficient to accommodate the additional traffic that would be generated by the development proposals at West Chellaston (H2) and Sinfin Moor (EMP1). The Study demonstrated that these developments require the construction of a new road connecting Wilmore Road with the A514 at its proposed junction with the Derby Southern Bypass (A50).

#### **POLICY T3**

**Planning permission will not be granted for development which would prejudice the construction of the Wilmorton Link Road from London Road, with a bridge across the railway line, to the Central roundabout in Pride Park.**

7.11 This road has planning permission and will improve access to the Pride Park site identified by Policy EMP5. It forms the final part of a scheme giving access to Pride Park from different parts of the City and distributing the traffic to avoid overcrowding on parts of the existing road network.

#### **POLICY T4**

**Planning permission will not be granted for development which would prejudice the construction of the following proposed roads:**

- a. **Inner Ring Road (Stage V) – Bradshaw Way to Uttoxeter New Road, including the Stafford Street widening and the north end of Abbey Street and Wilson Street/Gerard Street realignments;**
- b. **Inner Ring Road (Stage III) – Uttoxeter New Road to St. Alkmund's Way;**
- c. **King Street/Duffield Road Improvements.**

7.13 The land reserved under Policies T4a and T4b has been earmarked for many years for the construction of Stages V and III of the Inner Ring Road. These schemes feature in the approved Structure Plan, but are not programmed and do not form part of the Derby TPP Package Strategy. The City Council is undertaking a review of traffic management arrangements in the City Centre, focusing on measures to give priority to public transport, pedestrians, cyclists and disabled people. As part of the review, the need for this land to continue to be safeguarded will be considered.

*Public Transport*

#### **POLICY T11**

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In considering all applications for planning permission and any other proposals for transport development or traffic management, the City Council will seek appropriate measures to assist the operation and encourage the use of bus, rail and other public transport services, including the establishment of bus priority lanes, improved passenger waiting facilities and transport interchanges.

- 7.22 An important part of the City Council's programme to improve Derby's environment is to encourage, wherever feasible, the use of public transport in place of private cars. This will help reduce traffic congestion and overall pollution levels caused by motor vehicles.**
- 7.23 Innovative bus services can attract new passengers to public transport, as well as playing a vital role for people without access to cars. Fixed rail services are being promoted for suburban trips and the development of the Ivanhoe Line will increase services at Peartree Station.**
- 7.24 The transport strategy underlying the Derby Package which has been developed by the City Council in conjunction with the County Council, places considerable emphasis on improving the use of public transport. This objective will be achieved through measures such as bus route enhancement corridors, the further development of Park and Ride (see Policy T14), better public transport infrastructure and interchanges and promotional initiatives.**
- 7.25 Government advice contained in PPG13 (Transport) suggests that fixed infrastructure, including rail, reserved bus routes, and passenger facilities can help to increase use and improve investor confidence. Bus priority lanes are an effective way of improving bus services, especially where there is road congestion. Transport interchanges allow effective transfer between transport routes or modes, increasing accessibility and service and reducing travel times, thereby making public transport more attractive to users. The City Council will identify specific bus priority measures and will investigate measures to improve facilities at Derby Station and Peartree Station.**

#### POLICY T14

Planning permission will be granted for park and ride schemes and associated public transport, cycling and pedestrian priority measures, provided that:

- a. Road safety and the efficient and convenient movement of traffic is not prejudiced;
- b. The development would not be likely to lead to an overall increase in commuting by car; and,
- c. The needs of existing public transport users are taken into account where established facilities such as railway stations are involved, and the convenience of pedestrian and cycle access is not reduced.

#### **Planning permission will be granted for a park and ride facility on land west of the Wyvern Centre.**

- 7.30** The City Council supports the creation of park and ride schemes as a means of easing congestion and parking difficulties as well as encouraging shoppers and others to make full use of the City Centre. The City Council will seek to prepare a park and ride strategy in conjunction with the County Council and bus operators.
- 7.31** An existing park and ride scheme operates highly successfully from the Meteor Centre, and an additional facility has recently been established at the Pride Park Stadium car park. The Package Strategy envisages the creation of a purpose built park and ride serving the A52 corridor on land west of a purpose built park and ride serving the A52 corridor on land west of the Wyvern Centre. Other schemes may well use established parking facilities and
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transport interchanges, and their impact on these will be carefully assessed, particularly in terms of traffic generation.

*Roadside Services*

**POLICY T15**

Planning permission will be granted for a roadside service facility on land south-west of Chellaston between the Derby Southern Bypass and the proposed road linking the A514 with Wilmore Road safeguarded by Policy T2. All vehicular access will be from the proposed A514/Wilmore Road link.

- 7.32 A “Strategy for Provision of Roadside Facilities” has been approved by various local authorities along the A50 Stoke-Derby link. The strategy indicates the need for a major new facility in the Chellaston –Kegworth area.

**WORKING PAPER No. 14**

**Ref No :**  
**Title :** "Erewash Borough Local Plan, Adopted "  
**Author :** Erewash Borough Council  
**Date :** September 1994

**HOUSING POLICY****PROPOSAL H1 HOUSING**

Applications for housing development will be permitted on the sites identified below subject to the council being satisfied as to details of access, drainage, sewerage, landscaping and other matters, as appropriate:

		hectares	acres
<b>DERBY</b>	- <b>ALFRETON ROAD, LITTLE EATON</b>	<b>0.5</b>	<b>1.2</b>
	- <b>FORMER GIC SITE, BORROWASH</b>	<b>4.9</b>	<b>12.1</b>
<b>ILKESTON</b>	- <b>OAKWELL BRICKWORKS</b>	<b>9.3</b>	<b>23.0</b>
	- <b>LONGFIELD LANE, HALLAM FIELDS</b>	<b>11.7</b>	<b>28.8</b>
	- <b>WILTON PLACE, ILKESTON</b>	<b>0.2</b>	<b>0.4</b>
	- <b>SOUTH OF OAKWELL BRICKWORKS</b>	<b>2.1</b>	<b>5.2</b>
	- <b>DRUMMOND ROAD ALLOTMENTS</b>	<b>3.1</b>	<b>7.6</b>

3.4 The Structure Plan (Economy Policy 16: Erewash Borough) makes provision for 65 hectares (160.6 acres) of land for industrial and business development throughout the Borough, in the 1987-2001 period. Furthermore, General Development Strategy Policy 3 (Priority Areas), of the Structure Plan, identifies Ilkeston as a priority area for development to help alleviate economic, social and environmental problems and promote regeneration.

**EMPLOYMENT POLICY****PROPOSAL E1 INDUSTRIAL AND BUSINESS DEVELOPMENT**

Applications for industrial and business development will be permitted on the sites identified below, subject to the council being satisfied on the sites identified below, subject to the council being satisfied as to the details of access, drainage, sewerage, landscaping and other matters as appropriate:

<b>ILKESTON</b>	<b>CROMPTON ROAD (WEST)*</b>	<b>11.00 hectares (27.2 acres)</b>
	<b>QUARRY HILL (EAST)*</b>	<b>6.00 hectares (14.8 acres)</b>
<b>LONG EATON</b>	<b>MEADOW LANE</b>	<b>3.70 hectares (9.1 acres)</b>
	<b>TOWN STREET, SANDIACRE</b>	<b>1.00 hectares (2.47 acres)</b>
	<b>MANORHOUSE ROAD</b>	<b>3.00 hectares (7.40 acres)</b>

**Stanton Ironworks**

- 3.10 The Stanton Reclamation Scheme (1987), prepared by Pick, Everard, Keay and Gimson (in association with Woolerton Truscott) and funded by the Department of the Environment, identified large areas of land with industrial development potential set in a landscaped environment, including a recreation corridor through the site. The report highlighted the need for improved access to the M1 motorway and provided a framework for developing the derelict land at Stanton Ironworks into an industrial growth point to serve a wide area.
- 3.11 The Derbyshire Structure Plan (1990) accords with the previous study by identifying Stanton Ironworks as a major industrial site. Development of this site would “provide jobs in an area of considerable need” but “the ability of the area to attract nationally mobile firms requiring a motorway location, however, depends largely upon a direct link onto the M1” (para. 4.82).
- 3.12 Clearly, Stanton Ironworks presents an opportunity to broaden the economic base of the area and replace jobs lost through the contradiction of traditional manufacturing industries.
- 3.17 To facilitate the long-term comprehensive development of the site, a development brief is needed, to be prepared on a joint basis between Stanton plc, the Borough Council and other interested parties. Such a brief will address the issues of access, land reclamation, infrastructure, phasing, funding, marketing and other matters as appropriate.
- 3.20 In view of the complexity of the Stanton Ironworks site, and the constraints to be overcome, it is envisaged that development will not take place until the latter part of the local plan period.

#### **PROPOSAL E4 STANTON IRONWORKS**

Land at Stanton Ironworks, as shown on the proposals map, is proposed as a major centre of employment to serve the borough and the wider region. Within this area, which will be subject to reclamation and regeneration, employment uses will be permitted to include business, industrial, storage and distribution development. Other uses will not normally be permitted

Environmental improvements, access improvements and infrastructure improvements will be undertaken to enable development to take place. A development brief for the site will be undertaken to facilitate development and, if necessary, following the completion of the brief, an alteration to the local plan will be made, to enable development to take place in accordance with the statutory local plan procedure.

#### **TRANSPORTATION POLICY**

##### *Highway Improvements*

- 4.4 An inner relief road has been needed for many years at Ilkeston to take traffic out of the town centre and the Oakwell Drive area, thereby enabling improvements to be made to the shopping area, such as pedestrianisation, landscaping and car parking.
- 4.5 From the inner relief road, a new link to the proposed Awsworth Bypass (in Nottinghamshire, programmed for commencement in 1994/95) would improve the road network between the two towns and improve traffic efficiency. The Awsworth link road is identified in the current road building programme (Derbyshire County Council, Transport Policies and Programme No.20) for construction beyond 1998/99.

#### **PROPOSAL T1 HIGHWAY IMPROVEMENTS**

In considering applications for new development which affect the Awsworth link road, as identified on the proposals map, the local planning authority will take account of the need to secure new

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highway proposals and improvements and will normally refuse permission for development which would prejudice the construction or improvement of the highway.

### ***Pedestrianisation and Traffic Management***

#### PROPOSAL T3 – PEDESTRIANISATION AND TRAFFIC MANAGEMENT

Pedestrianisation and traffic management schemes will be carried out at bath street and market place, Ilkeston, and high street, Long Eaton, subject to the council being satisfied as to details of design, landscaping, access, materials and infrastructure, the availability of resources and as opportunities arise.

In preparing pedestrianisation schemes, the borough council will seek to create:

1. A safe shopping environment largely free from pedestrian/vehicular conflict;
2. Satisfactory service arrangements wherever possible;
3. An uncongested and more attractive town centre;
4. Adequate access arrangements for infirm and disabled people;
5. Suitable alternative routes for diverted traffic will be provided in conjunction with the highway authority;
6. An environment which will improve the vitality and viability of the town centre.

**Although the increased use of railways is supported, in the interests of the rail user and the environment, within the context of preparing a local plan only a general policy can be put forward. However, at Long Eaton, in the interests of keeping options open, a disused railway line off Meadow Lane is afforded protection as it may be needed in connection with any re-opening of a central Long Eaton station.**

#### PROPOSAL T5 RAILWAYS

The borough council supports the improvement of the railway network, particularly the re-opening of railway stations. Applications for re-opening former railway stations will be normally approved, subject to satisfactory access, car parking, landscaping and other environmental considerations .

#### RETAIL POLICY

##### ***Shopping Studies***

- 5.3 In 1988, the Borough Council commissioned consultants to undertake studies of Ilkeston and Long Eaton town centres, to identify strategies designed to safeguard and, if possible, improve their commercial position.**

**For Ilkeston, the consultants recommended that:**

- 1. the inner relief road be constructed at the earliest opportunity;**
- 2. environmental improvements should be undertaken, including pedestrianisation of Bath Street;**
- 3. there should be a substantial increase in car parking, raising the total to around 2,000 parking spaces for shoppers;**
- 4. further retail development of up to 85,000sq ft (11,243.4sq.m) gross area be considered, as an extension of the Albion Centre.**

**For Long Eaton, the consultants recommended that:-**

- 1. pedestrianisation be introduced;**
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2. there should be an increase in car parking provision by at least 500 spaces;
3. more and better sized shop accommodation should be provided, up to an additional 100,000sq ft (13,227.5sq m) of gross retail space;
4. environmental improvements be carried out;
5. an inner relief road be constructed.

5.4 Since the publication of the consultants' report, the Long Eaton Inner Relief Road has been deleted from the road programme and a major shopping development has been approved in principle (permission has lapsed), amounting to approximately 70,000sq ft (9,259.3 sq. m) of shopping space, 250 additional parking spaces and pedestrianisation of the High Street. If implemented, this development should ensure that Long Eaton Town Centre prospers in the 1990's and no additional major shopping developments are envisaged. At Ilkeston, the Inner Relief Road has been constructed, the Market Place has been enhanced and pedestrianisation of Bath Street and Market Place is programmed to commence in the summer of 1994.

## ENVIRONMENTAL POLICY

### PROPOSAL EV1 – EREWASH AND NUTBROOK VALLEYS

Schemes will be drawn up for the Erewash and Nutbrook valleys to protect wildlife, provide countryside recreation facilities and improve their visual appearance.

#### *Green Wedge*

6.8 **Between Ilkeston and Kirk Hallam there is an important open break which maintains the separate identity of the settlements, provides a valuable recreational resource and comprises a mixture of wildlife habitats, some of which are recorded on the Derbyshire Biological Sites Register.**

### PROPOSAL EV3/1 PROTECTION OF OPEN LAND – GREEN WEDGE

Development that would lead to the coalescence of Ilkeston and Kirk Hallam or have an adverse impact on the wildlife or amenity value of land between Ilkeston and Kirk Hallam, as shown on the proposals map, will not normally be permitted. Development which retains the open character of the land may be permitted.

## RECREATION AND LEISURE POLICY

### PROPOSAL R1 – DISUSED RAILWAYS AND CANALS

Recreational trails for walking, riding or cycling, will be developed along disused railway lines and canals, where practicable, subject to the council being satisfied as details of access, car parking, landscaping and impact on wildlife habitats, in particular, the following routes are proposed:

1. THE ILKESTON – DERBY RAILWAY
2. THE DERBY CANAL
3. THE NUTBROOK CANAL
4. THE STANTON – ILKESTON RAILWAY

#### *Trent Meadows Gravel Pits*

7.11 **Sand and gravel working is taking place on the south east side of Long Eaton, at Trent Meadows, and the worked out gravel pits are being restored to water recreation after-use, as stipulated in the planning consent for working the site. This is a long-term scheme, spanning the next 10-15 years, depending on the demand for sand and gravel and the output of the quarry. The water areas created will be sufficiently large to accommodate a variety of recreation activities all of which are in short supply in the area.**

### PROPOSAL R9 – WATER RECREATION

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Applications for water recreation development at Trent meadows gravel pits, as shown on the proposals map, will be viewed favourably, subject to the council being satisfied as to the details of access, landscaping, car parking and the scale and design of any associated building and facilities.

**WORKING PAPER No. 15**

**Ref No :**  
**Title :** " North West Leicestershire Local Plan, Deposit Draft "  
**Author :** North west Leicestershire District Council  
**Date :** February 1995

**TRANSPORTATION POLICY**

**Road Improvements**

**POLICY T2**

Development will not be permitted which would prejudice the implementation of the following road schemes, shown on the Proposals Map:-

**(a) County Road Schemes:-**

- i. A50 Bardon Roundabout to Coalville
- ii. A50 Ashby Bypass (Stage 2);

**(b) Department of Transport Motorway and Trunk Road Schemes:-**

- i. A453 M1 to Ratcliffe-on-Soar (widening); and,
- ii. A564 Derby Southern Bypass

**Rail Services**

**POLICY T11**

Development of railway passenger stations, together with ancillary car parking and other requisite facilities, will be permitted on the following sites, identified on the Proposals Map:-

- (a) Coalville: north of High Street;**
- (b) Swannington: east of Hough Hill level crossing;**
- (c) Ashby-de-la-Zouch: east of Station Road; and**
- (d) Moira: west of Ashby Road (unless a station is provided as part of the Sweethill development (Proposal H4) of this Local Plan).**

6.50 The following employment areas have the potential for rail freight access:-

- (a) Land south of Beveridge Lane, Bardon;
- (b) Rawdon Colliery, Moira
- (c) Willow Farm, Castle Donington; and
- (d) Former Castle Donington Power Station.

**East midlands Airport**

**POLICY T17**

Only airport operational development (that is, development, other than a hotel, required in connection with the movement or maintenance of aircraft or with the embarking, disembarking, loading, discharge or transport of passengers, livestock or goods) will be permitted within the Airport Limit, identified on the Proposals Map.

6.87 Development involving buildings is currently concentrated within the existing terminal complex to the south of the runway. Development within this complex and at Gimbro Farm will consolidate the existing built form and minimise intrusion into the surrounding countryside.

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### **POLICY T18**

**Airport operational development (as defined in Policy T17 of this Local Plan) will also be permitted on land to the west of Gimbro Farm, as identified on the Proposals Map, subject to:-**

- (a) **Development involving buildings being confined to land between Gimbro Farm and Ducks Nest, as identified on the Proposals Map;**
- (b) **The logical disposition of uses to ensure the physical separation of activities which are functionally or environmentally incompatible and the bringing together of compatible and complementary activities;**
- (c) **Provision of satisfactory access arrangements and an acceptable impact on the local and wider highway network;**
- (d) **The environmental impact on nearby settlements and the surrounding countryside being kept to an acceptable minimum.**

### **POLICY T19**

In the event of planning permission lapsing for the extension of the runway at East Midlands Airport, together with the diversion of the B6540, it will be renewed, subject to the policies of this Local Plan and other material considerations.

### **POLICY T21**

Development of a rail or other dedicated public transport link between East Midlands Airport and the national rail network will be permitted, provided it:-

- (a) **is routed to minimise the visual impacts on the countryside and nearby settlements; and,**
- (b) **is not significantly detrimental to amenities enjoyed by the occupiers of nearby residential properties.**

6.97 An alternative to such a link may take the form of a dedicated bus service between a possible new station on the Midland Main Line Railway and the Airport, making use of existing and proposed high quality road links.

### **POLICY T22**

Development of additional passenger terminal floorspace at East Midlands Airport will not be permitted if the traffic generated by it, together with that from existing development and that proposed in this Local Plan, would exceed the capacity available on the A453 between the main Airport entrance and Finger Farm roundabout, unless satisfactory and environmentally acceptable improvements with a reasonable design life are provided to overcome such consequences.

## **HOUSING POLICY**

### ***Committed Sites***

#### **PROPOSAL H3**

In the event of planning permission lapsing for residential development on the following sites, identified on the Proposals Map, it will be renewed, subject to the policies of this Local Plan and other material considerations.:-

- (p) New Street, Measham;
- (r) "Broom Leys Road, Coalville

### **Housing land Allocation**

#### **POLICY H4**

**The following sites, identified on the Proposals Map, are allocated for housing, subject to the specific requirements identified in respect of each site:-**

- (b) **Nottingham Road, Ashby**                      **15.3 ha.**      **(37.8 acres);**
  - (h) **Grange Road, Hugglescote**                      **33.8 ha.**      **(83.5 acres);**
-

(p) North of Park Lane, Castle Donington 13.7 ha. (33.8 acres).

**PROPOSAL H4h Grange Road, Hugglescote:-**

Development of this site must be undertaken in a comprehensive and phased manner, which incorporates or secures, at the full expense of the developer, the following requirements:-

- i. A link road to principal road standard must be provided from the Birch Tree Roundabout to the Coalville Relief Road, as shown on the Proposals Map;
- ii. A railway station, together with all requisite facilities, car parking and bus access must be provided on land adjoining the westernmost crossing of the Leicester to Burton Railway by the link road referred to in requirement i above;
- iii. A site for a new primary school must be provided, together with a financial contribution (100 per cent) towards the capital cost of the new school;
- iv. A site for a local shopping centre and local community facilities must be provided as an integral and focal part of the overall development scheme, on land adjoining the railway station referred to in requirement (ii) above;
- v. A total of 10ha. (25 acres) of level ground must be laid out and drained for use as sports fields for football or similar team sports, to be offered to the District Council on completion to secure public use and proper maintenance.

EMPLOYMENT POLICY

*Committed Sites*

**POLICY J2**

In the event of planning permission lapsing for employment development on the following sites, identified on the Proposals Map, it will be renewed subject to the policies of this Local Plan and other material considerations:-

- (a) North of Nottingham Road, Ashby de la Zouch;
- (c) Adjoining Beveridge Lane and Canister Farm, Bardon;
- (d) North of Hilltop, Beveridge Lane, Bardon;
- (e) Stephenson Industrial Estate, (Former Coalville Brickworks), Stephenson Way, Coalville;
- (f) Whitwick Business Park, Whitwick Road, Coalville;
- (i) Off Citrus Grove, Kegworth;

***Employment Land Allocation***

**PROPOSAL J3**

The following sites, identified on the Proposals Map, are allocated for employment purposes subject to the specific requirements identified in respect of each site: -

- |   |          |                |
|---|----------|----------------|
| (a) Smisby Road, Ashby-de-la-Zouch                                | 12.3 ha. | (30.4 acres);  |
| (f) Spring Cottage and former Rawdon Colliery, Rawdon Road, Moira | 47.3 ha. | (116.8 acres); |
| (g) South of Trent Lane, Castle Donington                         | 4.9 ha.  | (59.3 acres);  |
| (h) Willow Farm, North of Castle Donington                        | 24.0 ha. | (59.3 acres);  |
| (i) Extension to Westminster Estate, Burton Road, Measham         | 6.4 ha.  | (15.8 acres).  |

Spring Cottage and former Rawdon Colliery, Rawdon Road, Moira

8.59 The site includes a direct access to the Ivanhoe Line via the sidings to the former Rawdon Colliery and is capable of accommodating rail-served development. The retention of rail access will, therefore, be encouraged.

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### **Business Parks**

#### **PROPOSAL J4**

**In the event of planning permission lapsing for the development of business Parks in the following locations, adjoining East Midlands Airport and identified on the Proposals Map, it will be renewed subject to the policies of this Local Plan and other material considerations:-**

- (a) Finger Farm; and,**
- (b) West of Gimbro Farm.**

**In addition to Business Use (Class B1), the following uses compatible with a high quality employment site environment, will also be permitted:-**

- i. Hotel;**
- ii. Conference Centre; and,**
- iii. Any industrial process that any such use or development is of a type that will not detract from the special visual character and quiet environment of the high quality employment site, or any office use within it, by virtue of the nature and appearance of the development or use by the emission on noise, vibration, smell, fumes, smoke, ash, dust or grit.**

**Proposal J4 will satisfy the requirement of the Adopted Structure Plan for a high quality employment site well related to Junctions 23A/24 on the M1.**

#### **PROPOSAL J5**

**In the event of planning permission lapsing for the development of a high quality business park on land to the south west of Flagstaff Interchange, Ashby-de-la-Zouch, it will be renewed, subject to the policies of this Local Plan and other material considerations.**

Any other employment uses including Class B8 Storage and Distribution, retail development, open storage or lorry depots or any other uses not already permitted and incompatible with a high quality employment site environment, will not be permitted as part of the development of this site”.

#### *Storage and Distribution*

#### **PROPOSAL J13**

**The site of Castle Donington Power Station, as shown on the Proposals Map, is allocated for the development of a Regional Storage and Distribution Centre. Development of this site must be undertaken in a comprehensive manner, which incorporates or secures the following requirements:-**

- (a) Use of the site will be limited to predominantly storage and distribution uses (Class B8). Retail uses will not be permitted;**
- (b) A single carriageway link road, to local distributor standard, must be provided from Tamworth Road to Park Lane, including a bridge over the Castle Donington Loop Railway, and a roundabout at the junction of Back Lane with Trent Lane.**

8.123 Castle Donington Power Station closed in September 1994 and the owner PowerGen plc, has stated that the site will be available for redevelopment as a Regional Storage and Distribution Centre as required by Employment Policy 6 of the Adopted Structure Plan.

8.124 The total site area is about 80ha. (200 acres) but the switching station on the southern part of the site is to remain in the ownership of the National Grid Company. The net developable area of the power station site is expected to be about 40ha. (100 acres).

8.125 The power station is currently accessed by Trent Lane from the B6540. This access is not suitable for the redevelopment envisaged. A new link road will be required in conjunction with the development of the nearby Willow Farm employment area, to provide an appropriate

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standard of access to the site. This link road will join the B6540 just south of its junction with the A6 at Sawley Crossroads. The section of the A6 from Sawley Crossroads to Junction 24 on the M1 Motorway is to be upgraded as part of the proposed A564 Derby Southern By-Pass. In addition, a new junction (Junction 24A) is proposed on the M1, to facilitate movements between the A564 and the M1 (northbound). The Sawley Crossroads roundabout is to be replaced by a grade-separated junction. Taken together, these improvements constitute a high quality link between the power station site and the M1 Motorway. Accordingly, the site is considered to be 'well related' to Junction 24, as required by Employment Policy 6 of the Adopted Structure Plan.

8.128 The power station site adjoins the Castle Donington Loop Railway and is capable of accommodating rail served development.

### **LEISURE & TOURISM POLICY**

*Land adjoining Hermitage Leisure Centre*

#### **POLICY L6**

**Outdoor recreation uses only will be permitted on land between Hermitage Leisure Centre, Coalville Relief Road and New Swannington, as shown on the Proposals Map, provided they are co-ordinated with and complementary to existing recreation facilities at the Hermitage Leisure Centre.**

**Built development will not be permitted which: -**

- (a) Would change the generally open character of this area; and/or,**
- (b) Is not strictly ancillary to the recreational use of the land.**

### **Snibston Colliery**

#### **POLICY L7**

**Only development directly related to the purposes of an industrial heritage museum and its associated leisure activities will be permitted on the site of the former Snibston Colliery, Coalville, identified on the Proposals Map, provided it does not have an adverse impact on the Local Nature Reserve within the museum complex.**

#### **POLICY L8**

**Only the following uses which are complementary to the development of the museum complex will be permitted on land to the north of the Snibston Heritage Museum site, and fronting onto Ashby Road, Coalville, identified on the Proposals Map:-**

- (a) Food and drink uses (Class A3), such as a public house, wine bar or restaurant;**
  - (b) Hotel (Class C1);**
  - (c) Assembly and leisure uses (Class D2);**
  - (d) Specialist shops (Class a1) (up to a maximum floorspace of 557 sq. m. with individual units not exceeding 93 sq. m. each), with a specific museum, heritage or leisure related theme (e.g. craft shop, antiques, gifts and souvenirs);**
  - (e) Craft workshops (up to a maximum floorspace of 929 sq. m. with individual units not exceeding 92 sq. m. each); and,**
  - (f) Garden centre.**
-

**WORKING PAPER No. 16**

**Ref No :**  
**Title :** " City of Nottingham Local Plan, Adopted "  
**Author :** Nottingham City Council  
**Date :** October 1997

**COMMUNITY HEALTH & EDUCATION POLICY**

*Nottingham Trent University*

**POLICY CE16**

The Nottingham Trent University campuses as shown on the Proposals Map will be safeguarded for higher education, research and development facilities and ancillary uses, such as accommodation and catering facilities for staff and students.

6.54 The University is located on two main sites, to the north west of the City Centre centred around Shakespeare and Goldsmith Streets and a 30 hectare campus west of Clifton. As with most universities it is experiencing pressure to expand student numbers. It is anticipated that by 1994/1995 enrolment will be increased by 15% to almost 13,000. There will be a resulting increase in the demand for residential accommodation and teaching facilities.

**Clifton Campus**

6.55 In the long term this will increase the number of students living and studying on site; reducing traffic movements to and from the campus.

**ECONOMIC POLICY**

*Employment Land*

**POLICY E1**

Planning permission for business, industry and distribution (Use classes B1,B2 and B8) will be given for the following sites.

Site		Area(ha)
E1.6	<b>Harrimans Lane</b>	<b>25.3</b>
E1.13	<b>Wilford Power Station</b>	<b>14.75</b>
E1.14	<b>Highfields Science Park</b>	<b>6.4</b>
E1.15	<b>Babbington Colliery</b>	<b>8.3</b>
E1.18	<b>Chilwell Dam Farm (B1 only)</b>	<b>23.5</b>

Chilwell Dam Farm – This site was allocated as Green Belt in the Green Belt Local Plan. The justification for its release for development is set out in the supporting text to Policy CD5. The intention is that the area should serve as a sub-regional business park for Nottingham. The site has good access to the M1 yet has a plentiful supply of labour in close proximity. The site currently has some public transport services, but efforts will be made to improve these.

**Science and Technology**

**POLICY E3**

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**The site identified in Policy E1 as Highfields Science Park will be safeguarded for the development of science and technology industries.**

7.38 The site lies to the west of the existing successful Science Park which is located adjacent to Nottingham University. Few sites in the East Midlands have such locational advantages for research and development and the City Council will use its powers as Landlord to restrict development to these uses.

7.39 The City Council aims to facilitate the expansion of the existing Science Park and expand the technology base.

**POLICY E4**

Planning permission will be given for the development of a prestigious business park within Use Class B1 for the site identified in Policy E1 at Chilwell Dam Farm.

7.42 An important constraint will be highway capacity. The development will require a package of measures which will include the Nuthall Island roundabout as well as improvements elsewhere on the Western Outer Loop Road and improvements to the public transport, cycle and footpath network.

The aim is to produce a package of improvements which will maximise the use of public transport whilst reducing congestion on the road network due to private car use.

*National Ice Centre*

**POLICY E12**

The Ice Stadium site and adjacent land, as shown on the Proposals Map, is safeguarded for a National Ice Centre.

7.68 Planning permission has been granted for the redevelopment and enlargement of facilities on the Ice Stadium site, Barker Gate as a national facility. The site is within the City Centre and would be accessible by public transport from the conurbation, the wider region, and nationally.

**RETAIL POLICY**

*City Centre*

**POLICY S3**

Planning permission will be granted for retail development or mixed use developments predominantly for retail uses on following sites:-

**S3.1 Broad Marsh Extension**

**S3.2 The Victoria Centre Bus Station**

**Victoria Centre, Bus Station**

8.30 Planning permission has been granted on the site north of the Victoria Centre. If implemented, the scheme will provide a new bus station new retail floorspace in the location of the existing bus station and additional car parking for shoppers and visitors. It is also proposed to provide a new department store within the existing shopping centre. In addition, potential exists for the provision of floorspace for both leisure facilities and offices. The provision of additional facilities will provide a significant boost to the attractiveness of the City Centre.

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## **Broad Marsh**

- 8.32 The expansion of the Broad Marsh Centre to the south and east would secure the provision of additional car parking spaces, an improved bus station and a Light Rapid Transit interchange and greatly improve the entrance to the City Centre from the south. There is scope for considerable extension and enhancement of the existing pedestrian network towards the railway station and the developing commercial area along the canal. The developer may be required to contribute to off-site infrastructure costs.

## **TRANSPORTATION POLICY**

### ***Rail Services and Light Rapid Transit***

#### **POLICY T5**

Planning permission will not be granted for development which would prejudice the development of Light Rapid Transit Lines within the safeguarded areas shown on the Proposals Map.

#### **POLICY T6**

**As shown on the Proposals Map, land at Beechdale, Basford Bulwell, Wollaton and Faraday Road s safe-guarded for the construction of railway stations. Planning permission will not be granted for other development that would prejudice the provision of these stations.**

- 9.35 As part of its efforts with the County Council, to encourage the use of public transport, the City Council has supported the construction of an LRT network for the City, the opening of the Robin Hood Line from Nottingham to Worksop, a reopened heavy-rail passenger link from Ilkeston to Nottingham through Wollaton, and associated new park and ride facilities.
- 9.36 Line One of the LRT has received initial Parliamentary approval. It runs north from the City Centre to Hucknall via Hyson Green, Basford and Bulwell. A branch will be provided to a park and ride facility at Babbington. Further routes to Trent Bridge and Clifton are shown notionally on the Proposals Map. Initial work is underway to determine how a network of LRT routes can be established to serve areas to the west, south and east of the city by early next century, as part of the package of public transport initiatives.
- 9.38 As well as the station referred to at Basford, other stations on the Robin Hood Line may be required in the future as the service develops. The City Council will encourage interchange stations to be built between public transport systems.
- 9.39 The Greater Nottingham Area Rail Development Strategy (GNARDS) provided by Nottinghamshire County Council is seeking the reopening of the Ilkeston to Nottingham Rail Line, and this is supported by the City Council. In order to serve this route, land at Wollaton has been identified for a new station and is shown on the Proposals Map. As part of GNARDS, consideration is also being given to other possible stations on this route, as well as further options for new passenger routes and stations using the existing freight line to the east of the City Centre to the site of the former Gedling Colliery.

### ***Park and Ride***

#### **POLICY T7**

Planning permission will not be granted for development which would prejudice the use of the following sites identified on the Proposals Map for park and ride:-

##### **T7.1 Hucknall Road/Southglade**

##### **T7.2 Phoenix Park (former Babbington Colliery)**

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**T7.3 Queens Drive**

**T7.4 Wilkinson Street**

**T7.5 Forest Recreation Ground**

**T7.6 Colwick Racecourse**

**T7.7 Hucknall Lane**

- 9.44 The City Council will continue to press for the provision of safe, secure and attractive services and infrastructure on park and ride sites, including appropriate service charges, a good standard of shelters cycle and ride and real time information.

*New Road Construction*

**POLICY T15**

Planning permission will not be granted for any development which would prejudice the construction of the following roads of strategic importance shown on the Proposals Map:-

**T15.1 Clifton Bypass**

**T15.2 The Fourth Trent Road Crossing**

**T15.3 The City Centre Southern Relief Route**

**T15.4 M1 widening**

A453 Clifton Lane Improvements – The Department of Transport is currently proposing major improvements to the A453 through Clifton known as the Red Route which will involve dualling of existing road and placing part of the route in cutting. A public local inquiry has now recommended that this route should be implemented in preference to alternative routes which by-pass Clifton.

- 9.77 The City Centre “Southern Relief Route” – This will involve improvements to the existing highway network to form a new east-west link route between the British Rail Midland Main Line Station and the Meadows to relieve traffic on Canal Street and London Road, reduce the barrier effect of this part of the inner ring road, draw the Midland Station area more into the city centre activity and create new development opportunities for the economic expansion of the City Centre southwards.

- 9.80 A small length of the M1 runs through the City at Chilwell Dam Farm. The Highways Agency is currently proposing symmetrical widening of the M1 between Trowell and Junction 26 including this small section to provide an extra lane in each direction, in order to improve capacity.

**WORKING PAPER No 17**

**Ref No :** W/17/NCC  
**Title :** “Local Transport Plan for Greater Nottingham – Provisional Plan 2000/01 – 2004/05”  
**Author :** Nottingham City Council  
**Date :** July 1999

**Local transport plans replace the former Transport Policies and Programme (TPP) system for allocating resources for local transport expenditure. They cover all forms of transport and are intended to co-ordinate and improve local transport provision and to be closely linked to Local Plans.**

**The Greater Nottingham Local Transport Plan, published on 31 July 1999, has been jointly produced by Nottingham City Council and Nottinghamshire County Council. The Plan covers a five-year period starting in April 2000 and ending in March 2005. This first Local Transport Plan is provisional in accordance with government guidance and will form the basis for the first full plan to be submitted in July 2000.**

The transport strategy for the Greater Nottingham area has been jointly produced by Nottingham City Council and Nottinghamshire County Council within an evolving national policy of sustainability and integrated land use and transport planning. The strategy has been developed based on the Government’s White Paper “A new deal for transport : Better for everyone”. There are 4 key elements to the Greater Nottingham Local Transport Plan, namely:

- Policy and strategy formulation, particularly in respect of integrating transport and land-use planning
- Transport demand management
- Management, maintenance and improvement of infrastructure with supporting revenue programmes
- Travel education and awareness to promote safe and sustainable travel behaviour.

**The Plan is intended to:**

- Be consistent with the policies and objectives of the Government’s Integrated Transport White Paper
- Place an ever greater emphasis on modal shift by providing genuine transport alternatives to the car
- Cover a five-year period but with annual progress reports
- Include a costed and affordable five-year programme of schemes on policy measures
- Place a much greater emphasis on appraisal and monitoring through a series of performance indicators and targets
- Demonstrate greater partnership working with district councils, the Highways Agency, health authorities, the education sector and others
- Actively involve local people, businesses, transport operators, user groups and environmental organisations at all stages of Plan presentation
- Demonstrate a close link with regional guidance and development plans and encourage more sustainable travel choice and reduce need to travel

As part of the participation process for the Local Transport Plan, views were sought on the core transport objectives of the previous Greater Nottingham Package. As a result a revised set of objectives has been developed. These are listed in the following table which also indicates how each objective aligns with the Government’s five key objectives for the New Approach to Appraisal (see Section 3.1.9).

<b>Transport Objectives</b>	
<b>Objectives</b>	<b>NATA</b>
a)	To increase sustainable accessibility to the City Centre and district e, ec, a, i

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

The list of Nottingham's Transport Objectives is very relevant to the A453 study.

- In particular the objective to relieve communities from the adverse impacts of through traffic (heavy goods vehicles in particular) is relevant to the A453 in particular as well as the A52, and A6005.
- The objective to maintain and enhance Greater Nottingham's accessibility to regional, national and international markets, particularly by modes other than the car is relevant.
- The removal of social exclusion is of particular relevance to Clifton.
- There are also objectives relating to improved air quality and road safety improvements.

A series of targets have been set for the Plan Area, which broadly aim to reduce car use and increase walking, cycling and public transport use. This is to be achieved by commitment to Park and Ride, Bus Quality Partnerships etc as well as increased parking charges. The A453 and A52 corridors are identified as important, with local businesses demanding better links to the national road network, particularly the M1.

The local Transport Plan sets a series of specific targets against which the overall progress of policies within the Plan area will be monitored. These are listed in the table below that also indicates the link between each target and the Local Transport Plan objectives listed in the previous table.

<b>Plan Area Targets</b>				
<b>Target</b>		<b>Change/ number</b>	<b>Year</b>	<b>Objectives</b>
1	Public transport's 1991 share of motorised journeys to the Inner Traffic Area in the morning peak	+5%	2006	a, b
2	Public transport's 1991 share of motorised journeys to the Inner Traffic Area in the morning peak	+10%	2011	a, b

3	Non-Motorised modes' share of journeys to work	+4%	2011	b, c, k
4	Cycling to work	+6.5%	2011	b, c, k
5	Cycling to work (for businesses adopting commuter plans)	to 20%	2011	b, c, k
6	Walking to work for short journeys (under 2 miles)	+20%	2006	b, c, k
7	Accidents (killed and seriously injured)	-33%	2010	l
8	Emissions (reduction in exceedences of air quality standards)	-50%	2005	k
9	Traffic growth of cars	below 2.5%pa	2000	b
10	Car occupancy rate	+10%	2011	b
11	The number of park and ride spaces	+20%	2006	b, d
12	The number of bus quality partnership routes	+1pa	2011	b
13	The number of stops with real time information	by 10%	2001	b
14	The number of shelters at bus stops	all main stops	2001	B, e
15	Increase bus speeds on the identified corridors	by 10%	2006	b
16	Improve the public perception of public transport	measured by survey	2011	b, d
17	Increase the cost in real terms of parking in urban areas	ongoing increases	2011	a
18	Increase the number of organisations actively implementing green transport plans	by 10%	2006	b, c, e
19	Implement a school travel plan programme to reduce car use for school trips	establish programme	2001	C, l

Nottingham has been proposed to be established as a Centre of Excellence for Integrated Transport. Additional targets set by the Centre of Excellence proposal are to:

- Establish the standards and quality of public transport in Greater Nottingham through Public Transport Plans
- Complete Line One of Nottingham Express Transit, operational by 2002
- Achieve standards of accessibility to public transport as required by the Disability Discrimination Act
- Develop transport in the City Centre, district centres and other strategic locations based on Government advice on Interchange Best Practice
- Work with operators to encourage the introduction of smarter technology and through-ticketing for the majority of public transport journeys by 2001
- Develop the Greater Nottingham Mobility Centre

The development of the Nottingham Express Transit (NET) system, promotion of bus services and information, rail development and Park and Ride are key features. Line 2 of the NET is proposed to link the City Centre to Clifton in the A453 Corridor.

### **Bus priority proposals**

Nottingham City Council are at present implementing an ongoing programme of Bus Priority measures and Quality Partnerships with operators. These measures address specific problems of bus service unreliability associated with highway congestion on the most heavily used bus routes. Measures include bus lanes, additional parking and waiting restrictions, bus priority at signals and public transport exemptions to existing traffic regulation orders. Many of these schemes involve the reallocation of road space from the private vehicle to public transport and cycling encouraging a transfer to these travel modes.

Bus priorities are being implemented in the West Bridgford area, and there are proposals for Farnborough Road in Clifton. The Highways Agency have proposals for Bus Priorities on the A52 corridor, which will compliment those implemented by the City Council closer to the City centre.

In addition to traffic priority measures, Nottingham City Council are also committed to a 'Quality Partnership' approach with the local bus operators which seeks to provide improved vehicles, services and customer care in return for investment in new bus shelters and passenger information systems. This approach has been successful in increasing the number of people using the buses with significant increases in patronage recorded on some of the corridors implemented so far.

### **Park and Ride**

In addition to the existing bus park and ride facilities, a new bus P & R site, on the A52 at Gamston, has been identified as a top priority for implementation in the next few years. This site, which is planned to have 1000 spaces, will intercept traffic along the A52 northbound and westbound into the city via Trent Bridge. Existing bus-based park and ride sites are very successful and it is envisaged that the Gamston facility will be equally successful. The location of the new site is shown in Figure 3.4.

Park and ride sites which will form an integral part of NET implementation include:

- Expanded facility at Hucknall
- New site at Moor Bridge
- Phoenix Park
- Forest

### **Rail based schemes**

Nottingham City Council and Nottinghamshire County Council are proposing to promote the use of rail-based public transport in the Nottingham travel to work area. A number of enhancements are under consideration for services into the city centre from the surrounding residential areas including:

- Service enhancements to the Robin Hood Line;
- Implementation of the Greater Nottingham Area Rail Development Strategy;
- Development of Rail Quality Partnerships

The proposals also include the provision of a number of new stations, the regeneration/relocation of a number of existing stations, and track infrastructure improvements that are also scheduled to be completed by 2002.

### **Cycle and pedestrian routes**

There are approximately 100 km of cycle route network in Greater Nottingham at the present time. Further cycle routes are proposed giving coverage of all the major transport corridors into the City Centre.

An extensive network of off road cycle facilities already exists across much of the study area. Proposals are included for new off road cycle facilities in the Stapleford area and on road lanes along

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the A6005 between Attenborough and Long Eaton. The establishment of a “Dual Approach” to cycling between the Authority and local employees needs further examination.

### **Other relevant policy areas**

There are policies for District Centre Integration and Interchange. In the Study Area these include the major district centre of Beeston, and the district centres of Clifton and Stapleford. Proposals will be made to improve conditions for pedestrians, and to improve public transport access. There is a link in to the Clifton and Wilford Area Transport Plan, which is reviewed elsewhere.

Proposals are included to create civilised streets. These proposals include local safety schemes, safe routes to school projects, walking and cycling schemes and traffic reduction/Home Zones. In particular the Nobel Road area of Clifton is proposed as a pilot Home Zone, adopting an innovative approach to regenerating the area. This is in addition to area wide traffic calming proposals for the Clifton estate.

### **Travel demand management**

Travel demand management proposals include education/awareness, UTC/traffic management, Parking Policy/Commuter Plans and Air Quality management. Of particular importance are the proposals for Nottingham to be a “fast track” pilot for the introduction of a Citywide workplace-parking levy. The anticipated year for commencing implementation is 2003/04. The revenue would be hypothecated for expenditure on schemes such as the NET and Bus Quality Partnerships.

The City and County Councils have both established commuter plans, and have taken a lead role in establishing commuter plans with other local employers since 1996. A list and map outlining large employers (over 200 employees) in the Greater Nottingham area provides a good basic list of contacts for use in the Multi modal study. Reference is made to commuter plans developed for the Boots Company, the Government Office for the East Midlands, Inland Revenue and National Grid. Data on staff travel to work behaviour has been collected by several of these employers which is potentially useful for the development of a transport model for the A453 Multi modal study. Similarly reference is made to the development of school travel plans which again potentially has effects on car traffic in the corridor.

Network Management and Maintenance proposals include proposals for freight quality partnerships and the upgrading of Coventry Lane (Stapleford) which both have potential impacts on the Study area. The Southern Relief Route scheme will have an impact on Traffic on the south side of the City centre around the Broadmarsh Centre in particular. This may have strategic routing implications that the A453 MMS will have to consider.

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**WORKING PAPER No. 18**

**Ref No :**

**Title:** Rushcliffe Borough Replacement Local Plan – Deposit Draft

**Author:** Rushcliffe Borough Council

**Date:** February 2000

**HOUSING POLICY**

3.4 A 36.5% increase in housing stock has been proposed by the Nottinghamshire Structure Plan Review between 1991 and 2011.

**New Dwelling Provision**

3.5 The Nottinghamshire Structure Plan Review makes provision for a total of 14,400 dwellings in the Borough between 1991 and 2011.

**POLICY H1**

PLANNING PERMISSION FOR RESIDENTIAL DEVELOPMENT WILL BE GRANTED OR RENEWED ON THE FOLLOWING SITES, AS IDENTIFIED ON THE PROPOSALS MAP:

a) **SITES CARRIED FORWARD FROM PREVIOUS LOCAL PLANS WHERE RESIDUAL ALLOCATIONS ARE CONFIRMED**

	DWELLS	HA
MILL HILL, BINGHAM	110	4.8
NOTTINGHAM ROAD, BINGHAM	241	10.5
GRANTHAM ROAD, BINGHAM	258	11.1
GOTHAM ROAD, EAST LEAKE	99	4.7
SAXONDALE HOSPITAL	119	4.9

b) **ALLOCATION OF NEW SITES**

FORMER BRICKWORKS, BUNNY	200	8.0
COLLIERY SITE, COTGRAVE	600	23.0
HOLLYGATE LANE, COTGRAVE	450	19.0
GOTHAM ROAD, EAST LEAKE	230	10.3
KEGWORTH ROAD, GOTHAM	90	3.2
RAF NEWTON	3000	180.0
PASTURE LANE, RUDDINGTON	220	8.0
WEST BRIDGFORD	200	7.5
LAND AT EDWALTON, WEST BRIDGFORD	1700	73.0

In addition, proposals, which would require substantial use of greenfield land, were not considered within the scoping exercise described above. However, the principle of a new settlement may be considered acceptable if it could be related to a transport corridor, urban edge or brownfield site, and therefore, Newton Airfield site was included as a potential area.

3.17 Details of the phasing programme is given in the table below, where those sites within Tranche 1 would be released first and those within Tranche 2 will be released where necessary to meet land supply targets as required through monitoring on a two -yearly basis.

3.18 The order of site release set out below is based on the Council's aim of maximising use of appropriate brownfield and urban capacity land.

## **POLICY H2**

**PLANNING PERMISSION FOR SITES ALLOCATED IN POLICY H1 WHICH FALL WITHIN TRANCHE 2 OF THE PHASING PROGRAMME WILL ONLY BE GRANTED WHEN MONITORING INDICATES THAT THEY ARE REQUIRED IN ORDER TO MAINTAIN 5 YEARS LAND SUPPLY FOR THE BOROUGH AT ALL TIMES.**

Tranche	Site	Net Dwells	Phasing Allocation		Cumulative Total
			Percentage	Number	
1	Bingham adjacent A52	50	100%	50	50
1	Bunny Brickworks	200	100%	200	250
1	Cotgrave Colliery	600	100%	600	850
1	Hollygate Lane Phase 1	225	100%	225	1075
1	RAF Newton Phase 1	3000	50%	1500	2575
1	Main Road, Radcliffe-on-Trent	15	100%	15	2590
1	Camelot Street, Ruddington	70	100%	70	2660
1	Land at Edwalton Phase 1	1700	60%	1020	3680
1	South of Wilford Lane	200	100%	200	3880
1	The Chateau, Wilford Lane	70	100%	70	3950
2	Hollygate Lane Phase 2	225	100%	225	4175
2	Butt Lane, East Bridgford	75	100%	75	4250
2	Gotham Road, East Leake	230	100%	230	4480
2	RAF Newton Phase 2	3000	50%	1500	5980
2	Kegworth Road, Gotham	90	100%	90	6070
2	Paddocks, Radcliffe-on-Trent	80	100%	80	6150
2	Pasture Lane, Ruddington	220	100%	220	6370
2	Land at Edwalton Phase 2	1700	40%	680	7050

## **EMPLOYMENT POLICY**

### **Employment Land Provision**

4.8 Levels of employment land have been set in the Nottinghamshire Structure Plan Review, which requires 160 hectares of land to be provided within Rushcliffe for employment development between 1996 and 2011.

POLICY E1

PLANNING PERMISSION WILL BE GRANTED FOR INDUSTRIAL DEVELOPMENTS ON THE FOLLOWING SITES AS IDENTIFIED ON THE PROPOSALS MAP (The largest developments area shown here)

a) REALLOCATION OF EXISTING COMMITMENTS:

	Area, Ha
FORMER RUDDINGTON ORDNANCE DEPOT	14.55
- A PRESTIGE BUSINESS PARK (CLASS B1 USES)	
CHAPEL LANE, BINGHAM	45.9
- 25 Ha PRESTIGE BUSINESS PARK (CLASS B1 USES)	
- 20.9 Ha CLASS B1,B2 AND B8 USES	

b) ALLOCATIONS ON NEW SITES:

CHAPEL LANE, BINGHAM	27.0
- CLASS B1,B2 AND B8 USES	
COTGRAVE COLLIERY	
- CLASS B1, B2 AND B8 USES	7.7
LANDMERE LANE, WEST BRIDGFORD	
- CLASS B1 PURPOSES ONLY	20.5

**4.12 The Borough Council considers that it will be more sustainable to locate major employment allocations close to major housing allocations, adjacent to the urban area and close to Bingham in accordance with government guidance and Structure Plan strategy, rather than in more remote rural areas.**

SHOPPING POLICY

Large New Stores

POLICY S1

PERMISSION WILL NOT BE GRANTED FOR SUPERSTORES, HYPERMARKETS, CASH AND CARRY WAREHOUSES, GARDEN CENTRES OR OTHER LARGE OUT OF TOWN RETAIL OUTLETS OUTSIDE THE EXISTING SHOPPING CENTRES IN RUSHCLIFFE.

TRANSPORT POLICY

**6.16 Where major new development is allocated in this Plan the Borough Council will expect traffic impact assessments to be carried out to identify the wider transport impacts and requirements of each development. In addition, the Borough Council wishes to see greater use of alternatives to the motor car such as cycling, walking and public transport, and will require provision to be made for these forms of transport within development proposals.**

Statement of Intent

**The Borough Council will continue to monitor the effects of road traffic within Rushcliffe and advocate appropriate traffic management, parking and new road programmes.**

## INTEGRATED TRANSPORT SOLUTIONS

- 6.19** It is increasingly recognised that the problems of transportation must be considered as an integral part of the overall development of an area, with accessibility and reduction of pollution being important factors in progress towards sustainable development. Current Government advice, through PPG13 and the Integrated Transport Strategy, promotes an integrated approach to new development with co-ordination of public transport and highways infrastructure. In order that the road network can be used for the optimum benefit to the residents and economy of the Borough, alternative transport systems must be efficient and accessible alongside the use of the car.

## PUBLIC TRANSPORT

### Light Rapid Transit

#### **Statement of Intent**

**The Borough Council supports the extension of the Light Rapid Transit network south of the River Trent and will support a feasibility study into such proposals.**

### Rail Transport

- 6.23** The Greater Nottingham Area Rail Development Strategy (GNARDS) includes proposals for the improvement of suburban passenger rail services within the Greater Nottingham area and the Borough Council supports these proposals. In particular, the Council will wish to see improved local services on the Midland Mainline, and the Grantham to Nottingham line, with improved parking and station facilities incorporated into the new development at Newton and the potential development of a Parkway Station in the vicinity of Ratcliffe on Soar Power Station.
- 6.24** The Borough Council will also support the use of disused railway lines for public transport purposes as detailed in GNARDS.

### Bus Services

- 6.25** The Borough Council supports the County Council Public Transport Plan and Bus Quality Partnership Strategy which emphasises the need for reliability and efficiency to encourage people to switch to using public transport, and programme infrastructure improvements to a number of key routes in the conurbation.

### Park & Ride

#### **Statement of Intent**

**The Borough Council will generally encourage the provision of further Public Transport facilities and will welcome further detailed studies into public transport infrastructure developments. Where schemes are agreed, the Borough Council will seek to ensure that sites are protected from development, which would prejudice their use for public transport purposes.**

## POLICY M1

CONTRIBUTIONS WILL BE NEGOTIATED FROM DEVELOPERS OF ALLOCATED SITES AND RELEVANT SCHEMES TOWARDS THE COSTS OF PUBLIC, AND NONMOTORISED TRANSPORT MEASURES ARISING FROM THE DEVELOPMENT. WHERE APPROPRIATE, PROVISION OF LAND MAY ALSO BE REQUIRED WITHIN THE DEVELOPMENT FOR

PUBLIC TRANSPORT INFRASTRUCTURE. CONTRIBUTIONS WILL BE ASSESSED IN THE CONTEXT OF THE STRATEGIC TRANSPORT CORRIDORS IDENTIFIED BY THE COUNTY COUNCIL AND WILL BE SECURED BY A PLANNING OBLIGATION.

New Road Schemes

**Statement of Intent**

**The Borough Council wishes to see the following road improvements progressed and will monitor their progress, and will seek to prevent any development, which may prejudice their implementation.**

- a) **A46 Widmerpool to Newark improvement**
- b) **A453 M1 to Clifton**

Other Road Schemes Affecting the Borough

**6.46 Nottinghamshire County Council has made representations to the Highways Agency for the inclusion of certain road schemes not currently programmed. Within Rushcliffe Borough these include:**

- a) **A52 (T) M1 to Saxondale route study including improvements to A6011 Gamston Roundabout**
- b) **Appropriate junction improvements to the Nottingham Ring Road/A60 (T) Loughborough Road**

**6.47 The Borough Council is supportive of these schemes and will encourage their progression as far as is practicable.**

RECREATION AND LEISURE POLICY

Protection of Recreational Facilities

**7.23 The Rivers Trent and Soar, and the Grantham Canal offer many opportunities to exploit their tourist and recreational potential. Not only will this be of benefit to residents of Rushcliffe but will also attract tourists to the area and therefore help the local economy.**

POLICY CRT11

THE FOLLOWING AREAS WILL BE SAFEGUARDED FROM DEVELOPMENT WHICH WOULD PREJUDICE THEIR RECREATIONAL, TOURIST AND COMMERCIAL POTENTIAL WITH PARTICULAR PROTECTION GIVEN TO ENVIRONMENTAL AND WILDLIFE FEATURES WHICH CONTRIBUTE TO THE CHARACTER OF THE AREAS.

- a) RIVER TRENT
- b) RIVER SOAR
- c) GREAT CENTRAL RAILWAY
- d) GRANTHAM CANAL INCLUDING THE LINE OF THE PROPOSED GRANTHAM CANAL – TRENT LINK

**WORKING PAPER No. 19**

**Ref No :**  
**Title :** Nottinghamshire Structure Plan Review  
**Author :** Nottinghamshire County Council  
**Date :** November 1996

**EMPLOYMENT POLICY**

**Distribution of Development**

**1/2 MAJOR\* NEW DEVELOPMENT WILL BE CONCENTRATED WITHIN AND ADJOINING THE MAIN URBAN AREAS AND ALONG THE FOLLOWING PUBLIC TRANSPORT CORRIDORS IN THE SOUTH NOTTINGHAMSHIRE SUB-AREA BEYOND THE INNER GREEN BELT BOUNDARY:**

- (i) NOTTINGHAM TO BINGHAM**
- (ii) NOTTINGHAM TO TROWELL**
- (iii) NOTTINGHAM TO EASTWOOD**
- (IV) NOTTINGHAM TO HUCKNALL**

MAJOR NEW DEVELOPMENT WILL ONLY BE PERMITTED WHERE IT CAN BE FULLY INTEGRATED WITH NEW OR EXISTING PUBLIC TRANSPORT FACILITIES

**1/3 OUTSIDE MAIN URBAN AREAS AND PUBLIC TRANSPORT CORRIDORS, LIMITED\* PROVISION WILL BE MADE IN VILLAGES AS IDENTIFIED IN LOCAL PLANS. ELSEWHERE IN THE COUNTRYSIDE, PERMISSION WILL NOT NORMALLY BE GIVEN FOR DEVELOPMENT EXCEPT FOR APPROPRIATE SMALL SCALE DEVELOPMENT IN VILLAGES AND DEVELOPMENT REQUIRING A RURAL LOCATION.**

**Scale of Employment Land Provision**

**2/1 PROVISION\* WILL BE MADE BETWEEN 1991 AND 2011 FOR ABOUT 1,770 HECTARES OF LAND TO BE PROTECTED FOR EMPLOYMENT DEVELOPMENT. THE DISTRIBUTION WITHIN THE COUNTY IS AS FOLLOWS:**

<b>DISTRICT</b>	<b><u>TOTAL 1991-2011</u></b>
<b>ASHFIELD</b>	<b>305</b>
<b>BASSETLAW</b>	<b>290</b>
<b>BROXTOWE</b>	<b>115</b>
<b>GEDLING</b>	<b>70</b>
<b>MANSFIELD</b>	<b>305</b>
<b>NEWARK &amp; SHERWOOD</b>	<b>365</b>
<b>NOTTINGHAM</b>	<b>160</b>
<b>RUSHCLIFFE</b>	<b>160</b>

**General Location of Employment**

2/4 (a) PROVISION FOR EMPLOYMENT DEVELOPMENT WILL BE MADE ON APPROPRIATE SITES WITHIN AND ADJOINING THE URBAN AREAS AND ALONG PUBLIC TRANSPORT CORRIDORS IN SOUTH NOTTINGHAMSHIRE

PROPOSALS FOR MAJOR SITES SHOULD MEET THE FOLLOWING CRITERIA

- (i) BE LOCATED TO ALLOW EMPLOYEES A CHOICE BETWEEN PUBLIC AND PRIVATE TRANSPORT;
- (ii) HAVE GOOD ACCESS TO THE NATIONAL TRANSPORT NETWORK.

2/6 PROVISION WILL BE MADE FOR BUSINESS PARKS OR OTHER PRESTIGE EMPLOYMENT DEVELOPMENTS\* REQUIRING A HIGH QUALITY SETTING AS IDENTIFIED IN POLICIES 13/3, 13/7, 13/12 AND 13/18 AND IN LOCAL PLANS.

PROPOSALS SHOULD MEET THE FOLLOWING CRITERIA:

- (a) SITES SHOULD BE LOCATED TO ALLOW EMPLOYEES A CHOICE BETWEEN PUBLIC AND PRIVATE TRANSPORT;
- (b) SITES SHOULD HAVE GOOD ACCESS TO THE NATIONAL TRANSPORT NETWORK;

**2.91 In order to take maximum advantage of the County's economic potential, Policy 2/6 provides for local plans to identify areas, which offer particular attractions for economic activities seeking a high quality environment and parkland setting.**

#### ENVIRONMENT POLICY

Special Landscape Protection

**3/3 CERTAIN AREAS OF THE COUNTY WILL BE GIVEN SPECIAL PROTECTION IN ORDER TO CONSERVE THEIR LANDSCAPE AND OTHER ENVIRONMENTAL QUALITIES. THESE AREAS ARE:**

- (a) THE SHERWOOD FOREST SPECIAL LANDSCAPE AREA**
- (b) THE SHERWOOD FOREST HERITAGE AREA**
- (c) MATURE LANDSCAPE AREAS**
- (d) HISTORIC PARKLANDS AND GARDENS**

**THE BOUNDARIES OF THESE AREAS WILL BE DETERMINED IN LOCAL PLANS**

3.30 Certain specific areas of the County are of special landscape importance and it is essential that these areas are protected from development, which would affect their special qualities.

Greenways, Disused Railway Lines and Canals

**3/18 PROVISION WILL BE MADE FOR A SYSTEM OF 'GREENWAYS' LINKING BUILT-UP AREAS WITH THE COUNTRYSIDE. THE GREENWAYS WILL INCLUDE RIVERS, CANALS AND DISUSED RAILWAYS AS WELL AS EXISTING PARKS AND OPEN AREAS. PRIORITY WILL BE GIVEN FOR PROPOSALS WHICH RETAIN DISUSED RAILWAYS AND CANALS AS LINEAR FEATURES FOR RECREATIONAL AND WILDLIFE PURPOSES AND WHERE APPROPRIATE FOR NEW TRANSPORT LINKS SUCH AS BUS AND RAIL ROUTES AND NEW ROADS.**

3.73 'Greenways' will perform both an environmental and a recreational function. Walks, cycle and horse rides may be provided from the urban areas into the countryside by linking together and, in some cases, providing new access to open areas and routes.

3.74 Disused railways and canals offer opportunities for increased leisure use. There is an extensive network of former railway lines within the County along with a number of disused canals.

## **HOUSING POLICY**

### Scale of Housing Provision

**4/1 PROVISION WILL BE MADE BETWEEN 1991 AND 2011 FOR ABOUT 69,250 DWELLINGS, DISTRIBUTED AS FOLLOWS:**

	<u>DWELLINGS</u>
DISTRICT	1991-2011
ASHFIELD	8,550
BASSETLAW	8,000
BROXTOWE	5,500
GEDLING	8,000
MANSFIELD	6,500
NEWARK & SHERWOOD	10,300
NOTTINGHAM	8,000
RUSHCLIFFE	14,400

4.14 The total dwelling provision of 69,250 is sufficient to cater for estimated dwelling need in the Plan period, including that due to clearance, as well as the likely demand for housing in the County as a whole.

## TRANSPORT POLICY

### **Areas of Congestion**

**5/1 LAND WILL BE PROTECTED, PARTICULARLY IN THE SOUTH NOTTINGHAMSHIRE SUB-AREA, FOR:**

- (a) **RAIL AND NEW PUBLIC TRANSPORT SYSTEMS AS APPROPRIATE;**
- (b) **BUS LANES AND OTHER BUS PRIORITY MEASURES;**
- (c) **A SYSTEM OF PARK AND RIDE SITES;**

**(d) MEASURES TO IMPROVE TRAFFIC FLOW AND ASSIST ALL TRAVELLERS;**

**(e) LIMITED ROAD BUILDING TO SUPPORT PUBLIC TRANSPORT INITIATIVES AND DEVELOPMENT.**

- 5.23 It is believed that the most effective solution is to pursue an integrated multi-modal approach involving a wide variety of measures to assist public transport and maximise the efficiency of the existing road network.
- 5.24 Light Rapid Transit (LRT) is considered the ideal mode for a densely, developed conurbation. The system being developed for Greater Nottingham is called Nottingham Express Transit (NET) and consists of a number of lines radiating from the city centre.
- 5.29 It is the target to increase the share of public transport morning peak period movement, into Nottingham City Centre by 10% of all motorised movements by 2011 on 1991 levels. This would increase the percentage of public transport share from 27% to 37%.

**Priority for New Transport Infrastructure**

**5/2 PROVISION WILL BE MADE FOR NEW TRANSPORT INFRASTRUCTURE TO IMPROVE ACCESSIBILITY BETWEEN EMPLOYMENT AREAS, MAJOR DEVELOPMENT SITES, AREAS OF HIGH UNEMPLOYMENT AND THE STRATEGIC TRANSPORT NETWORK.**

- 5.30 The integration of land use planning and transport will be encouraged by seeking to improve the accessibility between land uses. An improved road network can play an important role in economic regeneration, in particular, by opening up land for employment and improving the accessibility of existing sites to the strategic road network.

**Rail Transport**

**5/3 PROVISION WILL BE MADE AND LAND PROTECTED FOR THE DEVELOPMENT OF NEW HEAVY AND LIGHT RAIL FACILITIES (AND OTHER NEW PUBLIC TRANSPORT SYSTEMS AS APPROPRIATE) AND THE MAINTENANCE AND IMPROVEMENT OF EXISTING RAIL FACILITIES FOR PASSENGER AND FREIGHT INCLUDING:**

- (a) THE RESTORATION OF PASSENGER SERVICES BETWEEN NOTTINGHAM AND WORKSOP (THE "ROBIN HOOD" LINE);**
- (b) THE DEVELOPMENT OF A HEAVY RAIL LOCAL SERVICES NETWORK IN THE GREATER NOTTINGHAM AREA;**
- (c) A LIGHT RAPID TRANSIT NETWORK FOR GREATER NOTTINGHAM;**
- (d) A REGIONAL RAIL FREIGHT DEPOT TO THE WEST OF TON;**
- (e) A NEW ROUTE LINKING THE COTGRAVE RAIL SPUR TO THE MELTON RAIL LINE;**
- (f) PROTECTION AGAINST THE DEVELOPMENT OF LAND THAT WOULD PREJUDICE THE RETENTION OR APPROPRIATE DEVELOPMENT OF THE RAIL NETWORK.**

- 5.33 The rail network is considered vital for the economic development and tourism potential of the County and contributes to reducing road congestion. Schemes will be promoted to ease the convenience of travel by rail including the availability of new services, station re-openings, the improvement of station environments for passengers, especially those with disabilities, and the provision of better information.

#### **Road Hierarchy**

- 5/6 THE ROAD HIERARCHY WILL BE AS FOLLOWS:**

#### **CATEGORY 1 – MAIN ROADS (STRATEGIC NETWORK)**

**TRAFFIC WILL BE DIRECTED TO USE THESE ROADS, PARTICULARLY LONGER DISTANCE TRAFFIC AND HEAVY GOODS VEHICLES. SUBJECT TO SAFETY CONSIDERATIONS, TRAFFIC NEEDS WILL RECEIVE PRIORITY IN THE MANAGEMENT OF MAIN ROADS**

#### **CATEGORY 2 – MAJOR SECONDARY ROADS**

**TRAFFIC WILL BE DIRECTED TO USE THESE ROADS;**

#### **CATEGORY 3 – OTHER SECONDARY ROADS**

**TRAFFIC WILL NOT BE SPECIFICALLY DIRECTED TO USE THESE ROADS;**

#### **CATEGORY 4 – LOCAL ROADS**

**ONLY LOCAL TRAFFIC WILL BE DIRECTED TO USE THESE ROADS. THROUGH TRAFFIC WILL NOT BE ENCOURAGED AND, WHERE APPROPRIATE, WILL BE POSITIVELY DISCOURAGED.**

#### **Regulation of Heavy Goods Vehicle Movements**

- 5/8 WHERE APPROPRIATE, THE MOVEMENT OF HEAVY GOODS VEHICLES WILL BE REGULATED**

- 5.57 Voluntary lorry routing and/or advisory directional signing schemes will continue to be introduced in appropriate circumstances, however, such schemes are not always successful or suitable. More stringent measures include mandatory signing and environmental weight restrictions.

#### **Department of Transport Road Schemes**

- 5/9 LAND WILL BE SAFEGUARDED FOR THE FOLLOWING DEPARTMENT OF TRANSPORT HIGHWAY SCHEMES:**

#### **MAIN PROGRAMME**

- (i) **ACTIVE**

- (a) **M1 WIDENING (JUNCTIONS 23A TO 25);**

- (b) **M1 JUNCTION 25 TO 28 IMPROVEMENT (PHASE 1 : JUNCTION IMPROVEMENTS);**
  - (c) **A46 (T) NEWARK – LINCOLN IMPROVEMENT**
  - (d) **A453 (T) CLIFTON LANE IMPROVEMENT;**
  - (e) **A453 (T) CLIFTON – M1 IMPROVEMENT.**
- (ii) **ON HOLD**
- (a) **A1 (T) BLYTH (GRADE SEPARATED JUNCTION);**
  - (b) **A1 (T) FIVE LANES END (GRADE SEPARATED JUNCTION);**
  - (c) **A1 (T) MARKHAM MOOR (GRADE SEPARATED JUNCTION);**
  - (d) **A46 (T) NEWARK – WIDMERPOOL IMPROVEMENT.**

**LONGER TERM**

- (a) **M1 JUNCTION 25 TO 28 IMPROVEMENT (PHASE 2: WIDENING);**
- (b) **A1 (M) TUXFORD – BLYTH (UPGRADING TO MOTORWAY STATUS);**
- (c) **A1 (M) NEWARK – TUXFORD (UPGRADING TO MOTORWAY STATUS);**
- (d) **A52 (T) SAXONDALE – GRANTHAM IMPROVEMENT;**
- (e) **A52 (T) RADCLIFFE-ON-TRENT BYPASS.**

5.63 The County Council will press for important improvements to the Trunk Road Network that are not currently in the programme, including:

- (a) A52 (T) M1 to Saxondale route study;
- (b) Appropriate improvements to the Nottingham Ring Road;
- (c) A60 (T) Woodthorpe Drive to Leapool Roundabout route study;
- (d) A606 (T) Lings Bar to A46 (T);
- (e) A614 (T) Leapool to Five Lanes End route study;
- (f) A17 (T) Newark Relief Road to Lincolnshire boundary route study;
- (g) A46 (T) Newark Relief Road route study;
- (h) A bypass at A57 (T) Dunham-on-Trent.

**County Council Road Schemes**

**5/10 LAND WILL BE SAFEGUARDED FOR THE FOLLOWING COUNTY COUNCIL MAJOR HIGHWAY SCHEMES:**

**SOUTH NOTTINGHAMSHIRE SUB-AREA**

- (a) NOTTINGHAM WESTERN OUTER LOOP ROAD (A6002 COVENTRY LANE);
- (b) NEW CROSSING OVER RIVER TRENT AT COLWICK;
- (c) A611 (ARNOLD ROAD – KERSALL DRIVE) IMPROVEMENTS;
- (d) A612 SOUTHWELL BYPASS
- (e) A60 HUNTINGDON STREET IMPROVEMENT, NOTTINGHAM
- (f) GEDLING BYPASS;
- (g) HUCKNALL INNER RELIEF ROAD;
- (h) GEDLING BYPASS TO ARNO VALE ROAD LINK;
- (i) A612 DALESIDE ROAD EAST/COLWICK LOOP ROAD IMPROVEMENTS;
- (j) NOTTINGHAM CITY CENTRE SOUTHERN RELIEF ROAD AND ASSOCIATED MEASURES.

**WEST NOTTINGHAMSHIRE SUB-AREA**

- (k) A617 RAINWORTH BYPASS;
- (l) MANSFIELD WESTERN BYPASS;
- (m) MANSFIELD SOUTHERN BYPASS;
- (n) A617 PLEASLEY BYPASS EXTENSION;
- (o) A60 WOODHOUSE ROAD – LEEMING LANE IMPROVEMENT.

**EAST BASSETLAW SUB-AREA**

- (p) A620 CLARBOROUGH – WELHAM BYPASS.

**NEWARK SUB-AREA**

- (q) A617 KELHAM BYPASS;
- (r) A1133 COLINGHAM BYPASS

**5.66 The list above has been subdivided into 4 sections based on the geographical area in which the road scheme is proposed. The ordering of schemes within each section is based on priorities identified in the Nottinghamshire Transport Policies and Programme submission published in July 1994 but are subject to change.**

- 5.67 The thrust of the County's transport strategy is to maintain the economic competitiveness of each Sub-Area. This places the emphasis on maintaining and enhancing accessibility between existing and future employment areas and the Strategic Transport Network.**

Development Involving Substantial Traffic Movements

- 5/14 PROPOSALS FOR DISTRIBUTION AND WAREHOUSING DEVELOPMENT LIKELY TO PRODUCE SUBSTANTIAL TRAFFIC MOVEMENTS SHOULD, WHERE POSSIBLE, BE READILY ACCESSIBLE ONTO THE MAIN ROAD NETWORK AND BE SERVED, OR WITH THE POTENTIAL TO BE SERVED, FROM WHARVES OR RAILWAY SIDINGS.

County Council Airports Policy

- 5/B The County Council will encourage the development of passenger and freight services at East Midlands Airport, and promote its use by Nottinghamshire residents to sustain its role as a regional airport provided that:

- (a) **Safety, traffic and environmental considerations are given due weight;**
- (b) Improvements are made to public transport links between the Airport and the main centres of population in the County.

- 5.83 Whilst located in Leicestershire, the services offered by the East Midlands Airport provide significant benefits to the Nottinghamshire economy. It is, nevertheless, important that the economic benefits should not be outweighed by noise or other environmental problems and hence environmental as well as operational factors need to be taken into account when considering the future development of the Airport.

## **SHOPPING POLICY**

### **The Development of Major Out-of-Centre Retail Facilities**

- 6/2 PROPOSALS FOR MAJOR\* OUT-OF-CENTRE RETAIL DEVELOPMENT WILL BE PERMITTED WHERE:**

- (a) NO SUITABLE SITES ARE AVAILABLE WITHIN NEARBY TOWN CENTRES OR ON EDGE-OF-CENTRE SITES;
- (b) **THEY ARE LOCATED ON SITES WHICH ARE ACCESSIBLE BY A CHOICE OF MEANS OF TRANSPORT;**
- (d) **THEY WOULD HAVE GOOD ACCESS TO THE MAIN ROAD NETWORK;**
- (e) **THEIR IMPACT UPON OVERALL TRAVEL AND CAR USE IS ACCEPTABLE; AND**
- (f) **THEY WOULD NOT GIVE RISE TO UNACCEPTABLE VEHICULAR AND/OR PEDESTRIAN TRAFFIC CONDITIONS, AND CAR PARKING PROVISION IS ADEQUATE.**

## TOURISM POLICY

Tourism Attractions and Services

- 7/5 **PROVIDED THERE IS NO MAJOR ADVERSE ENVIRONMENTAL OR TRAFFIC IMPACT, PERMISSION WILL BE GRANTED FOR TOURISM ATTRACTIONS AND SERVICES WHICH ARE WITHIN OR ADJACENT TO URBAN AREAS, OR THOSE VILLAGES IDENTIFIED IN LOCAL PLANS; WHERE A FACILITY REQUIRES A COUNTRYSIDE LOCATION, SITES SHOULD BE READILY ACCESSIBLE TO MAJOR ROUTES AND TO PUBLIC TRANSPORT.**
- 7.34 Tourism can bring considerable employment and financial benefits to an area. Local residents can benefit from facilities provided for the tourist. Investment in tourism can help conserve both the natural and man-made heritage, and may assist in attracting other development projects to the area.

**SUB-AREAS**

**SOUTH NOTTINGHAMSHIRE**

Housing in the South Nottinghamshire Sub-Area

- 13/1 **PROVISION WILL BE MADE BETWEEN 1991 AND 2011 FOR ABOUT 40,400 DWELLINGS IN THE SOUTH NOTTINGHAMSHIRE SUB-AREA. THE NUMBER OF DWELLINGS ARE DISTRIBUTED AS FOLLOWS:-**

<b>DISTRICT</b>	<b>1991- 2011</b>
<b>ASHFIELD (HUCKNALL AREA)</b>	<b>3,000</b>
<b>BROXTOWE</b>	<b>5,500</b>
<b>GEDLING</b>	<b>8,000</b>
<b>NEWARK AND SHERWOOD (SOUTHWELL AND FARNSFIELD AREA)</b>	<b>1,500</b>
<b>NOTTINGHAM</b>	<b>8,000</b>
<b>RUSHCLIFFE</b>	<b>14,400</b>

Employment Land in the South Nottinghamshire Sub-Area

- 13/2 **PROVISION WILL BE MADE BETWEEN 1991 AND 2011 FOR 580 HECTARES OF EMPLOYMENT LAND IN THE SOUTH NOTTINGHAMSHIRE SUB-AREA. THE DISTRIBUTION WITHIN THE SUB-AREA IS AS FOLLOWS:**

<b>DISTRICT</b>	<b>1991- 2011</b>
<b>ASHFIELD (HUCKNALL AREA)</b>	<b>70</b>
<b>BROXTOWE</b>	<b>115</b>
<b>GEDLING</b>	<b>70</b>
<b>NEWARK AND SHERWOOD (SOUTHWELL AND FARNSFIELD AREA)</b>	<b>5</b>
<b>NOTTINGHAM</b>	<b>160</b>
<b>RUSHCLIFFE</b>	<b>160</b>

**Prestige Employment Development in the South Nottinghamshire Sub-Area**

**13/3 PROVISION SHOULD BE MADE IN LOCAL PLANS FOR BUSINESS PARKS OR OTHER PRESTIGE EMPLOYMENT DEVELOPMENT REQUIRING A HIGH QUALITY LANDSCAPE SETTING ACCORDING TO THE CRITERIA OUTLINED IN POLICY 2/6 ON THE EDGE OF THE BUILT-UP AREA PARTICULARLY IN THE FOLLOWING DISTRICTS OF THE SOUTH NOTTINGHAMSHIRE SUB-AREA:**

- **RUSHCLIFFE**
- **BROXTOWE/NOTTINGHAMSHIRE (IN THE VICINITY OF JUNCTION 26).**

**WEST NOTTINGHAMSHIRE**

*Housing in the West Nottinghamshire Sub-Area*

**13/5 PROVISION WILL BE MADE BETWEEN 1991 AND 2011 FOR ABOUT 14,050 DWELLINGS IN THE WEST NOTTINGHAMSHIRE SUB-AREA.**

**THE NUMBER OF DWELLINGS ARE DISTRIBUTED AS FOLLOWS:**

<b>DISTRICT</b>	<b>1991- 2011</b>
<b>ASHFIELD (SUTTON &amp; KIRKBY AREA)</b>	<b>5,550</b>
<b>MANSFIELD</b>	<b>6,500</b>
<b>NEWARK AND SHERWOOD (SHERWOOD AREA)</b>	<b>2,000</b>

*Employment Land in the West Nottinghamshire Sub-Area*

**13/6 PROVISION WILL BE MADE BETWEEN 1991 AND 2011 FOR ABOUT 700 HECTARES OF EMPLOYMENT LAND IN THE WEST NOTTINGHAMSHIRE SUB-AREA. THE DISTRIBUTION WITHIN THE SUB-AREA IS AS FOLLOWS:**

<b>DISTRICT</b>	<b>1991- 2011</b>
<b>ASHFIELD (SUTTON &amp; KIRKBY AREA)</b>	<b>235</b>
<b>MANSFIELD</b>	<b>305</b>
<b>NEWARK AND SHERWOOD (SHERWOOD AREA)</b>	<b>160</b>

**NEWARK**

**Housing in the Newark Sub-Area**

**13/16 PROVISION WILL BE MADE BETWEEN 1991 AND 2011 FOR ABOUT 6,800 DWELLINGS IN THE NEWARK SUB-AREA.**

*Employment Land in the Newark Sub-Area*

**13/17 PROVISION WILL BE MADE BETWEEN 1991 AND 2011 FOR 200 HECTARES OF EMPLOYMENT LAND IN THE NEWARK SUB-AREA.**

*Prestige Employment Development in the Newark Sub-Area*

- 13/18 PROVISION SHOULD BE MADE IN LOCAL PLANS FOR BUSINESS PARKS OR OTHER PRESTIGE EMPLOYMENT DEVELOPMENTS REQUIRING A HIGH QUALITY LANDSCAPE SETTING ON THE EDGE OF THE NEWARK BUILT-UP AREA ACCORDING TO THE CRITERIA OUTLINED IN POLICY 2/6.**

## WORKING PAPER No. 20

**Ref No :**

**Title:** Draft Regional Planning Guidance for the Spatial Development of the East Midlands  
– Public Examination Draft

**Author:** East Midlands Regional Local Government Association

**Date:** November 1999

### THE STRATEGY

#### Sustainable Development Objectives

- 3.3 This Guidance, based on the following sustainable development objectives will seek to improve the quality of life for current and future citizens of the Region by:
7. developing integrated transport strategies which improve accessibility, and help to ensure a better relationship between jobs, homes and services across the Region:

#### Economic Prosperity and Competitiveness

- 3.27 Measures will be taken to ensure that the East Midlands improves its relative economic position. These will include:

- support for the refurbishment, redevelopment and re-use of business premises within the urban areas of the Region;
- appropriate investment in infrastructure; and,
- selective releases of undeveloped land.

#### Inter-regional Links

- 3.37 **Many parts of the Region have close functional and other relationships with areas in adjoining regions. These cross-boundary relationships include:**

- significant numbers of people in parts of Northamptonshire commuting to London and the South East, with similar movements from those parts of the Region lying close to the Greater Manchester, South Yorkshire and West Midlands conurbation's;
- development pressures arising from adjoining regions, for example pressures from the South East in Northamptonshire, and from Peterborough in southern parts of Lincolnshire; and,
- nearby facilities in adjoining regions generating movement (of people and goods) from the East Midlands, including to airports (such as Manchester, Birmingham and Humberside), ports (in Humberside) and shopping facilities (such as Meadowhall in Sheffield).

**It is important that these links are taken into account, in order to maintain the principles of sustainable development across regional boundaries.**

### EMPLOYMENT

#### Existing Employment Land Commitments – as at mid 1997

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<i>Structure Plan Area</i>	<i>Undeveloped (hectares)</i>	<i>%</i>	<i>Previously Developed Sites</i>	<i>%</i>
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			<i>(hectares)</i>	
Derby and Derbyshire	330	42	451	58
Leicestershire, Leicester and Rutland	670	73	246	27
Lincolnshire	1347	88	188	12
Northamptonshire	1017	81	245	19
Nottingham and Nottinghamshire	657	57	502	43
Peak District National Park	1	10	9	90
<b>East Midlands Region</b>	<b>4022</b>	<b>71</b>	<b>1641</b>	<b>29</b>

Source: Local Authorities

- 4.6 Local authorities should also assess the suitability of existing employment land commitments to avoid perpetuating policies that are inconsistent with the principles of sustainable development.**

#### **Major Investment Sites**

- 4.8 The two sites that are most suitable for MIS designation in the short term lie in the Northern Coalfields Sub-area. Planning and infrastructure requirements should be put in place quickly to ensure these site(s) are immediately available. In the medium to longer term an additional site or sites may be required.**

#### **Storage and Distribution**

- 4.10 The East Midlands has recently been successful in attracting storage and warehousing development on a large scale, and changes within the sector will mean that demand for regional storage and distribution sites (normally 40+ hectares) will intensify in certain locations.**
- 4.11 It is important that maximum benefit is taken of these significant investments that reflect the Region's locational strength at the heart of the nation's transport networks. Where new storage and distribution sites are developed, access should be provided to the rail network if such links can be practicably developed. Any potential links to the waterway network should also be developed.
- 4.12 Land already committed for regional scale distribution sites through the development plan process should be safeguarded for that purpose. There should however, be a strong presumption against allocating additional land for regional scale storage and distribution sites except within the Northern Coalfields Sub-area.**
- 4.14 Existing and committed sites for business and general employment (B1 and B2 uses) should only be re-allocated within development plans for storage and distribution (B8) where:
- sites have good access to the strategic road network, and to rail and inland waterway networks, where such links can be practicably developed.
- 4.18 Provision should be made for Strategic High Quality Employment Sites where supply is inadequate. In identifying suitable sites, local authorities should have regard to:
- accessibility by public transport;
  - the sequential approach set out in paragraphs 3.4 to 3.9;
  - enhancing Regional and sub-regional competitiveness

## SHOPPING

### The Role of City and Town Centres for Shopping and Other Services

- 4.27 Existing town centres also offer access by a choice of means of transport and enable a single trip to fulfil several purposes. Therefore, they can assist in reducing the need to travel, trip lengths and reliance upon the private car.
- 4.30 There is no quantitative or qualitative need for regional scale out-of-centre retail development in the East Midlands. Such proposals would not be consistent with the sustainable development objectives set out in this Guidance, and therefore will not be permitted.

## HOUSING

### Housing Aims

- 4.52 Housing Provision across the Region supports the sustainable development objectives in paragraph 3.3 above. Particularly important in this respect will be:
- ensuring that housing is provided in a way which facilitates access by non-car modes to employment opportunities, shopping centres and other facilities and local services;
- 4.59 Housing provision for each structure plan for the period 1996 – 2021 will be as follows:

<i>Structure Plan Area</i>	<b>Proposed Dwelling Provision</b>
Derby and Derbyshire	71,000
Leicestershire, Leicester and Rutland	79,000
Lincolnshire	73,000
Northamptonshire	73,000
Nottingham and Nottinghamshire	67,000
Peak District National Park	of local significance only (see paragraph 4.72)
East Midlands Region	363,000

## RECREATION, SPORTS AND LEISURE

- 5.38 In addition to enhancing and promoting the statutory rights of way network, the development and promotion of long distance walking, cycling and riding routes should be encouraged with safe access links between centres of population and popular destinations. Development of country and urban fringe parks, with sustainable transport links, should be encouraged to relieve recreation pressures on the countryside.
- 5.42 Recreational use of existing and new waterways and lakes should be encouraged, having due regard to their role in the water supply system, their nature conservation capacity, their historic fabric, and any identified deficiency of water based leisure provision.

## TRANSPORTATION, COMMUNICATIONS AND INFRASTRUCTURE

- 6.3 The Interim Regional Transport Strategy provides a framework on the following issues.

- **An Integrated Approach (IA)** – between transport and land use planning and other social and environmental policy objectives including improved safety for all aspects of travel.
- **Travel Demand Management (TDM)** – managing the demand for travel in the most sustainable manner.
- **Travel Education (TE)** – providing better travel information and raising awareness to change travel behaviour and improve road safety.
- **Infrastructure and Service Enhancement (ISE)** – providing new transport infrastructure, particularly to benefit public transport, cycling and walking and to maintain and improve levels of public transport service.
- **Freight Transport (FT)** – to ensure the efficient movement of goods and reducing the reliance on road based transport.
- **Air Transport (AT)** – managing growth at East Midlands Airport.
- **Communications Technology (CT)** – promoting access of information for residents.

### **IA1**

- 6.10 **The East Midlands Region and its constituent authorities will work closely with adjacent regions to secure compatibility of transport policies and the development of partnership arrangements for dealing with transport issues of mutual concern.**
- 6.11 It is essential that the Strategy recognises the inter-relationship between the location of new development and the transport infrastructure required to service it. It is important to ensure that new development is accessible by a range of transport modes and it must be recognised that the provision of new road infrastructure can increase pressure for further development, which can quickly nullify the additional capacity created.

### **IA2**

- 6.15 **Measures to reduce the need to travel by private car and to improve accessibility, health and safety should generally be considered in transport planning in the following order of priority:**
- providing for the transport needs of disabled people, pedestrians and cyclists;
  - providing for collective transport (bus, coach, train, LRT);
  - providing for other road users.

## **TRAVEL DEMAND MANAGEMENT**

### **TDM1**

- 6.24 **Measures to reduce the growth and impact of traffic should include:**
- **making more efficient use of existing road space;**
  - **discouraging the most wasteful forms of travel such as individuals daily commuting by private car to central areas;**
  - **channelling new investment into more sustainable transport provision including schemes and policies emerging from green transport plans;**
  - **ensuring a compact urban form with an appropriate mix of land uses to reduce the number and length of trips that need to be made;**
  - **encouraging the spread and use of telecommunications for routine business and social interactions;**
  - **where need exists in remoter rural areas, encouraging mobile community services.**

### **Parking for New Developments**

#### **TDM2**

- 6.30 For new development, maximum amounts of vehicle parking will be specified and applied in a co-ordinated manner throughout the Region. The amounts specified will be based on an agreed car use reduction target, and will act to restrain parking demand.

### **Public Car Parking**

#### **TDM3**

- 6.33 In the Region's cities, towns and other urban centres, net increase in public car parking not associated with development should not be permitted unless it is demonstrated that:
- public transport, cycling or walking provision are unlikely to be adequate or a shortage of short stay parking is the principal factor detracting from the vitality and viability of an area; or
  - excessive on-street parking is having an adverse effect on highway safety or visual amenity, which cannot be reasonably resolved by other means.

There should be a shift in the balance of car parking provision from long stay spaces to a high quality short stay provision.

### **Fiscal Measures**

#### **TDM4**

- 6.36 Charges and taxes that seek to encourage more sustainable travel behaviour will be supported where appropriate.

#### **TDM5**

- 6.39 Where appropriate, road space should be progressively re-allocated in order to assist public transport, cyclists and pedestrians.

## **TRAVEL EDUCATION**

### **Mobility Management**

#### **TE1**

- 6.44 Local authorities should encourage the implementation of measures to raise awareness, change attitudes and influence travel behaviour among individuals and organisations by means such as encouraging the preparation and implementation of green transport plans.

### **Developer Contributions**

#### **ISE1**

- 6.46 In line with paragraph 3.39, local authorities should require developers to contribute to the provision of infrastructure and facilities to mitigate adverse impacts of their development activity.

### Walking and Cycling

#### ISE2

- 6.48 Measures to encourage walking and cycling, including the National Cycle Network will be supported throughout the Region. Sufficient secure cycle parking will be required in new developments.

### Public Passenger Transport by Rail and Bus

- 6.50 If public transport is to be promoted as an effective alternative to the private car, it is essential that it is promoted in a cohesive network. The ability to interchange between services is crucial. Changing buses often takes place at bus stops, and this is just as important as at a bus or rail station. All rail stations should be regarded as potential points of interchange and provide at least a basic range of facilities for information, shelter and safety.

#### ISE3

- 6.51 East Midlands authorities will give consideration to hierarchies of interchange when promoting the use of public transport facilities, particularly in rural areas. They should work in partnership with operators to improve the quality of travel information and the development of integrated ticketing systems.

### Inter-regional Services

#### ISE4

- 6.53 The Interim Regional Transport Strategy supports investment in passenger rail services including:
- upgrading the West Coast rail line including services to Northampton;
  - the Midland Main Line, its stations and rolling stock;
  - completion of the high-speed link to the Channel Tunnel and the associated international terminal at St. Pancras which would improve links to the international railway network;
  - connecting Corby into the national passenger rail network;
  - improving the capacity of the East Coast Main Line, particularly south of Peterborough;
  - improving the accessibility of principal inter-city stations;
  - improving ticketing and timetabling between operators;
  - general upgrading of outdated signalling equipment;
  - improving east-west rail routes including Trans Pennine rail services, and reopening the Matlock to Buxton/Chinley railway as part of the South Pennines Integrated Transport Strategy (see paragraph 6.9);
  - trains, mainly on an east-west axis and other company services including Virgin cross-country services from the north-east to the south-west. Further work is required in collaboration with the Strategic Rail Authority, Railtrack and train operators to identify passenger rail priorities.
- 6.54 Ways to improve accessibility to East Midlands Airport (EMA) are currently being examined, and plans for the construction of a Parkway Station in the vicinity of East Midlands Airport and the junction of the M1 and A42 were announced in July 1999. There will be a need to examine all of the impacts of such a proposal, for

**example the effects upon neighbouring urban areas and the existing rail stations in the vicinity.**

ISE5

- 6.56** Progressive improvements to inter-regional and international rail and coach services will be encouraged.
- 6.57** The East Midlands contains numerous well-known visitor attractions and many towns and villages are reliant to a great extent on tourism. Adequate access for visitors is of crucial importance, but should be achieved in a sustainable manner to reduce reliance on the use of the private car.

ISE6

- 6.58** East Midlands authorities will include the issue of coach access to visitor sites, coach parking, boarding and alighting facilities in structure plans, local plans and local transport plans.

Sub-regional Services

- 6.59** **Public transport also has an important role to play at the sub-regional level.**

ISE7

- 6.61** Improved public transport services should be secured by:
- investing in bus priorities, improving information systems and improving comfort and convenience for passengers, through ‘quality partnership s’ with the bus companies.
  - supporting socially desirable evening and weekend bus services to ensure adequate network provision at all times;
  - promoting innovation in rural areas to find new types of service provision which better meets diverse needs, particularly by developing community transport services;
  - continuing to develop the local rail network, in partnership with Railtrack, train operating companies and others, by investment in new and improved stations and services, improving information systems, promoting intra-regional services and by safeguarding disused railway lines/stations with potential for re-opening, and other sites with potential as new stations. The new Passenger Rail Partnership Fund is seen as a key way to secure new and improved services;
  - improving interchange facilities and improving inter-modal integration so that public transport, cycling and walking are valued as attractive alternatives for a wider range of journeys;
  - investing in measures to make the bus and rail networks accessible to people with disabilities;
  - investing in through-ticketing;
  - meeting the requirements of travel plans by improving/altering services and routes where appropriate.

Trans-European Networks

- 6.63** **These include the West Coast Main Line rail improvement and the Ireland/UK/Benelux road link (i.e. the A14/M6 corridor through the East Midlands) for which further consideration is being given by the Highways Agency and Railtrack to the promotion of an enhanced rail link along the same corridor.**

### **Selective Improvement of the Regional Road Network**

- 6.64 In determining a road investment programme, the emphasis should be on addressing transport, regeneration or environmental problems without any pre-conceptions that the best solution is to increase road capacity.

### **National Motorway and Trunk Road Network**

- 6.65 The motorway and trunk road network crossing the Region supports economic and social activity by carrying about one-third of all traffic and about half of freight traffic (by mileage). This heavy use incurs high maintenance costs. There are parts of the network where serious traffic congestion occurs at certain times. Attempts to keep pace with demand ('predict and provide') have proved futile because new road capacity often results in greater traffic volumes. This realisation gives impetus to the search for alternative means of travel and for ways to reduce total travel demand to better match capacity.**
- 6.67 The M1 is the most important corridor in the Region and several of its junctions are in need of improvement. However, there is concern that the national programme of motorway widening may be counter-productive in meeting the overall transport objectives of the Country.

### **ISE8**

- 6.68 **Local authorities and the Highways Agency should seek to ensure that the trunk road network is managed along with local roads to ensure integration between all types of transport and good connections between transport networks. In particular, the case for improvements to the M1 junctions in the East Midlands Region will be considered in the light of the findings of the multi-modal and roads based studies.**

### **Motorway and Trunk Road Network**

- 6.71 The following schemes are in the Department of the Environment Transport and the Regions' Targeted Programme of Trunk Road Improvements (TPI), as set out in its trunk road review 'A New Deal for Trunk Roads in England', are supported:**
- A46 Corridor Newark – Lincoln;
  - A6 Alvaston;
  - A6 Great Glen Bypass;
  - A6 Rothwell – Desborough Bypass
  - A6 Rushden and Higham Ferrers Bypass;
  - A43 Silverstone Bypass and Whitfield Turn to Brackley Hatch Improvement.
- 6.72 The Government intends to start work on all schemes in the TIP within seven years of its publication in July 1998.**

### **ISE9**

- 6.74 The Department of the Environment, Transport and the Regions' proposal to carry out the following multi-modal and roads based studies in consultation with EMRLGA's Planning Forum is supported:**

### **Tranche 1 Multi-Modal Studies**

- North South Movements in East Midlands (**congestion problems on the M1 between junctions 21 and 30 and including a possible new junction at 29A**);
- A453 (M1 – Nottingham) (**congestion and safety problems**);

### **Tranche 2 Multi-Modal Studies**

- London to South Midlands (**congestion problems in the area based on M1, A1 (m)/A1 and M11 corridors**);
- West Midlands to Nottingham (**congestion problems in A42/M42 (to M6) corridor**);

### **Tranche 1 Roads Based Study**

- M1 Junction 19 (**junction congestion and safety problems**);

### **Tranche 2 Roads Based Study**

- A38 Derby Junctions (**congestion at junctions with A52/A5111 and A61**).

### Local Roads

**6.81 Major schemes in local authorities' provisional local transport plans include the following:**

- **access to Markham Employment Growth Zone, Derbyshire;**
- **Ashby Bypass, Leicestershire;**
- **Derby Spur Extension, Derby;**
- **Mansfield/Ashfield Regeneration Route, Nottinghamshire;**
- **Nottingham Western Outer Loop Road, Nottinghamshire;**
- **Oakham/Langham Bypass, Rutland.**

## FREIGHT TRANSPORT

### Land Based Freight Transport

**6.82 The movement of road freight based transport within and across the East Midlands is strategically important and fundamental to the well being of the Regional economy and local economies within the Region. Most freight is moved by road but rail is becoming increasingly important particularly for bulk traffic and long distance and international movements.**

### FT1

**6.89** The Interim Regional Transport Strategy will therefore:

- encourage and promote the movement of freight by rail, inland waterways and pipeline where appropriate for environmental or other reasons;
- safeguard disused railway lines and associated land from development where they have potential as rail freight links or interchanges;
- include policies which seek to ensure that road freight covers the totality of its external costs of provision and maintenance of the highway network and environmental costs;
- direct lorries to the most appropriate routes and reduce their impact in environmentally sensitive areas;
- promote measures, which reduce the need to move freight and encourage the industry to develop more efficient and environmentally friendly operating practices.

### East Midlands Ports and Water Borne Freight Transport

- 6.90 The ports along the Humberside coast, and the East Anglian coast (including the Haven ports), provide growing freight links into the European Union and beyond, which is of particular importance to the East Midlands.**

FT2

- 6.92** Provision should be made to consolidate and within environmental safeguards, should where appropriate, project land for the development of the Region's coastal and inland port facilities (see also 7.55 and 7.56).

FT3

- 6.95** Transport links to and from the Region's own ports (especially by rail to Boston), and from the Region to the East Anglian and Humber ports, should be safeguarded and improved where appropriate.

AIR TRANSPORT

- 6.96 The main regional airport is the East Midlands Airport (EMA) at Castle Donington. EMA has expanded fast, with a dramatic growth in airfreight in recent years and passenger throughput is predicted to rise significantly.**

- 6.98 The development of EMA is supported in principle, but development proposals should be subject to rigorous sustainability assessments.**

AT1

- 6.100** Further operational expansion of the East Midlands Airport for freight and passenger traffic within its boundaries will be supported if it is consistent with national policy for the distribution of traffic to regional airports and subject to sustainability assessments. Improvement to the surface links to the airport that reduce its dependency on private cars will be encouraged.

THE THREE CITIES SUB-AREA

- 7.11 This Sub-area contains the three cities of national importance in the Region – Derby, Leicester and Nottingham. These are the main urban centres serving the Region, but due to their influence, they are also important in a national context.**

- 7.12 Birmingham and Coventry influence the south west of the Sub-area. There are close local functional relationships between Ashby, Swadlincote and Burton, and between Hinckley and Nuneaton.**

- 7.16 The opportunity exists to continue to develop the inter-relationships between the three cities. This can be achieved by, for example, seeking to improve public transport services and infrastructure between them, and by developing specific roles within them (for instance financial services).**

- 7.17 Derby, Leicester and Nottingham also have the potential to reduce the demand to travel by supporting sustainable transport facilities within the built up area, as well as supporting inter-city linkages to reduce commuter journeys by car.**

- 7.22 The regeneration of the former Leicestershire and South Derbyshire Coalfields should be consolidated.**

- 7.24** The Airport now supports over 4000 jobs. As indicated in paragraph 6.99, further operational expansion of the Airport will be supported, subject to national policy on regional airports and sustainability assessments.
- 7.25** Substantial quantities (about 80 hectares) of employment land have already been allocated for other employment generating uses in the vicinity of the Airport and the major road interchanges centred on Junction 23a – 24a of the M1. There are also substantial allocations for a range of business uses in the wider area. This supply is expected to provide for the requirements of existing and new businesses for the foreseeable future.
- 7.26** The effective operation of the major road interchanges is important to the Region as they provide access to and from markets within and beyond the Region and to and from the Airport itself. However, taken together with the attraction of the Airport and the location of the general area within the UK and in relation to nearby urban areas, the road accessibility potentially available in the area makes it particularly attractive to investors and occupiers.
- 7.27** The Regional Economic Strategy also recognises the importance of the area in helping to strengthen and diversify the local economy because proximity to the Airport and accessibility to the road network can attract businesses that would be unlikely to be attracted to other parts of the Region.
- 7.28** A key sector that would be attracted to this area is storage and distribution. However, a substantial quantity of land has already been allocated for these uses in the area. Further releases of land for storage and distribution uses are not appropriate for the following reasons.
- a) There are a number of substantial sites either committed or likely to become available for storage and distribution uses along the M1 corridor in the Region.
  - b) A number of locations in the Region have standards of road and rail access that are comparable to that available in the area near to East Midlands Airport. Its advantages for storage and distribution uses are, therefore, unlikely to be sufficiently great to attract occupiers that would not otherwise be attracted to other locations in the Region.
  - c) Taken together with other uses that are likely to attract economic development that is additional to the Region, further storage and distribution uses will have undesirable environmental and traffic impacts in an area already subject to substantial development pressure.
  - d) The employment benefits of storage and distribution uses are not sufficient to outweigh these environmental and traffic impacts.
  - e) The opportunities for storage and distribution development in the Northern Coalfield could be damaged, harming its regeneration prospects.
- 7.29** The development of an additional prestigious high quality business park in the area could, therefore, attract uses that would not be attracted to other locations in the Region.

**7.30** The provision of business park space in the area could also attract businesses that would otherwise find satisfactory locations in other parts of the Region and encourage the relocation of businesses that are already located in the Region.

**7.32** Before provision can be made in development plans for any additional development, over and above existing commitments, a number of important issues will need to be addressed and resolved to ensure that development is consistent with sustainability principles.

**7.34** In view of the considerable importance of East Midlands Airport to the regional economy, employment development that could impede its future expansion (see paragraph 6.99) will not be appropriate. Additional provision of employment land in the Junction 23a – 24a area should only be considered if:

- a) the future operational development of EMA is not jeopardised;
- b) other interests of acknowledged importance, including the regeneration of urban areas and the coalfields, are not detrimentally affected; and,
- c) adverse impacts on sustainable development objectives are kept to a minimum.

## **WORKING PAPER No. 21**

**Ref No :**

**Title :** Economic Development Strategy for the East Midlands 2000 – 2010

**Author :** East Midlands Development Agency

**Date :** January 2000

### **Vision for the East Midlands**

“By 2010, the East Midlands will be one of Europe’s top 20 regions. It will be a place where people want to live, work and invest, because of:

- our vibrant economy;
- our healthy, safe, diverse and inclusive communities;
- our quality environment”.

This vision is in harmony with the vision statement to be included in the Integrated Regional Strategy.

### **Profile of the East Midlands Economy**

The East Midlands covers 12% of England’s total land area – and includes the counties of Derbyshire, Leicestershire, Lincolnshire, Northamptonshire, Nottinghamshire and Rutland. Its population of 4.2 million represents 7% of the UK total, with a higher proportion than average living in rural areas.

The region accounts for nearly 7% of total economic activity in the UK – as measured by GDP – and, for the last 20 years, it has generally grown faster than the UK average. It enjoys

- Strong locational advantages, making the region an important distribution centre. Much of the region is well served by road, rail and air and handily placed to serve the largest markets in the UK and Europe. We sit at the edge of the prosperous “super region” of Europe that stretches from northern Italy, across much of Germany, the Benelux countries and northern France, up to the south-east of England.

### **Location**

Location will continue to influence regional development. Centrality to UK markets, proximity to the prosperous South-East and accessibility to Europe are powerful factors in our performance. One of the challenges is to ensure that the whole region benefits from our strong locational advantages.

### **Settlement Plan**

Other regions with large and sprawling conurbations have not performed well over recent years. The East Midlands pattern of compact urban development has possibly been a recipe for growth in the past.

### **Sites and Land Use Planning**

- Identify and, if necessary, secure sites for new industrial and other job -generating investment, with the following priorities, consistent with the emerging Regional Guidance for Spatial Development and ensuring that implementation meets sustainability objectives:
  - a small number (one, possibly two) large, constraint-free sites with international market appeal – to be held for a single mobile investment.
  - a hierarchy of sites for high technology businesses, including new science parks in strategic locations and for new multi-purpose business parks (to be determined following sites study currently underway) – including provision for cluster development, e.g. relating to food clusters.

- sites in or near priority regeneration areas, providing job opportunities for local communities – including some of the sites referred to above.
- These will include a number of major job-generating sites which ideally should be close to areas of need, accessible by public transport, offer the facility of rail freight, appeal to the market with good road access, have attractive infrastructure capacity and wherever possible reuse brownfield sites.

EMDA believes that East Midlands Airport and its surrounding area, is an important economic asset, though growth will need to be carefully managed.

### **Investing in Transport**

- Taking advantage of the region's central location in England, ensure that the East Midlands has the highest quality transport infrastructure, providing east access to, from and within the region. Emda will work with the Local Government Association to ensure that the region's economic and transport strategies are compatible.
- We believe that the following priorities for investment in transport should be supported, recognising the need for sustainable solutions:
  - investment in integrated local transport plans in the region's five cities to maintain their critical role as sustainable centres of economic activity –and in rural areas to improve accessibility.
  - investment in rail transport – enhanced links to other regions – a high-speed link to the Channel Tunnel; improving east-west rail routes e.g. by re-opening the Matlock to Buxton railway and Trans-Pennine rail services; upgrading the West Coast Line, including services to Northampton; and investment in the Midland Mainline.
  - extending local rail lines – e.g. the Ivanhoe and Robin Hood Lines – and rapid transit schemes within the region.
  - recognising the economic importance of the M1 corridor to the region, work closely with the Government on the implications of planned multi-modal studies.
  - investment to improve the range of services, including access to Europe and beyond, offered by East Midlands Airport, recognising also that good access to Manchester, Birmingham and Humberside airports is also important to the region.
  - promote selective improvements in East/West road routes, linked to regeneration priorities.
  - agree with transport authorities, the Countryside Agency and others an integrated approach to the delivery of rural transport support in the region – and establish a Rural Transport Forum.
  - ensure that there is suitable road and other transport access to the region's major strategic sites.

### **Commitments and Aspirations**

- East Midlands Planning Charter – launch and bring into operation  
partners – East Midlands Regional Local Government Association, emda and GO-EM
- Major single use site for inward investment – secure at least one site  
lead partner – emda
- US Midlands office for inward investment – agree arrangements  
partners – emda and Advantage West Midlands
- Regional Spatial Development Guidance – ensure consistency with economic strategy  
partners – East Midlands Regional Local Government Association and emda
- East Midlands Airport area – agreement on way forward  
lead partner – emda

## **Relevant 2 and 5 Year Aspirations**

### **2 Years**

- New major world-class tourism attraction identified for the East Midlands
- Inward investment signed up to major strategic site
- Designed and secured planning permission for new science park and business park s
- Implementation well underway on new master-plan for the former coalfields, with strong progression towards 5 year targets.

### **5 Years**

- A world-class East Midlands Business School established
- A major new virtual regional technology campus established, linked to East Midlands universities, with on-site mechanisms for technology transfer and access to finance
- 50 new entrepreneurial spin-offs secured + 3 new technology/science parks
- 8 regional business clusters now established – all self-financing
- North Notts. and North East Derby's former coalfields no longer regarded as a high priority regeneration area, having achieved economic performance at least on a par with the East Midland