



Department of the Environment Transport and the Regions

A453 CORRIDOR MULTIMODAL STUDY

WORKING PAPER NO 6

**Strategy
Project Management Group Seminar No. 1**

October 2000

REVISION RECORD

<u>Revision</u>	<u>Date</u>	<u>Originator</u>	<u>Checked</u>	<u>Approved</u>
Issue	17/10/00	DES	PBW	PBW

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1. INTRODUCTION

This working paper has been prepared to record the main land use and transport strategy issues identified at the seminar held with the study Project Management Group on August 2nd 2000 at the Strathdon Hotel, Nottingham.

The seminar was attended by most members of the PMG and by further planning /transport representatives of Local Authorities including Nottingham and Derby City Councils, Nottinghamshire, Derbyshire and Leicestershire County Councils and the District Councils of North West Leicestershire, South Derbyshire, Broxtowe and Rushcliffe. An attendance list may be found in Appendix A.

The agenda for the event may also be found in Appendix A and shows the schedule of a Land Use and Environment Session followed by a Transport Strategy Session.

The Land Use and Environment session was opened by a presentation by Jim Gibson and Andrew Fisher of Gillespie, the slides for which are included in Appendix B. Attendees were then subdivided into workshop groups and invited to identify up to 10 most important issues for recognition in strategy development. These issues are recorded on a group basis in Chapter 2 of this paper recording in emboldened text the keyword heading provided by the group spokesman followed by some explanatory comment expanding on the theme again generally as indicated by the spokesman.

The Transport Strategy session followed a similar concept but in this case a short focussing presentation by Peter Webster was preceded by summary presentations of the main features of the Local Transport Plans published only four days before by the following speakers:

Greater Nottingham Local Transport Plan: Stuart Robertson (Notts County)

Derbyshire Local Transport Plan: Jim Seymour

Derby Joint Local Transport Plan: Christine Durrant

The study team is indebted to the speakers for their contributions which may be found in Appendix C. The main issues identified in the subsequent workshop groups and described by group spokesmen are recorded in Chapter 3 in a similar manner to that in for planning issues

2. LAND USE DEVELOPMENT ISSUES

Outlined below is a summary of the key issues identified by the Planning Management Group and the invited planning officers at the land – use / environmental session. These issues will be taken away and utilised by the study team in formulating the way forward for the Strategy Development Phase of the study.

It is we, feel, fair to say that the approach proposed by the study team to take the current policy thinking as read and as forming the start point for the strategy phase of the process was supported. However, it was also accepted that this could only act as a start point for the strategy development process.

GROUP 1

- **Degree of Firmness** – There remains an element of doubt over a number of the policies and development proposals in the area and it should be borne in mind that we are dealing with an ever-evolving process.
- **Different Land-Use Scenarios** – In formulating a strategy a range of land-use scenarios should be considered.
- **Review of Adopted Allocations** – Many of the current local & structure plans are currently under review and the policies influencing the short term period i.e. up to 2010, could alter.
- **Use as ‘A Baseline’** – Consideration needs to be given to the establishment of a baseline position from which predictions of future change could be predicted.
- **Consideration of Development Types** – Different development types will influence the growth of the area in different ways and this needs to be borne out.
- **The Airport** – This will inevitably form one of the most significant issues in the study area in terms of land-use.
- **Conventional Wisdom of Green Belt** – Will this continue ? Should it be challenged ?
- **Complex Nature of Sequential Approach** – In policy terms it is clear that the sequential approach is to be adopted. However, in putting this into a future growth scenario at a local level it becomes a lot more complicated.
- **Brownfield Targets at the Local Level** – Strict targets have been placed on the development of brownfield sites at a national level. There remains a question mark over how realistic some of the figures are at the local level.
- **Development Between 3 Cities** – This is seen as a major growth area and demand for land and pressure for development within the so called ‘ Golden Triangle’ must be dealt with in the strategy formulation process.
- **Use of A50** – This road is currently operating vastly under capacity. Phase 3 of the project should look at what role the A50 could play in the distribution of traffic at the local, regional and national levels.

GROUP 2

- **Maximum / Minimum rates for Each Area** – It is not enough to simply project one future, there needs to be a maximum and minimum rate of growth projected and planned for particularly in regard to key development areas such as the Airport.
- **Consider Major Developments in this area** – The strategy development needs to consider not only the areas of growth but also the specific sites within the area that will accommodate change.
- **Strategic Corridors Westwards** – In looking at growth / change in the area those routes running westward will offer likely corridors for development. This would be likely to include the A50 and A52.
- **‘Enhancement’ of Natural Environment** – The important point was made that the projections should look not only at the protection of the natural environment but also the enhancement of that environment.
- **Availability of Local Workforce / Relevant Skills** – There are practical issues in the growth of the area in employment terms such as where the employment needs of these businesses will be met from.

GROUP 3

- **60% Target Realistic?** – National Governments target of 60% of new housing on brownfield land was felt to be unrealistic in the context of the study area. The point was raised, however that 60% is only a target figure and we should aim towards it wherever possible.
- **Implication of Release of Green Belt** – The possibility of the release of green belt land for development should not be ruled out and the implications of this should be considered.
- **‘Dumbell’ in Corridor** - This refers to the effect of the potential employment growth at the Airport ‘v’ the likely housing expansion in Rushcliffe and the connecting corridor formed by the A453 between the two.
- **Mixed-Use at Airport** - In looking at the sustainable principles of national planning policy it was felt that the development opportunities at the airport had the potential to provide for a mixed use development, reducing the impacts on the wider area.
- **Ratcliffe Power Station – Generator of Employment / Housing** – The future of the power station and the possibility of the site being developed for housing and or employment could have a major impact on the future growth of the area and subsequently traffic movement.
- **Capacity of City Centres and Density** – Sustainable principles of urban development were recognised, however the issue of the capacity of the centres of Derby & Nottingham to accommodate further growth was also raised.
- **Influence of Loughborough** – Whilst not in the study area itself, the influence of Loughborough as a centre for growth and its impacts on the study area were felt to be worth considering.
- **North Notts. Coalfield** - In regeneration terms the largest project is the N
- **orth Nottinghamshire Coal fields.** The successful regeneration of these areas will potentially have dramatic effects on the growth and future development in the study area itself.
- **Brownfield Site at Castle Donington** - This site was noted as being of particular importance given it’s excellent transportation connections and therefore sustainable growth possibilities.
- **S. Derby Development to A50** - The projected growth of Derby southwards towards the A50 needed to be recognised.

3. TRANSPORT STRATEGY ISSUES.

Outlined below is a summary of the key issues identified during the transport strategy workshops. Emboldened text indicates the flip chart record, followed by a suggested interpretation.

GROUP 1

- **Key Strategic Objective** – The key objective is to reduce the need to travel at all and to encourage transfer from the private car to more environmentally friendly modes such as public transport, walk and cycle.
- **Travel (traffic) demand management** – Parking policy should be a key feature of traffic demand management.
- **Shared Approach to Parking**
- **Emphasis on Education** – A programme of public education should seek to inform the public of the implications of current travel behaviour and emphasise the ways in which changes in behaviour by the individual can contribute to sustainability, efficiency and reduced impact on others and the environment.
- **Local influence / Strategic Role** – The strategic nature of many movements in the corridor and the policies / strategies applied to these can have a major impact on the local situation. Local measures can influence these impacts.
- **Influence at the local level** – Policies and measures applied locally can affect both local and strategic movements and can contribute to and inform development of strategic policies and measures.
- **Monitor Effectiveness** – The effectiveness of the strategies should be monitored to facilitate assessment of effectiveness and any further development necessary.
- **Capital Investment** – Government should guarantee funding for the total adopted strategy package rather than in piecemeal manner.
- **Freight** – The strategy for freight should be developed on a holistic basis and in conjunction with industry representatives. This could include consideration of market and business practice, modal shares and locational criteria
- **E Commerce** – Account should be taken of the likely influence of Information Technology on lifestyle, business practice and other aspects influencing the demand for and nature of movement e.g. home shopping, conferencing, home working
- **Environmental and Social Impact** – Implications for the built and living environment, social impact and equity should feature in the development and assessment of strategies and options.

GROUP 2

- **Local/Regional/National** – Strategies are required at each level for all modes of travel for passengers and for freight
- **Airport Rail Connection** – Consideration should be given to a rail or LRT link between Nottingham and East Midlands Airport
- **External Influences** – Strategies should both recognise and inform government, regional and local authority policies and strategies for land use and transportation but should not necessarily be constrained by them.

GROUP 3

Travel Demand

- **Travel Demand Management** – Measures for consideration to encourage alternatives to the private car in order to achieve study objectives should include congestion charging, fuel duty and workplace parking levies.
- **Informing Wider Policy** – The role of transport and land use policies in meeting wider local, regional and national policy objectives in areas such as education, land use and health should be recognised.
- **Subsidy** – Consideration should be given to the role and feasibility of subsidies to promote the use of public transport and non – road freight.
- **Restrictions on Travel (indirectly at airport)**- Suggestion to indirectly influence the way in which people travel to and from the airport by restricting the modes of transport available.

Network Supply

- **New Links (Nottingham – Airport – Derby)** – Consider new (public transport) connections between Nottingham, East Midlands Airport and Derby.
- **Information Technology** – Manage usage and/or improve efficiency of transport networks by application of IT methods including signing technologies and network control and utilisation systems e.g. variable message direction signs, variable speed limits, lane use restrictions, tidal flow, bus priority, real time information etc.
- **Creation of New (allocated) Road Space** – Creation of new roadspace specifically for public transport, freight, high occupancy vehicles etc but restricted general traffic use.
- **Water/Cycling** – Strategies should include a greater emphasis on encouraging travel by cycling and freight transport via the canal and river systems.
- **Freight Only Alternative to A453** – Consideration should be given to a new rail/road freight facility to fulfil the role currently provided by the A453.

Linking demand/Supply

- **The ‘seamless’ journey** – Strategies should seek to improve the relationship between demand and supply especially on public transport networks by providing for direct movement between origin and destination e.g. integrated services timetables and ticketing, access to workplaces and user priority routes.
- **Land Use Planning Conditions** – Limitations to permitted activities on development sites consistent with transport and environmental context and Green Transport Plans to ensure sustainability.
- **Integrate Land Use and Transport Planning** – The use of land use planning controls to secure sustainable development by directing new development to locations that maximise the opportunities for travel by means other than the car and require land use mix and layouts which could reduce the need to travel.
- **Different Modes for Commuting** – Encourage more sustainable modes of commuting by improving and creating new services (including Birmingham).

- **House Swapping** – Investigate the concept of co-ordinated house swapping to improve mobility of labour whilst reducing the need/distance to travel.
- **Student Travel** – Improve public transport and cycle route links to and between Nottingham's universities and colleges. Seek review of academic regime to reduce inter campus movements e.g. move the lecturer rather than the students.
- **Parking Supply Management** – Constrain parking supply and manage stock to deter longer term commuter usage in favour of short-term leisure shopping and essential business use.

APPENDIX A

Agenda and Attendance

A453 CORRIDOR MULTIMODAL STUDY

Project Management Group – 2 August 2000

AGENDA

MANAGEMENT SESSIONS (PMG MEMBERS ONLY)

0930 Progress Meeting

1030 Coffee

STRATEGY SEMINAR (ALL INVITED)

1045 Introduction Peter Webster

Land Use and Environmental Session

1050 The Plan Context Jim Gibson

1115 Workshop on Strategy Issues Jim Gibson

1215 Review of Issues Mike Kidger

1230 Lunch

Transport Strategy Session

1315 Greater Nottingham Local Transport Plan NCC Speaker

1330 Derby City/County Local Transport Plan DCC Speaker

1345 Leicestershire Local Transport Plan To be arranged

1355 A453 Corridor Issues Peter Webster

1415 Workshop on Strategy Issues Peter Webster

1515 Tea

1530 Workshop (Continuation as required)

1615 Review of Issues Mike Kidger

16.30 Close

**A453 MULTI MODAL STUDY – PROJECT MANAGEMENT GROUP MEETING
2nd August 2000**

LIST OF ATTENDEES

NAME	ORGANISATION
W H Wiseman	GOEM
Mike Hewitt	GOEM
Jim Gibson	Gillespies
Andrew Fisher	Gillespies
Jim Seymour	Derbyshire County Council
Mike Kidger	GOEM
Ian Nelson	North West Leicestershire District Council
Karen Stansall	GOEM
David Fearnhead	GOEM
Christine Durrant	Derby City Council
Julie Maxwell	Emrlga
David Armiger	Rushcliffe B C
Chris Carter	Nottingham City Council
Bettina Lange	EMTAR
Alan Johnston	EMA (part)
Anthony Aspbury	NCCI/CBF
Stuart Robertson	Notts County Council

A453 MULTI MODAL STUDY – STRATEGY SEMINAR
2nd August 2000

Anne Aldred	GOEM
Tom Purnell	Leicestershire County Council
Alison Gibson	Leicestershire County Council
Andrew Tuckwell	Boots the Chemists
Richard Ling	Notts County Council
Peter Garood	AEA Technology Rail representing Midlands Main Line
Patrick Sewell	Highways Agency
Peter Davison	Broxtowe B C
Peter White	Derby County Council
Gill Hague	South Derbyshire District Council
Ian Nelson	North West Leicestershire District Council
Nasar Malik	W S Atkins
Peter Webster	PFMK
Brian Dean	PFC

APPENDIX B

Planning and Environment