

Nottingham City

land and planning policies

Development Plan Document

Local Plan Part 2



Transport
Background Paper Addendum
September 2017



Nottingham
City Council

Quick Guide to the Transport Background Paper Addendum to the Publication Version of the Land and Planning Policies (LAPP) document (Local Plan Part 2) (see www.nottinghamcity.gov.uk/localplan)

Purpose of this document:

The [Land and Planning Policies \(LAPP\) document \(Local Plan Part 2\)](#) forms part of the Local Plan for Nottingham City along with the [Core Strategy](#) which guides future development in Nottingham City. The Local Plan Part 2 contains development management planning policies against which planning applications for future development proposals in Nottingham City will be determined, and includes site allocations for future use.

The Local Plan is supported by a range of evidence and background papers. This document has been produced to supplement the [Transport Background Paper](#) which has informed the scope of Local Plan policies relating to the Transport.

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1. Introduction

- 1.1 The Publication Version Transport Background Paper (January 2016) set out the context, need and evidence base underpinning the council's approach to Transport policies.
- 1.2 This addendum supplements and updates the background paper, identifying contextual changes arising since the Publication Version. These changes consist of; the release of a new Local Transport Plan (LTP) Implementation Plan by the council, and the Department for Environment, Food and Rural Affairs (DEFRA) Clean Air Zone mandate for Nottingham.
- 1.3 This addendum also details amendments made to Publication Version Transport Policies TR1 and TR2, and sets out reasons for proposed changes. It should be read alongside the Publication Version Transport Background Paper.

2 Local Transport Plan Implementation Plan (2016-19) (LTP)

- 2.1 The LTP sets out the transport strategy and programme of investment for delivering transport improvements across Nottingham. It comprises two component documents: the LTP Strategy (2001-2026); and the LTP Implementation Plan. The Strategy document outlines the long term vision and strategy for 15 years, whereas the LTP Implementation plan focuses on allocations and proposed transport measures over a shorter 3 year period.
- 2.2 Nottingham City Council has published a new LTP Implementation Plan (March 2016-2019) since the release of the LAPP Publication version. The Implementation Plan identifies the potential funding sources for improving local transport, and seeks to deliver proposals and measures that will help to achieve the Councils overarching strategic objectives for transport. This new plan (and future updates) can be viewed at the following web site:

<http://www.nottinghamcity.gov.uk/transport-parking-and-streets/transport-strategies-funding-bids-and-current-consultations/>

3 Nottingham Clean Air Zone Mandate

- 3.1 In December 2015, the Department for Environment, Food and Rural Affairs (DEFRA) published its Air Quality document '*Improving air quality in the UK*
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Tackling nitrogen dioxide in our towns and cities'. The document set out a comprehensive approach for meeting air quality objectives by implementing a new programme of Clean Air Zones in a series of named cities. Nottingham was identified as one of the cities mandated to achieve Clean Air Zone targets, no later than 31 December 2019.

- 3.2 DEFRA undertook an open consultation on the draft regulation requiring Clean Air Zones, and within the same process sought views on the accompanying impact assessment that considers the costs and benefits of making Clean Air Zones. This consultation closed on 9th December 2016.
- 3.3 The LTP implementation plan for 2016-2019 sets out what programmes will be undertaken during the period leading to December 2019. The Council will build on existing policies and measures to improve public transport, walking, cycling, highway improvements and measures to influence travel behaviour. The City Councils Transport Strategy will deliver schemes that provide investment in electric buses to complement Better Bus Areas, Green Bus Fund and Local Sustainable Transport Fund programmes.

4 HS2 Update

- 4.1 On the 15th November 2016 the Transport Secretary, Chris Grayling MP, announced route refinements for both the Eastern and Western legs of the proposed High Speed Two route north of Birmingham.
- 4.2 In Nottingham, the high speed line follows the M1 corridor. The route has only seen minor changes to the alignment in this area. It has been moved east by approximately 15m at the southern portal of the proposed tunnel, and 10m east at Bulwell Wood (close to Nottingham Business Park). Northwards of Strelley Village the vertical alignment has changed again, with the route being up to 3m higher to improve clearances over watercourses and roads. As with the 2013 alignment, the line cuts through Nottingham Business Park in the Nottingham City Council area, and would affect some businesses in this estate.
- 4.3 Whilst there are variations to some parts of the route, minor changes to the alignment within Nottingham City at Strelley were regarded as 'refinements' and were not subject to consultation, as they are considered to have "no appreciable change in impact."
- 4.4 Safeguarding Directions have been issued to protect planned infrastructure from conflicting development for the entire Phase 2b route. It is planned that a

hybrid bill for Phase 2b will be deposited by the end of 2019, with the full network opened in 2033.

- 4.5 The Council has reviewed the impact of the HS2 alignment Safeguarding Direction against the LAPP document. This review has resulted in changes to proposed site allocation PA16 Woodhouse Way – Nottingham Business Park North and associated Highway Safeguarding Route TR2.6.
- 4.6 Proposed site allocation PA16 (Publication Version) was formed of two separate land parcels (east and west). The HS2 route and its associated safeguarded area now cuts through a significant strip of the western parcel of the allocation. Consequently, the Council has removed the entire western parcel from the proposed allocation. The eastern parcel of the allocation remains.
- 4.6 Policy TR2 of the LAPP safeguards highway route improvements from development which would prejudice improvements to the transport network. TR2.6 seeks to safeguard highway improvements designed to support proposed site allocation PA16. As a consequence of the removal of the western parcel from PA16, the extent of the highway safeguarding has been reduced, now terminating to the south of the HS2 safeguarding area on Lawrence Drive.

5 Policy TR1: Parking and Travel Planning

- 5.1 Policy TR1 (3) of the LAPP Publication version set out a requirement for the submission of Travel Plans and Transport Statements to support applications for developments that would generate significant amounts of transport movement.
- 5.2 For consistency and in response to consultation comments, this policy has been amended, now also referring to ‘Transport Assessments’ alongside Travel Plans and Transport Statements.
- 5.3 Policy TR1 (4) of the LAPP Publication version related to the development of new car parks which are not ancillary to new developments. To further explain the considerations needed to assess proposals for new car parks, Policy TR1 has been expanded with a new element (TR1 (5)), supplementing Policy TR1 (4).

6 Policy TR2: The Transport Network

- 6.1 Policy TR2 of the Publication version safeguards key planned Highway Route improvements, Highway planning lines and other transport network schemes including Indicative NET tram safeguarding, and proposed pedestrian improvements.
- 6.2 To avoid prejudice to the existing highway network, in addition to the future improvements planned, this policy has now been amended to also cover the avoidance of any *'prejudice to the efficient and safe operation of the existing highway network.'*
- 6.3 A minor update has also been made to Policy TR2, to reflect the branding of the Southern Growth Corridor as the 'Eco Expressway'.
- 6.3 An additional Highway Planning Line '*TR2.17(a) Kilpin Way (Poulton Drive/Trent Lane Link)*' has been added to facilitate development in the Waterside.
- 6.4 Reference to electrification of rail lines has been deleted from Policy TR2 as a consequence of the government announcement in July 2017 to cancel a series of rail electrification schemes, including the proposed section running through Nottingham.
- 6.5 Appendix 2 of the plan contained a schedule of the proposed transport network schemes detailed in Policy TR2. The appendix has been amended to reflect updated scheme programming information.

7. Policy TR3: Cycling

- 7.1 Policy TR3 is designed to ensure that existing and proposed cycle routes are safeguarded in the consideration of new developments.
- 7.2 In response to consultee comments, a new sentence has been added to the justification text relating to Policy TR3, which now advises that 'the Council will work with partners (eg. Sustrans/ Nottinghamshire County Council) to provide continuity across boundaries and safeguard the potential of future routes against piecemeal development.'

8. References

- [Nottingham Local Transport Plan: Implementation Plan 2017-2020](#) (2017)
- [Improving air quality in the UK Tackling nitrogen dioxide in our towns and cities UK overview document](#) (December 2015) – DEFRA
- [Open consultation: Implementation of Clean Air Zones in England](#) (13 October 2016) – DEFRA
- [High Speed Two: From Crewe to Manchester, the West Midlands to Leeds and beyond](#) (November 2016) DfT