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Promoting Energy efficiency to Local Organisations
through dissemination Partnerships in Europe
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Integrated transport policy - Nottingham - United Kingdom

Nottingham has developed an integrated transport policy which is applied throughout the region. This policy is in line with the British Government's White Paper on urban travel and is also intended to launch a vast operation of public consultation and participation.

Target Groups	Sector	Field
<ul style="list-style-type: none"> - Local authority - Regional authorities - Decision makers 	<ul style="list-style-type: none"> - Transport 	<ul style="list-style-type: none"> - Information

ANALYSIS

Situated on the river Trent, Nottingham is the regional capital of the East Midlands and centre of an urban area with 500 000 inhabitants.

Nottingham has developed an urban travel policy which is applied throughout the region, which includes the city, its urban area and neighbouring rural areas. It was drawn up jointly by the City Council and Nottingham County Council.

The following priorities were defined:

- develop a high quality integrated transport policy: well served, good intermodality, access for the handicapped and rural area residents;
- encourage economic activity within the urban area;
- inform the population;
- integrate this policy into local planning documents;
- develop sustainable districts.

The city has already implemented several actions as part of this policy.

PARKING

In 1990, a parking strategy was developed and this is regularly updated. The aim is to limit street parking and control the increasing number of off-street parking spaces.

PARK AND RIDE

In the early 1970s, the city introduced a strong policy to promote a Park and Ride system. There are five park and ride centres linked to a bus system on the edge of town, for a total of 4 300 spaces, as well as two other sites close to suburban railway stations.

SHOPMOBILITY

Shopmobility is a service for the handicapped. It allows them to borrow wheelchairs (conventional or electric) or special two-wheeled vehicles to move around in shopping malls.

TRAVEL TO WORK

The Municipality has set up the "Commuter Planners Club" which includes the heads of 40 companies in the region, with the aim of determining which initiatives are most likely to succeed and which appear to be the most effective, in order to draw up business travel plans.



PARK AND RIDE "QUEENS DRIVE"

Sources : Website Nottingham

COST AND BENEFITS

One of the Park and Ride centres, the "Queens Drive", cost 2.5 million euros. It was financed by the FEDER (25%) and by a British government subsidy for local authorities within the terms of a transport programme. It generates an annual profit of around 120 000 euros, for running costs of 450 000 euros. Altogether the five Park and Ride centres are used by more than 500 000 drivers each year.

These initiatives launched by Nottingham City Council are undeniably successful, considering the speed with which they were drawn up and developed. The heavy use of the Park and Ride systems and rapid change to green travel plans augurs well for a future in which an integrated regional transport policy plays an important role.

PARTNERSHIP

To draw up this integrated transport policy, the town council had to work with Nottingham County Council which is the regional authority.

Within the context of the "Travel to work" operation, Nottingham worked with regional company heads. An urban mobility counsellor was appointed, with the objective of promoting Green Travel Plans. This counsellor helps local authorities to develop travel plans for commuters (home-work travel).

For example, Boots, Nottingham's biggest employer (6 000 employees) had to draw up and implement a company travel plan. This was the condition to be met in order to obtain a building permit for extension of the company's main office blocks and production unit. The plan encourages car pooling and improves the bus service (including the bus travelling to and from the workplace). Limiting the number of parking places available at the workplace is also an integral part of the plan.

RECOMMENDATIONS

The success of Nottingham's policy is linked to several factors.

First of all, the fact that there are alternatives to cars: the bus network is dense and heavily used; the city is the cradle of the United Kingdom's cycle industry, which means that cycling is traditional here; on top of that, topography is flat and there are a large number of cycle tracks.

The travel and parking policy is defined on a global, integrated basis: the initiatives are interlocking.

Finally, the city has made some bold moves and used its financial resources to implement its policy, notably with the introduction of efficient information systems and an active commitment to innovative alternatives such as the tramway.

The new travel policy has only just been passed, although work had already begun on essential elements some time ago. This policy seems to be a relatively successful initiative, with a series of integrated measures.

Five more Park and Ride sites are to be set up in the suburbs, on the new railway line and four are being built on the new "Transit Express" road. A new suburban station with 1 000 parking spaces is also to be built outside the town, and this will be used as a Park and Ride centre for city centre access.

TO KNOW MORE

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USEFUL INFORMATION

List of Internet sites

[english / http://www.nottinghamcity.gov.uk](#)

[english / http://www.nottinghamcity.gov.uk/coun/department/dps/parking/default.asp](#)

List of Downloadable documents

GREATER NOTTINGHAM LOCAL TRANSPORT PLAN : [HTTP://UTC.NOTTSCC.GOV.UK/APR2001.PDF](http://UTC.NOTTSCC.GOV.UK/APR2001.PDF) / english

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