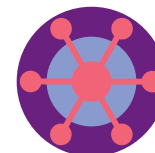


**What's
the plan
Stan?**



the big wheel
turning transport around
www.thebigwheel.org.uk

The Big Wheel presents

Stan's Plan

Turning transport around

2007 - 2011

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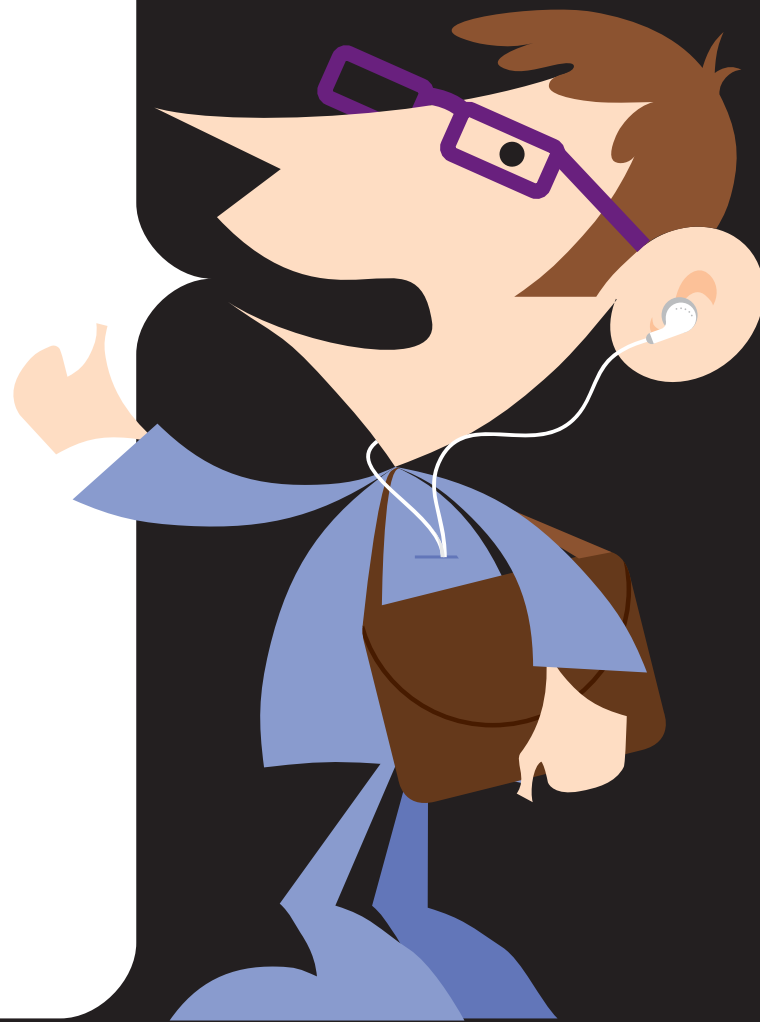
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**Hello.
I'm Stan.
And, like
the rest of
us, I'm a
busy man.**



I've got a job to go to, kids to collect, family to see, friends to fit in. Then there's Ann, my other half. She reckons her life is even busier than mine. Couldn't be.

All of this involves getting around. When I think about it, it's amazing where I go in a day. School, work, my mother's, my mate's. It's never ending. I go to the gym, yeah, but not as often as I should. Ann says to mention the pub here. Fat chance of me getting there.

So, at the moment, I'm a stressed-out Stan. During the rush hour I'm often sitting in my car fuming – in more ways than one.

I'm a bit of a worrier, too. My oldest girl wants to go out on her own. Not far, just round to her friend's. But I worry about her crossing the street. And I worry about all that muck she must be breathing in whenever she's near a main road, too.

I worry about Nottingham. No really, I do. I'm alright, but some of my mates aren't. We need more work here, more businesses. We can't have the place clogged up with cars, or no-one will come.

Then I worry about the future. You've got to, haven't you, with all the things you read in the paper and the stuff you see on telly? More carbon dioxide, earth getting warmer, water levels rising. Where's it all going to end, I wonder?

And I worry about myself. Or rather Ann does. She says I haven't got any lighter over the last few years. Too much sitting in the car, she says. I won't deny my jeans are a bit tighter. But when do I get the chance to get some real exercise?

Ann says I need to get my bike out of the garage, or try some of the new walking routes. She says I ought to get a bus card instead of paying all that petrol and parking – there's a Link bus that runs right past my work. She reckons my mum ought to get out more, too. Especially now she can travel free. And she'd have no trouble getting on the trams or these new buses.

She's right. I know she is – although I don't want to admit it. So I've got a plan – Stan's Plan, but it's your Plan, too.

It was put together by the City and County Councils. And the Government gave it the top marks. They asked all sorts of people what they thought of it. And they're still asking now. You can log onto www.thebigwheel.org.uk to tell them what you think.

As for me, I'm going to get on this Big Wheel. That's what they call this new transport system they've put in place where everything links together. It's supposed to give everyone a lot more choice in how they get around. So I'm getting a bus card, the bike's coming out the garage – and I'm getting a new pair of trainers to give walking to work a go. And when I've got to get the car out, I might leave it at a park and ride site. It's a lot cheaper than parking it in the city centre.

Ann says I'm going to feel a lot better – about work, the kids, my mum – and myself.

And she's never wrong, is she?

The Big Wheel

where have we been?

1.

Five years ago, the City and County Councils started to build The Big Wheel. Using Government money they have now put in place a transport system where journeys join up.

We call it The Big Wheel because it has spokes that are bus, tram and train routes, a hub that is the city centre and a rim that covers the suburbs – Carlton, Gedling, West Bridgford, Clifton and Beeston - round the outside.

Five years on there are major successes to celebrate.

The new tram line links to bus services, and to park and ride sites where you can leave your car. New buses – the Work Links - connect park and rides, the city centre and big workplaces.

Free buses run between the departments on the hospital sites, and a service – the Medilink - connects both hospitals to the Wilkinson Street park and ride. Both universities have Link bus services, and the Skylink takes passengers and workers to East Midlands Airport.

Walking and cycling routes are better. Dingy subways have been removed, and pleasant pedestrian crossings now span the inner ring road, connecting the city centre to the Castle, the Playhouse and the Victoria Centre. A ten mile offroad waterside route – The Big Track – runs along the river and the canal.

It is easier now, to choose to use public transport. There are buses every ten minutes on all the main routes, and most of them turn up on time. Everyone can use them, even if you're in a wheelchair, or have a pushchair. You can plan your journeys with maps and timetables at bus stops, on The Big Wheel website, or you can download bus times to your phone with Tripmobile. The Respect for Transport campaign has worked with the police to make public transport feel safer.

There are tickets that join up your journeys, too. The Kangaroo card works on trams, all local buses and some trains, while NCT buses and the NET tram have joint tickets.

And if you're 60 or over – or you have a disability – you can travel on public transport for free.

The councils didn't work alone on The Big Wheel. Local transport companies have done a great deal to support them. Nottingham Express Transit has been highly praised by the Government for linking the tram to other types of transport, while both NCT and trent barton bus companies have won national awards in the last five years.

Local businesses and organisations, too, have seen the sense of The Big Wheel. They have actively encouraged their staff to use buses, trams, walk, cycle or share their cars.

Businesses have joined the councils on the Greater Nottingham Transport Partnership, helping to steer decisions on transport, and enthusiastically backing The Big Wheel. The Greater Nottingham Partnership has given grants to add to Government money in paying for joined up transport.



Where have we been?

Most of all it is you who have made The Big Wheel work. You have used buses, trams, and trains – and you have walked and cycled. You have helped to turn Nottingham's transport around.

The figures speak for themselves. Over the last five years, there have been over four million more annual trips on public transport. At the same time, the growth of traffic on our roads has been held steady – despite our economic growth. Accidents, too, have dropped, and are now at the lowest levels ever recorded.

Outside of London, this makes us pretty much unique in the UK. The Government has given both councils a Centre of Excellence award for local transport.

But, as we all know, this is not enough. Cities don't stand still – and Nottingham is no exception. It is getting bigger, and better.

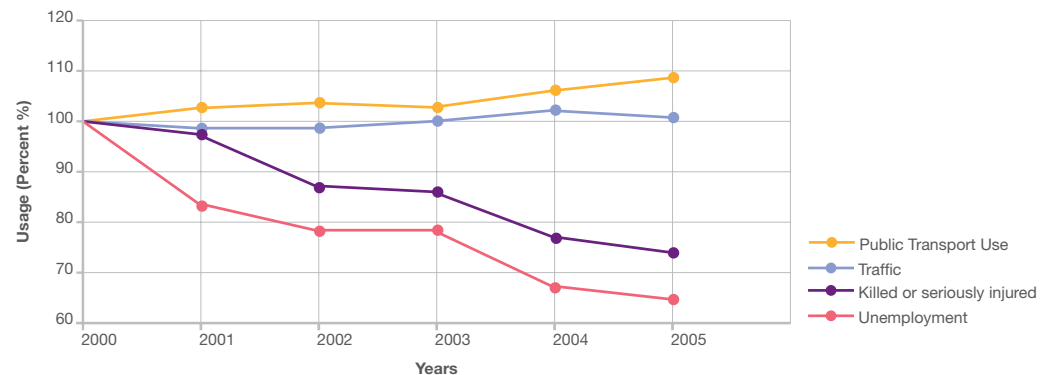
In the next few years we will need

- New jobs
- New houses
- New industries
- More education
- Better health facilities
- More tourism
- Nicer neighbourhoods

Our planet is changing, too. Scientists are now agreed that it is getting warmer – and that gases from transport are a major cause of the earth over-heating.

That's why we now need a new Big Wheel. We need even better local transport. And we need even more people to use public transport, walk and cycle.

We need Stan to change the way he gets around. We need him to get on The Big Wheel.





**It is
easier
now, to
choose
to use
public
transport**

Stan's Plan

where are we going?

2.

There are three reasons for Stan's Plan:

The Big Wheel Congestion
The Big Wheel Environment
The Big Wheel For All

The Big Wheel Congestion

Congestion has become a frustrating part of many journeys in the UK, in particular the morning and evening rush hours. The rush "hour" is now much longer, stretching from 7 till 10am as people try to avoid delays by leaving earlier or later.

Eighty five per cent of the country's journeys are by car, and congestion is set to get worse. The Government predicts that it will have grown by 15% between the years 2000 and 2010, unless something is done.

Something has to be done – that's what businesses say. Congestion costs each company in Nottingham an average £27,000 a year, according to the local Chamber of Commerce, much of it in the wasted time of their employees.

Our shared economy depends on solving congestion. Investment decisions – whether made by companies, shoppers or tourists – are bound to depend on how easy it is to get around.

It is important to remember that it isn't just car drivers who are affected by congestion. Bus passengers are wasting their precious time by being stuck in traffic, too.

But solving congestion is not a simple matter. It depends on many individual decisions as to what type of transport to use, for a start. And it depends on how easy it is to get to particular sites by alternatives to the car – whether you are going to work, shopping, the hospitals, universities, out in the evening or simply to school.

Part of the solution is making sure that new development – whether business parks, industrial development or housing – does not pop up in isolation. It must be linked to existing public transport, walking and cycling routes, or new routes must be put in place.

The links between land use and transport planning are very close in Greater Nottingham. In fact, we are acknowledged national leaders. The Big Picture (page 21) shows how we can grow without creating gridlock. Major changes to our transport system, on road, rail, tram and on bus routes, have a big part to play here, too, as shown on the maps in the next section.

Over the next five years the A453 will be improved and the first phase of widening the M1 will be completed. We are asking the Government for money to upgrade the ring road. In the longer term our plans include dualling the A52 and A46, and possibly a fourth bridge across the River Trent. But these must run alongside public transport improvements, since experience shows that better roads on their own will not cut congestion. They will simply fill up with more cars.





There is a plan to transform Nottingham Station, turning it into the major hub of The Big Wheel

The Big Wheel Congestion

Nottingham's rail system has an important part to play, since it connects us locally, regionally, nationally and, with the opening of the Eurostar terminal at St. Pancras, internationally.

The opening of the East Midlands Parkway station near the airport, a better service to Leeds and Sheffield, the extension of the Robin Hood Line to Bingham, and a new station at Lenton are part of the long term plan, although not all of these will happen during the timespan of Stan's Plan.

There is a plan to transform Nottingham Station, turning it into the major hub of The Big Wheel, with better connections to bus, coach and taxi travel. The tram line will be extended across Station Street into the railway station itself.

The next two tram lines will also start at the station, giving quick and simple links south and west, as well as north.

There are now around 10 million trips a year on Line One of the Nottingham Express Transit. A big part of its success has been the five park and ride sites along its route, offering a cheap, simple alternative to city centre car parking.

The next phase will run to Clifton and to Beeston, bringing the Queens Medical Centre, the University of Nottingham, the Clifton campus of the Nottingham Trent University and office developments south of the station into the tram network. It will also include two new park and rides, on the A52 and the A453, connecting all three Nottingham junctions of the M1 to the tram.

A new bus park and ride at Gamston will free up roads to the south-east of the city.

Bus routes will continue to be the major spokes of The Big Wheel. There were 67 million bus journeys last year - and over 80% of City travellers were satisfied with the service. Work will continue with local bus companies to make services, tickets and information on all journeys even easier to use.

To encourage more people to use buses to get to work, The Big Wheel Business Club will offer workplaces help that could include their own bus stop and electronic journey planning for staff.

In combating congestion, the challenge now is to keep buses cutting through traffic. Stan's Plan will use cameras to record cars selfishly blocking bus lanes. Radical changes to bus routes themselves are needed, too, if journey times are to be shorter.

A key part of Stan's Plan is to make better use of our existing roads, for both bus passengers and car drivers. This means good maintenance to help keep roads - and cycle and footpaths - in good repair.

Traffic managers at both the City and County Councils have been appointed to keep the roads moving more smoothly. Better signage, whether that's the best route or the nearest car park, will help drivers. A parking strategy for the City itself will be drawn up. This may include a Workplace Parking Levy, with fees charged for parking at work contributing to the next tram lines.

Finally, cutting congestion is about encouraging the types of transport that don't cause any. A third of residents own a bike - but only around 3% use them to get to work. Better cycle routes, including the ten mile off road Big Track, are one way to encourage people to get their bikes, not their cars, out of the garage.

Walking already accounts for a third of all journeys. Stan's Plan contains a network of easy, safe and pleasant walking routes to help more people get back on their feet.

The Big Wheel Environment

Nottingham people care about their air. That much was apparent from the last Big Wheel survey, where air quality was the public's top transport concern.

Stationary or slow moving traffic on congested roads gives off high levels of nitrogen dioxide. This can mean health problems for anyone with breathing problems, especially children and the elderly.

Five areas have been declared Air Quality Management Areas – places where pollution levels could breach national standards. These are around congested roads, including the ring road near the QMC and the Nottingham Knight junction, Trent Bridge, the city centre and the M1 motorway area in Broxtowe. Measurements show that pollution is worst at rush hours.

One of the main purposes of Stan's Plan is to safeguard the air we breathe by cutting congestion, encouraging more people to use alternatives to the car.

There is another way, too, that road traffic damages our environment. It is one of the main causes of global warming. Carbon dioxide given off by traffic is a "greenhouse gas" that stays in the earth's atmosphere, trapping heat from the sun's rays. The Inter-Governmental Panel on climate change – the world's top environmental scientists – are certain that climate change is happening far faster, and more furiously, than we had thought.

With traffic giving off around a quarter of the world's carbon dioxide, we all have a big responsibility to consider the way we get around. Stan's Plan includes lots of ways to encourage green transport, including trials of a bus powered by a clean fuel, ethanol, as well as more walking and cycling.

There is a wider sense, too, in which transport links to the environment, and that is in improving neighbourhoods – giving people safe, pleasant areas in which to go about their daily lives.

Badly thought out transport systems can carve up communities, cause crime and stop people getting enough exercise. Stan's Plan will cut traffic noise, improving streets and public spaces.

Road safety is, of course, an essential part of this. Accidents are now at the lowest levels recorded, but we cannot be complacent, since every accident represents a personal tragedy. In particular, we must continue to reduce child casualty rates - still high in Nottingham. Speed cameras will be used at accident hotspots. Seventy one per cent of residents believe more should be used to improve road safety.

Other measures will include 20 mph zones near schools and homes. Experts will work with schools to make safer routes for children - and with drivers to improve their safety skills. Motorcyclists will be targeted, too.

Finally, the city's three regeneration areas – Eastside, Southside and Waterside – give us a big opportunity to improve transport – and nearby local neighbourhoods.

Eastside transport proposals include changing the north-south traffic route, as well as extending the bus loop around the city centre. In the Waterside zone, Cattle Market Road will be straightened, while cycle and walking links, particularly along the river and canal, will be upgraded. The Southside scheme includes proposals that will give people who live in the Meadows better links to the city centre.

Outside of the city, other local centres will also be improved.



The Big Wheel For All

Rather than just being a route from A to B, transport helps people live their lives to the full.

Stan's Plan will ensure that everyone can get where they want to go, whether that's to work, to the shops, to school or college, to health care, to public services, or to enjoy themselves.

It will make sure that everyone can use public transport. People with disabilities can get on all trams and 90% of local buses. Stan's Plan aims for a fully low floor public transport network.

The Link bus services, set up by the City Council, have an important role in taking passengers to essential places, whether that's the hospitals, universities or workplaces. Local Links connect local communities to shops and health centres. Some can be phoned in advance to pick up passengers at their doors.

Both councils are working to make sure all can afford public transport, too, with discounted tickets targeting those on the lowest incomes. Anyone over 60 can now travel free on buses, as can people with disabilities. The Citycard scheme combines a travel card with other City Council services, including libraries and leisure centres, as well as offering discounts in shops.

People have to know, too, what transport is available. So Stan's Plan includes more information - on paper, via the internet, by mobile phone and at bus stops.

Worries about safety on public transport can stop people using it. The Respect for Transport campaign is supported by the police, the councils, the Greater Nottingham Transport Partnership and the bus operators. Together they have installed cameras, better lighting and regular police patrols so that passengers feel safer.

Walking and cycling have a big part to play in ensuring everyone can get around. A third of all journeys are already on foot – and this could be increased to nearly half of all trips under two miles. Not only is walking free, it also improves health, protects the planet and encourages more community feeling. Clear walking routes are part of Stan's Plan.

Cycling is another affordable type of transport, particularly for younger people. Nottingham's cycle routes will be reviewed, with improvements around workplaces, schools, shops, health centres and the city centre. The ten mile off road route The Big Track, running along the river and the canal, is a good example. Free cycle training by Ridewise can help get people back on their bikes, too.

Lastly getting people where they want to go needn't mean they have to travel. These days connections can be digital rather than physical. The Big Wheel Business Club, working with local councils, and Accelerate Nottingham will continue to promote new technology – saving money, time and freeing up the roads. Many employees now use some form of teleworking, while council services are increasingly online too.

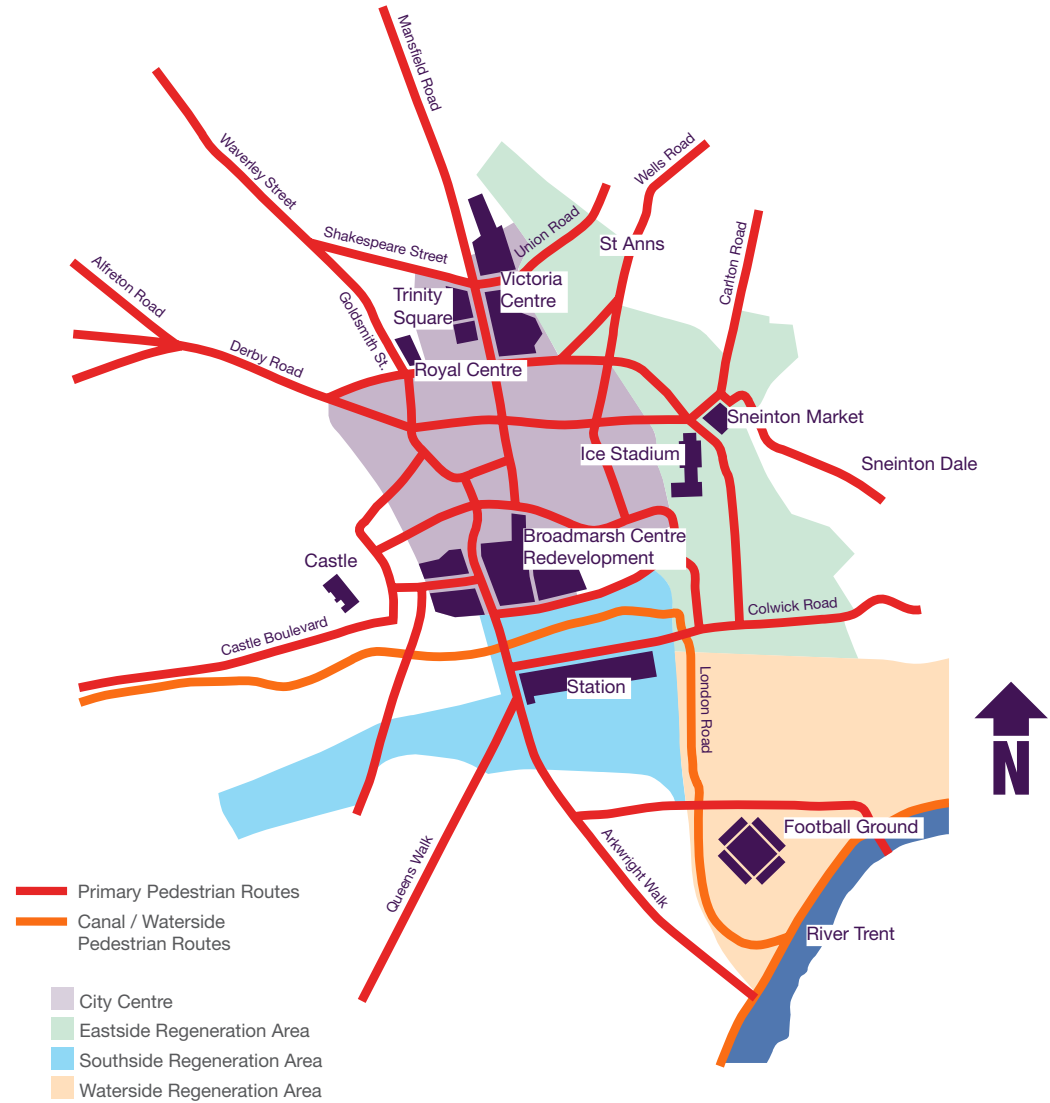


The Big Picture

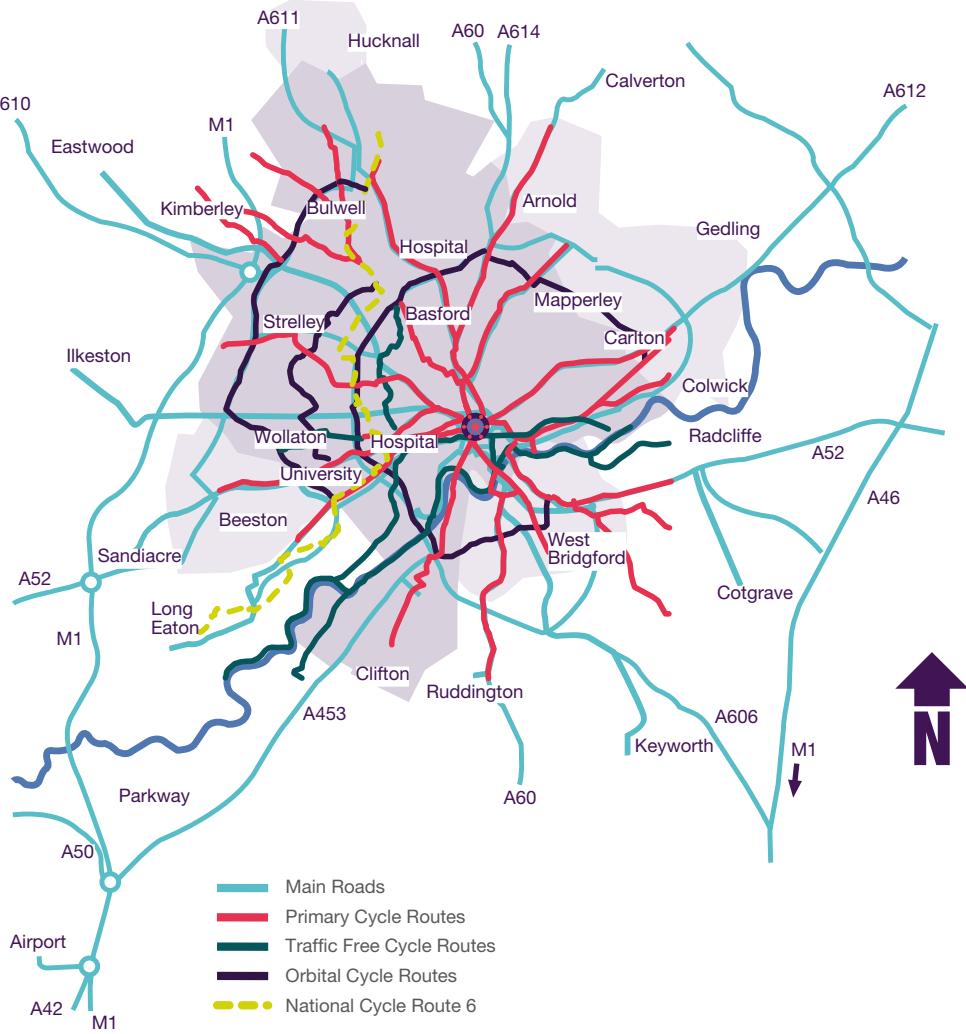
how we are going to get there

3.

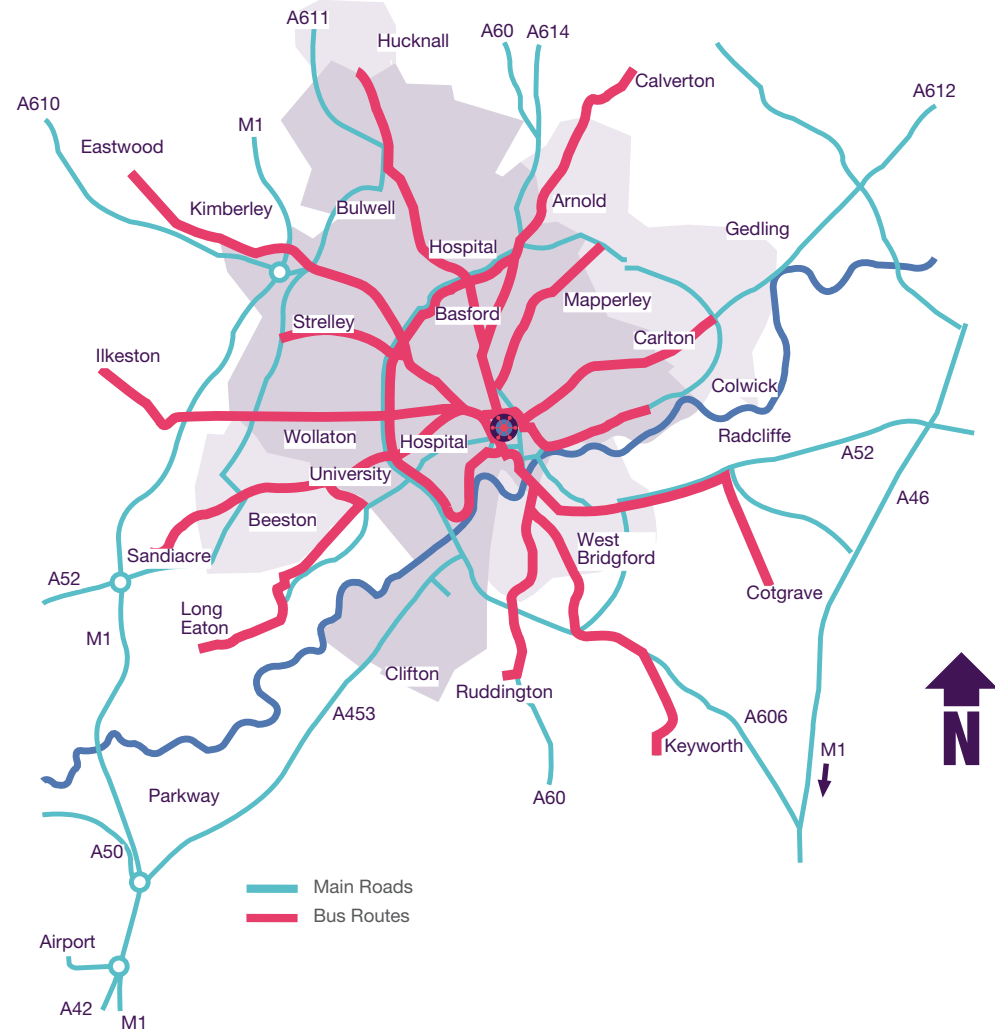
Walking



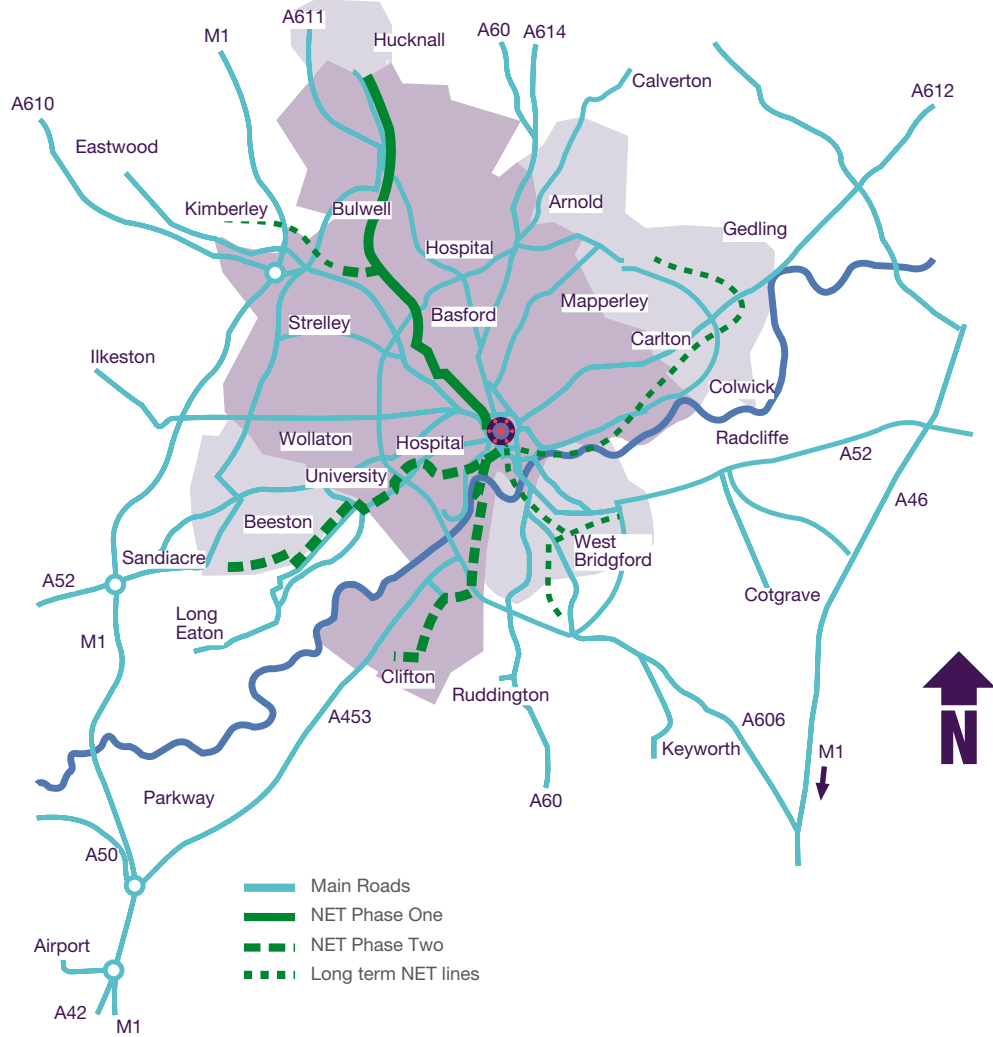
Cycling



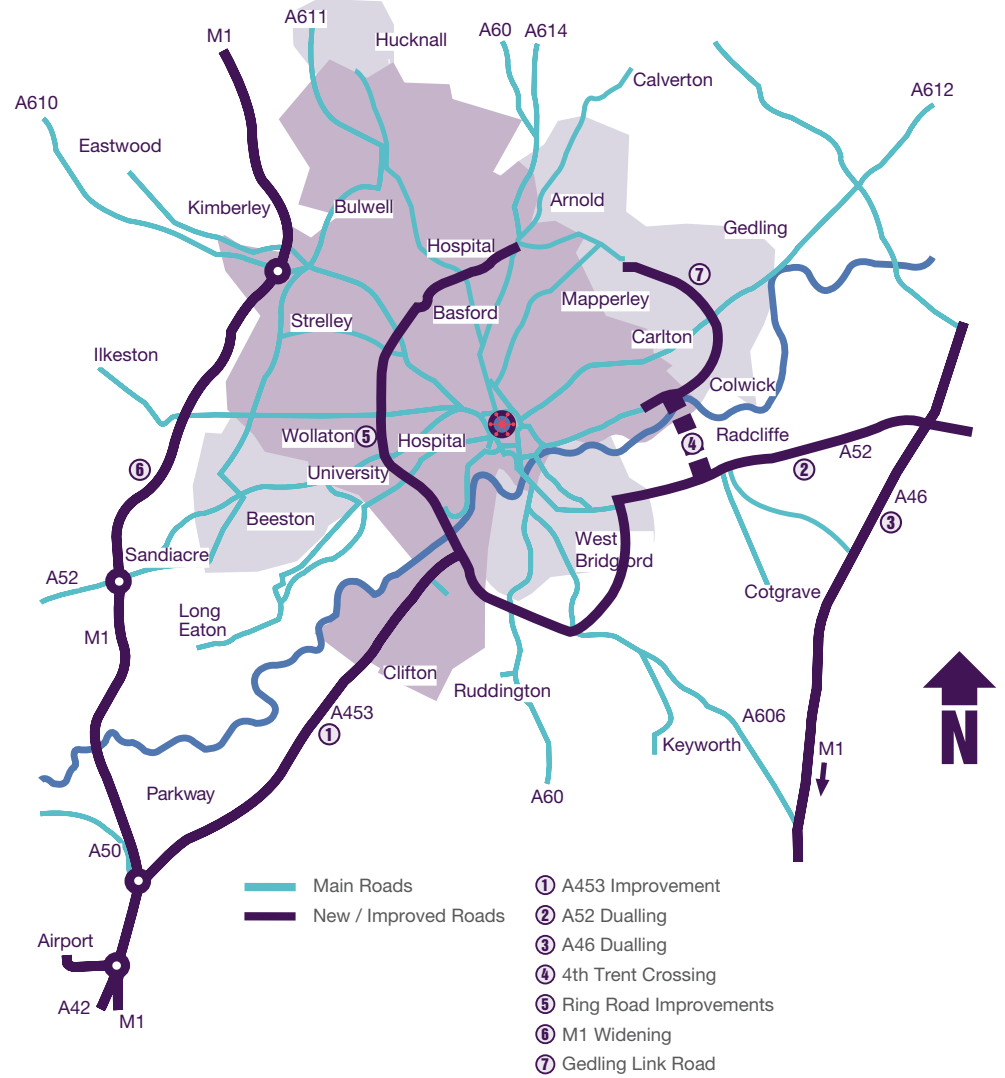
Bus



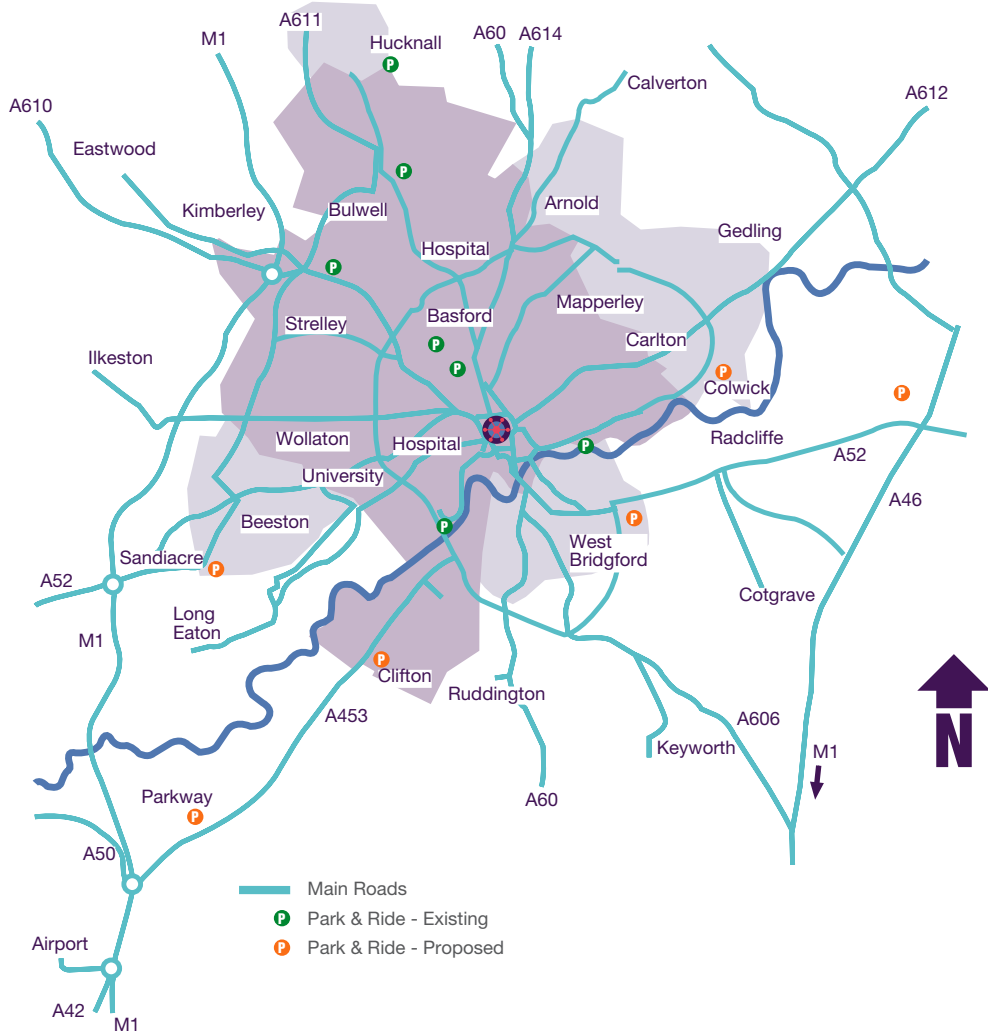
Tram



Roads

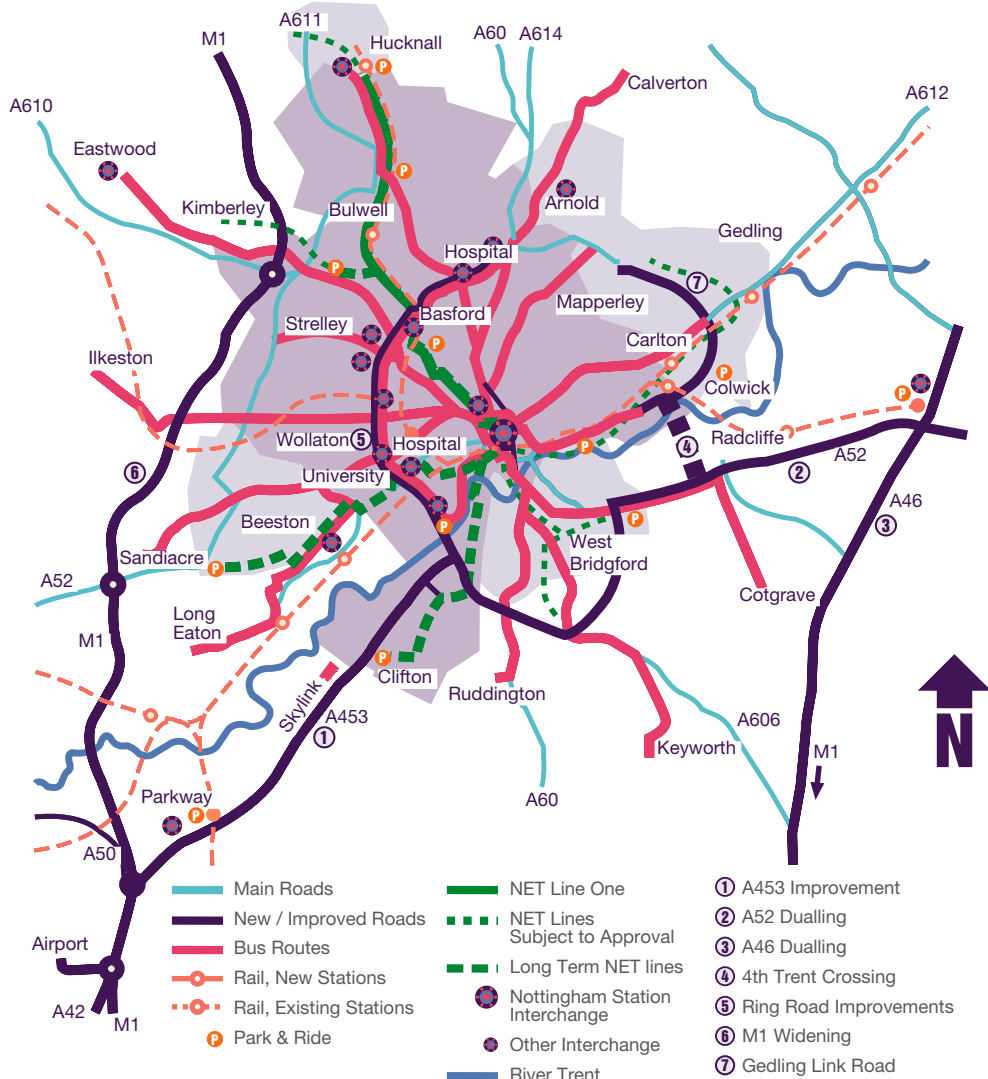


Park & Ride



- Main Roads
- P Park & Ride - Existing
- P Park & Ride - Proposed

The Big Picture



- Main Roads
 - New / Improved Roads
 - Bus Routes
 - Rail, New Stations
 - - - Rail, Existing Stations
 - P Park & Ride
 - NET Line One
 - - - NET Lines Subject to Approval
 - - - Long Term NET lines
 - Nottingham Station Interchange
 - Other Interchange
 - River Trent
- ① A453 Improvement
 - ② A52 Dualling
 - ③ A46 Dualling
 - ④ 4th Trent Crossing
 - ⑤ Ring Road Improvements
 - ⑥ M1 Widening
 - ⑦ Gedling Link Road

Your part of Stan's Plan

So you can see how my Plan is going to change the way we all get around in Nottingham. It's a big deal, this Big Wheel. It has to be if it's really going to deal with big problems like congestion and the environment – as well as making sure that everyone has the best possible chance of getting where they want to go.

The thing is, we all want to live in a better city, don't we? I'd like my kids to be able to find good jobs and decent homes here. That means more new industries, more houses. More things to do would be nice, too, especially now we've got the new Square. But if that means loads more cars, we've lost it. Who's going to want to come here if they're just stuck in one big jam?

I reckon we've got a good chance of sorting it, though. We know what we're doing – we've got a Plan. And loads of people support it – that's even better. And we're a Centre of Excellence for Local Transport Delivery here. That means that we're good at doing what we say we're going to do.

So it's over to you and me now to get on the Big Wheel, and to make sure we get the best out of it. Change isn't easy, is it? Let's face it, we're all creatures of habit. The alarm goes off every morning and we lie there wondering what to do with the day. Then we go and do exactly the same as we did yesterday, and the day before that.

But change is possible – especially when it's easy. Ann keeps telling me that. And, for once, I believe her. It comes down to what you want out of life, doesn't it?

I know what I want – a bit less stress, a bit more time for myself. I'd like to be able to breathe in without worrying. And I don't want the heating to be left on full when it comes to the planet. More money would be nice, of course. And a better body – or at least a smaller waistline.

I'm not saying my Plan is going to solve it all. But it's got to be a start, hasn't it?

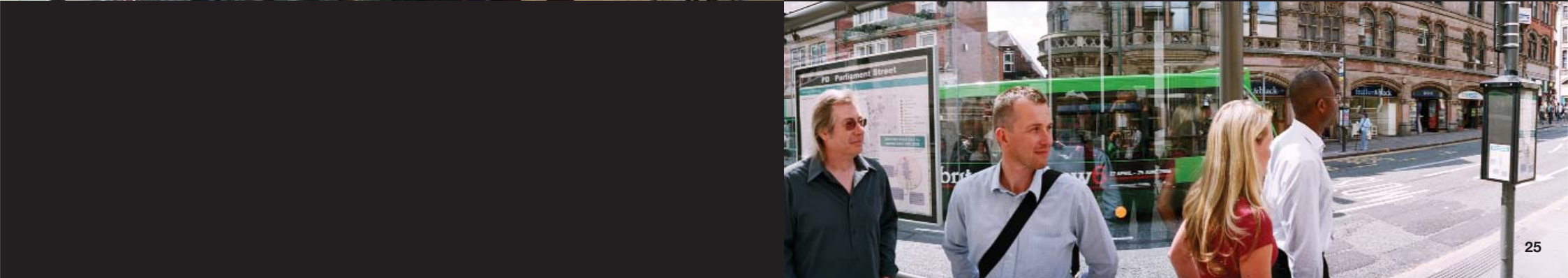
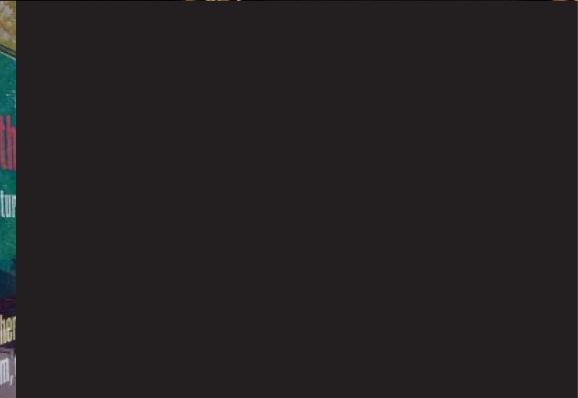
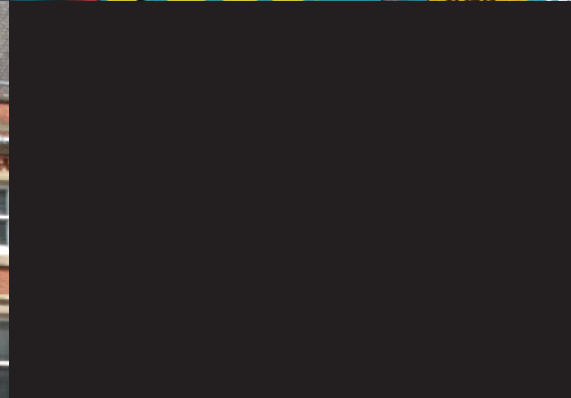
4.



**I'm not saying
my plan is going
to solve it all.**

**But it's got to be
a start hasn't it?**







Stan has printed his plan using vegetable based inks on 100% recycled paper.

The pulp he used was bleached using a totally chlorine free process.

Just to make doubly sure Stan had his paper approved by the national association of paper merchants.



Stan's Plan has been produced by The Big Wheel, on behalf of the Greater Nottingham Transport Partnership. We represent councils and companies across the conurbation, advising on transport strategy, lobbying for funding, and helping to put plans into action.

What do you think of my Plan?

Log onto
www.thebigwheel.org.uk
to tell me.

