Nottingham Local Transport Plan Implementation Plan 2015 - 2018









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Nottingham City Council

Nottingham Local Transport Plan: Implementation Plan 2015 - 2018

Nottingham City Council

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Contents **Page**

1.	**Introduction**	**2**
1.1	Implementation Plan overview	2
1.2	Monitoring and reporting progress	2
1.3	Consultation and engagement	2
2.	**Funding local transport improvements**	**3**
2.1	Local government transport capital LTP settlement funding	3
2.2	Confirmed programme specific funding	4
	Local Sustainable Transport Fund	*4*
	Better Bus Areas (Round 2) Fund	*4*
	Major schemes funding	*4*
	Local Growth Fund	*4*
2.3	Local funding contributions	4
	Workplace Parking Levy	*4*
	Neighbourhood area / working	*5*
	Supported Revenue Expenditure	*5*
2.4	Other funding streams	5
	City deal	*6*
	Development Planning	*6*
	Rail funding	*7*
	Other internal and external funding	*7*
2.5	Live Funding Bids (subject to confirmation)	8
	OLEV Go Ultra Low City Scheme	8
	Low Emission Bus Scheme	8
	Ultra Low Emission Vehicle Taxi Scheme	8
3.	**Overseeing the LTP programme**	**9**
3.1	Programme development	9
3.2	Scheme identification and selection	9
3.3	Priorities within the LTP programme	17
3.4	Achieving value for money	18
3.5	Programme governance	19
3.6	Risk management	20
4.	**Delivery of transport schemes**	**22**
4.1	Local Transport Plan programme	22
4.2	Progress with confirmed grant funded projects	24
	Better Bus Areas (Round 2)	24
4.3	Current Major Progress Schemes	24
	Nottingham Station Redevelopment	*25*
	Nottingham Express Transit Phase Two	*27*
	Ring Road major	*29*
	Cycle City Ambition Package (CCAP)	*31*
	Southside Transport Strategy (Broadmarsh)	*33*
	Southern Growth Corridor	*35*
	Nottingham Enterprise Zone Sustainable Transport Package	*37*
4.4	Regeneration Schemes	39
	Creative Quarter Improvements	*39*
	Connecting Eastside Phase 2	*39*
4.5	Influencing strategic transport	41
	Trunk Roads	*41*
	A453 Scheme	*41*
	Existing Rail Network	*41*
	High Speed Rail	*42*
	Airports	42
5.	**LTP programme 2014/15 – 2016/17**	**43**
5.1	LTP implementation plan allocations 2014/15 – 2016/17	43

1. Introduction

1.1 Implementation Plan overview

The Nottingham Local Transport Plan (LTP) sets out the transport strategy and programme of investment for delivering transport improvements across Nottingham City Council's administrative area. The LTP has been developed to comprise of two component documents: the LTP Strategy and LTP Implementation Plan. The LTP Strategy 2011 – 2026 is set out in a separate document and outlines the long-term transport vision and strategy for fifteen years. This LTP Implementation Plan details the allocations and proposed transport measures to be funded over three years from April 2015 to March 2018.

The Implementation Plan seeks to deliver proposals and measures that will help to achieve the five overarching strategic objectives for transport. These are:

- Deliver a world-class sustainable transport system which supports a thriving economy and enables growth
- Create a low carbon transport system and a resilient transport network
- Improve access to key services, employment and training including creation of local employment and training opportunities
- Improve the quality of citizens' lives and transform neighbourhoods
- Support citizens to live safe, independent and active healthy lifestyles

The LTP Strategy details our approach to achieving these objectives and can be found in full at: www.nottinghamcity.gov.uk/transportstrategies

The Implementation Plan identifies the potential funding sources for improving local transport and sets out how the programme will be delivered and managed to achieve value for money through key programme governance and risk management processes.

1.2 Monitoring and reporting progress

This Implementation Plan is reviewed on a rolling annual basis with the contents of the Plan subject to approval by the Council through the annual budget process.

The City Council reports the outcomes of the current LTP in the form of Annual Delivery Reports published on the City Council's transport webpages. Progress of year four (2014/15) delivery of the LTP will be published in the summer 2015 and made available at: www.nottinghamcity.gov.uk/transportstrategies

1.3 Consultation and engagement

There will be tailored consultation on many of the schemes included within this Implementation Plan, as part of the delivery process. In order to achieve efficient delivery, the amount of consultation undertaken will need to be in proportion to the scale and overall value of the scheme. Future transport consultations will be published on the Nottingham City Council consultation hub.

Consultation feedback is an integral part of the scheme development process playing a crucial role of communicating anticipated scheme objectives and can directly influence schemes through appropriate amendments to scheme design, greater public acceptance of the proposals, contributing towards reducing overall scheme costs and delays and to help capture local issues. Citizens can also provide feedback through the "Have Your Say" feedback system and through contact with Ward Councillors.

The Council intends to communicate with citizens, key stakeholders and partners through existing forums and networks in place which are set out in Chapter 1 of the LTP Strategy and through online and social media (Twitter: www.twitter.com/transport_nottm , Facebook: www.facebook.com/TransportNottm and the Transport Nottingham subscription e-newsletter: www.nottinghamcity.gov.uk/stayconnected). Through its innovative branding, style and approach, the Big Wheel transport brand for the conurbation

(www.thebigwheel.org.uk) also delivers a blend of media campaigns, local events, web updates and awards often in conjunction with local business, schools and other organisations.

2. Funding local transport improvements

This section sets out the funding resources available for delivering local transport improvements. They come from a variety of sources including:

- Local government capital LTP settlement funding
- Confirmed programme specific funding
- Local funding contributions
- Other funding streams

2.1 Local government capital LTP block settlement funding

LTP funding resources are primarily made available by the Department for Transport (DfT) to local authorities through a grant formula. As this Plan covers the period 2015/16 – 2017/18, funding across all three years have been confirmed for the transport programme. Funding settlements are allocated to the City Council for:

- Integrated transport improvements (capital)
- Highways maintenance improvements (capital)

In June 2014, the Council along with all other local transport authorities was notified of the Integrated Transport Block (ITB) settlement for a three year period of 2015/16 to 2017/18, and indicative allocations for a further three years until 2020/21, dependent on reallocation of funds. In December 2014, the maintenance allocations were confirmed along the same timescales as the ITB block. These allocations are based on separate funding formulae for each block used to calculate funding for individual local authorities.

Table 1 sets out this grant funding settlement for Nottingham from the DfT.

Table 1: Annual LTP settlement and additional funding grant resource allocations for Nottingham

Description £m	2015/16	2016/17	2017/18	Total
Integrated Transport Block (ITB)	3.390	3.390	3.390	10.170
Highways Capital Maintenance	2.215	2.031	1.969	6.215
TOTAL	**5.605**	**5.421**	**5.359**	**16.295**

Integrated Transport Block (ITB): This programme comprises a wide range of projects to support the local economy, improve public transport, walking, cycling, highway improvements and measures to influence travel behaviour. Details of the schemes to take place from this year can be found in **Section 4**.

Highways Capital Maintenance: This three year programme includes schemes for carriageway and structural maintenance. Priorities are determined through condition surveys, taking account of coordination with the integrated transport block programme and, in the case of residential roads, informed by priorities of ward councillors. Details of some of the schemes to take place can be found in **Section 4**.

The approved LTP 2015/16 – 2017/18 programme allocations are shown in **Table 12** in **Section 5**. Schemes for 2015/16 are to be implemented over the forthcoming year. Specific schemes in 2016/17 and 2017/18 are subject to change according to local priorities.

2.2 Confirmed programme specific funding

In addition to the core LTP settlement, the City Council has successfully secured funding through a number of other bids to the DfT and Local Enterprise Partnership. This includes:

- Local Sustainable Transport Fund (LSTF)
- Better Bus Areas
- Major Schemes Funding (Ring Road Major)
- Local Growth Fund supported schemes (Major transport schemes)

Local Sustainable Transport Fund: In July 2014 the Nottingham Urban Area partnership continuation bid was confirmed to receive further revenue funding of £1.180m for 2015/16. The programme will see continuation of the community travel hubs, discounted travel support for jobseekers, business support for sustainable transport and a package of cycle training and promotion activities including Ucycle at participating further education institutions, Bike IT programme in secondary schools and a range of active travel events such as the Cycle Live weekend.

Better Bus Areas (Round 2) Fund: The DfT announced a further Better Bus Areas Fund in 2013 that would see a further package of bus improvements through reform of the Bus Service Operators Grant (BSOG). On October 10th 2013, Government announced that Nottingham was chosen as one of four areas to receive £11.3million of funding over four years, up to 2017/18. Further information on the progress of this scheme can be found in **Section 4.2**.

Major schemes funding: On the 4th July 2013, the DfT announced funding for the Nottingham Ring Road Major Scheme, with £12.8million awarded as capital grant. Further information on the progress of this scheme is detailed in **Section 4.3**.

Local Growth Fund: The Government is devolving funding for infrastructure to support development and growth for local determination to Local Enterprise Partnerships.

A number of existing national funding streams have been combined into a single Local Growth Fund including a significant amount of funding previously allocated to local transport by the Department for Transport. Funding has been initially provided for a three year period, between 2015/16 and 2017/18.

In order to access this funding the Derby, Derbyshire, Nottingham, Nottinghamshire (D2N2) LEP was required to prepare a Strategic Economic Plan. This Plan sets out how economic growth in the area is to be achieved and what supporting funding is required. Within a common approach to assessing value for money a prioritised list of infrastructure projects were submitted to the Government in March 2014. This includes a number of local transport schemes for delivery by the City Council.

In July 2014, the Nottingham Cycle Ambition Package, Southside Transport Strategy, Southern Growth Corridor and Nottingham Enterprise Zone Transport Package within Nottingham were confirmed for delivery from 2015/16 to 2017/18. These schemes over the next three years have a total value of £28.520million. Further information on the individual schemes is found in **Section 4.3**.

It is intended that future major schemes will be awarded through Local Enterprise Partnerships. Further transport projects will be considered for funding from 2018/19 to 2020/21.

2.3 Local funding contributions

Workplace Parking Levy (WPL): Nottingham's WPL scheme is the first to be implemented in the UK. The scheme is a demand management tool to influence the travel behaviour of commuters by introducing a charge for employers within the City of Nottingham administrative boundary that provide 11 or more liable parking spaces.

The WPL also generates significant revenue income to invest in improving local transport. The levy is contributing the necessary local funding contribution required for Nottingham's tram extension (NET Phase Two), the redevelopment of Nottingham's Station and safeguarding the long-term future of supported Linkbus services. All these programmes are currently underway.

Information on the WPL is included in Chapter 3 of the LTP Strategy:
www.nottinghamcity.gov.uk/transportstrategies

Further information on the WPL can also be found at:
http://www.nottinghamcity.gov.uk/wpl

Neighbourhood/area working: The purpose of the Area Capital Fund (ACF), established in 2006, has been to deliver neighbourhood public realm improvements with a particular focus on improving footways. Due to the programme's initial success with improving footways in local areas, the project scope was extended to include small-scale schemes that address local parking and traffic management issues within neighbourhoods. Funding from the General Fund, in addition to the LTP programme, has been confirmed as £750,000 for 2015/16.

Certain elements of the programme require local input to determine final priorities for scheme delivery, including footway renewals, parking and traffic management improvements, residential road maintenance and elements of the road safety programme. This input is achieved through ongoing consultation with ward councillors, neighbourhood managers, Area Committees, residents and other local stakeholders.

The mechanism for allocating ACF to areas is determined by a fixed sum for each, with the remaining funding derived by formulae based on population and deprivation. This formula is applied to both the LTP programme and general fund components separately.

Supported revenue expenditure: In addition to the capital funding detailed in **Section 2.1** and **2.2**, the City Council invests in revenue funded programmes that support the LTP. Revenue grant funding has also been reduced from previous years and this is likely to put pressure on key transport activities. It should be noted that revenue budgets are subject to annual review and therefore to changes in corporate priorities. Examples of revenue funding streams include:

- Highway maintenance
- Winter maintenance
- Traffic management (including the traffic control centre)
- On street parking enforcement
- Bus lane enforcement
- Concessionary fares
- Support for tendered bus services
- Road safety education
- Camera Safety Partnership activity

2.4 Other funding streams

Other funding the City council has access to improve local transport comprise of funding linked to the:

- City Deal negotiated with Government in 2013
- European funding, specifically European Regional Development Funding (ERDF)
- Funding secured through development management processes
- Funding awarded to partner organisations

City Deal: In 2013 Nottingham negotiated a City Deal with Government to establish new powers and funding linked to driving local economic growth and creating jobs. The vision is to maximise employment development opportunities and foster a vibrant Creative Quarter on the eastern side of the city centre, a package of transport infrastructure and associated access and public realm improvements was developed. The overall £60 million investment package forms part of the wider city centre strategy to help deliver Nottingham's key Economic Growth Plan objectives.

The city is borrowing £8million against future business rates income to deliver a programme of improvements to the highway and public realm to improve access and infrastructure to the Creative Quarter area. The required infrastructure includes the completion of the Connecting Eastside traffic reprioritisation scheme and major site access improvements plus further supporting public realm measures. The funding is split as follows: £3m for public realm and junction improvements and £5m for Connecting Eastside Phase 2.

Linked to the City Deal funding the City Council has also been successful in leveraging an additional £1.550 million of European Regional Development Funding (ERDF) for further highway and public realm improvements connecting to the Creative Quarter. Spending to date on these works total £2.492million, leaving a remaining £7.058million of spend on works going forward from 2015/16. The current funding remaining available is detailed in **Table 2**. Further information on schemes to be delivered is included in **Section 4.4**.

Table 2: City Deal / ERDF funding programme spend to date and future allocations

£(m)	2013/ 14 spend	2014/ 15 spend	2015/ 16 allocation	2016/ 17 allocation	2017/ 18 allocation	Total
ERDF	0.000	0.781	0.769	0.000	0.000	**1.550**
City Deal	0.844	0.867	3.289	3.000	0.000	**8.000**
Total	**0.844**	**1.648**	**4.058**	**3.000**	**0.000**	**9.550**

Development Planning: In Nottingham, the Development Plan, which guides future development within the City, comprises two parts: The Nottingham City Aligned Core Strategy (Local Plan Part 1) and the Land and Planning Policies Document (Local Plan Part 2).

The Nottingham City Aligned Core Strategy (Local Plan Part 1) was adopted in 2014. This document has been written jointly with other councils in Greater Nottingham and sets out strategic planning policies for the period up to 2028, including proposals for housing growth, employment and policies to address green infrastructure and climate change.

The Core Strategy is supported by an Infrastructure Delivery Plan (IDP) which identifies the critical infrastructure needed to support the proposals and how and when this is expected to be delivered. This can include developer contributions towards infrastructure, including transport, known as Section 106 contributions. This work was informed by cross boundary transport modelling using the Greater Nottingham Transport Model. The IDP and transport modelling work forms part of the evidence base for the Local Plan.

The 'Land and Planning Policies Document' (Local Plan Part 2), will sit underneath the Core Strategy. Once adopted, this document will contain both development management policies and site allocations, including impacts relating to transport infrastructure planning. Work is currently being undertaken on preparing this document for a Publication stage consultation, which is scheduled for Summer 2015.

All of the site allocations contained within the Land and Planning Policies document will be subject to a detailed site assessment and statutory Sustainability Appraisal. This will look at the social, economic and environmental impacts of the potential allocations. Other factors, such as infrastructure capacity, access and transport implications are considered through site assessments.

Partner funding: In the second tranche of the Cycle Rail Fund, the City Council and East Midlands Trains were successfully awarded £600,000 to invest in the cycle facilities at Nottingham Station. This funding will allow the cycle parking area to be expanded, a roof which will fully cover the cycle area and additional facilities to be agreed with local cyclists and existing users.

This investment will complement the multi-million station hub investment to create a high quality cycle parking facility. This work is to take place in 2015/16, following on from the completion of the main Station redevelopment.

Details regarding the **Nottingham Station redevelopment** project are detailed in **Section 4.3**, **Figure 3**.

Other internal and external funding
In addition to the above funding, the Council will seek to lever in other funding to deliver local transport improvements. These include:

- **Economic development funding:** A number of funding opportunities have been announced to help stimulate economic growth, funded through European funding sources, coordinate through the Local Enterprise Partnerships. This includes forthcoming funding streams such as the European Social Investment Fund (ESIF) and European Regional Development Fund (ERDF).
- **Developer contributions through planning obligations:** In the past the City Council has been successful in securing funding from developers to mitigate the impact of development through land use planning policies and developer contributions. The Council will continue to require that developers fund necessary improvements to alleviate the impact of new development on the transport network.
- **Private finance initiative (PFI):** The City Council has already secured a £44.6 million credit from the DfT for the replacement of lighting stock to modern standards. NET Phase Two is also being PFI funded.
- **Council funding:** Council's own funding sources e.g. those generated through ongoing revenue streams and asset sales and borrowing.
- **Other partnership funding:** Funding generated through joint working with partner organisations such as in the health, crime reduction, education sectors and third sector voluntary and community and the private sectors.
- **Other funding bids:** Whilst the levels of such funding may be constrained going forward the City Council will seek to secure additional funding from Europe, Government and other agencies as opportunities arise.

2.5 Live DfT funding bids (subject to confirmation)

The City Council regularly submits bids to various DfT funding programmes. The following funding bids are currently in development:

OLEV Go Ultra Low City Scheme (share of £35million nationally)

In December 2014, the Government announced a series of funding bid opportunities that will be provided to local authorities to enable investment in low emission vehicles, infrastructure and incentives to support the uptake of electric and low-carbon vehicles. Local authorities were invited to submit an "Expression of Interest" to the City scheme by the end of December 2014.

In March 2015, the City Council was informed that it was successful in being shortlisted along with another eleven cities to submit full business cases for a share of the £35million fund. The bid is now under development, and will be submitted in Summer 2015, with an expected announcement of which cities are successful in October 2015. Measures being incorporated into this programme include the creation of a low emission zone, further rollout of electric vehicle charging points, electric car club vehicles and converting in-house fleets to electric.

Low Emission Bus Scheme (share of £30million nationally)

In March 2015, the Government announced a funding bid to increase the uptake of low emission buses, extending the support for the Green Bus Fund. Funding would operate for three years to 2019. A bid is currently being developed to be submitted by the deadline of 31st October 2015. An announcement regarding whether the bid is successful by the Government would be expected in early 2016.

Ultra Low Emission Vehicle Taxi Scheme (share of £20million nationally)

In late March 2015, funding of £20million was announced to be being made available to grow the market for ULEVs in the Hackney taxi and private hire market. The fund is available to local authorities to provide resource for a taxi top-up grant and supporting infrastructure. Bids to develop feasibility studies have to be submitted by 12th June 2015, with final bids to be developed by the end of 2015. An announcement regarding which bids are successful would be expected in early 2016.

3. Overseeing the LTP programme

Managing the development and progress of the LTP programme to ensure effective delivery requires an overarching approach to programme and project management.

3.1 Programme development

The LTP Strategy includes a range of measures that contribute towards achieving the five strategic transport objectives. The development of proposals and measures identified in the LTP Strategy has been undertaken through a robust evidence gathering and analysis exercise, considering experience of past LTPs, best practice from other authorities and feedback from partners and citizens. In addition, the LTP has been subject to an Integrated Impact Assessment process which assessed the environmental, equality and health impacts. Further information is provided in Chapter 2 of the LTP Strategy and the Integrated Impact Assessment is available at: www.nottinghamcity.gov.uk/transportstrategies

Action plan of measures

The full list of the LTP measures, their potential location, the process by which schemes are identified and selected and funding sources are outlined in **Table 3**. Each measure has been given a unique reference which relates to its place within the LTP Strategy which has been published online at: www.nottinghamcity.gov.uk/transportstrategies

3.2 Scheme identification and selection

Planning transport delivery and investment up to 2017/18 provides greater certainty offering the ability to look across a three-year timeline to maximise the potential from new funding opportunities, take account of issues arising from consultation with ward councillors, stakeholders and the public, legal procedures, detailed design and variations to scheme estimates. The programme has been compiled on the basis that it is necessary for all schemes to be consistent with the objectives set out in the LTP Strategy. In assembling the programme, consideration has also been given to:

- Enabling wider Council budget savings to be achieved (associated with the strategic choices process)
- Achieving co-ordination of schemes with other elements of the programme
- Schemes that lever in other external funding (including developer contributions and economic development funding)
- Procurement to support the economy and increase job opportunities for local people
- Ensuring sufficient advance design is undertaken to maintain future programme delivery
- Achieving a balance between large and small-scale schemes to ensure efficient use of staff resources.

Tables 3 and 4 details all the transport proposals contained within the LTP Strategy, prioritisation criteria and funding sources.

Table 3: Transport proposals, prioritisation criteria and funding source

Ref	Proposal (LTP Strategy area)	Description	Location	Scheme identification process	Funding source
Asset management					
AM1	Asset management action plans	Carry out annual classified and unclassified carriageways condition surveys using visual inspection and SCANNER machine as part of asset management process	Citywide	Survey results help to identify location and length of carriageway/footway in need of repair	Capital maintenance/ revenue
AM2	Carriageway maintenance	Carriageway maintenance of classified principal and non-principal and unclassified roads	Citywide	Route sections grouped according to three bands: good condition; needs investigating; needs maintenance. Programme expansion to reflect additional funding made available through DfT	Capital maintenance/ revenue
AM3	Footway maintenance	Maintenance of local footways	Citywide	Condition survey results Highway officer recommendations, through neighbourhood officers and through consultations within local areas	Capital maintenance/ revenue
AM4	Bridges and structures	Strengthening and maintenance of bridges	Citywide	General and principal inspections inform investment priorities	Capital maintenance
Travel demand management					
PP1	Workplace parking levy	Charge for organisations providing 11 or more car parking spaces	Citywide	WPL scheme criteria	Income from eligible employers
PP2	Parking management and control	Coherent charging structure for on, off street parking and park and ride sites including effective enforcement	Citywide	Parking strategy/budget process	Revenue
RTD 1	Travel avoidance measures	Maximise accessibility of new developments through the development planning process Utilise modern technology including teleworking, video and teleconferencing and internet shopping measures	Citywide	Development plan process	Revenue/LSTF

Ref	Proposal (LTP Strategy area)	Description	Location	Scheme identification process	Funding source
ST1	Support travel planning	Develop and implement workplace, school, personalised and residential travel plans	Citywide	Workplace/School travel plan support programme for organisations liable to WPL charge and through Push Pull project. Personalised/Residential travel plans made available through development plan process Supported via LSTF programme	Integrated transport/Revenue/WPL support package/Push Pull support package/LSTF
ST2	Travel marketing, promotion and awareness	Support and provision of printed and online information on travel choices, marketing campaigns and promotions	Citywide	Partnership based calendar of promotion events via LSTF programme	Integrated transport/Revenue/LSTF
Encourage sustainable alternatives					
HUB	Nottingham Station Hub	Redevelopment of Station Hub including improved passenger and operator facilities, new concourse and transport interchange and improved public realm	City Centre	Scheme business case identified scheme profile and elements to be progressed and implemented	Integrated transport/Network Rail/East Midlands Trains/Regional Development Agency/WPL
NET2	NET Phase Two	Extension of tram network with two further lines	Tram extension corridors	Scheme business case identified scheme profile and elements to be progressed and implemented	Government PFI/WPL/Developer contributions
NET3	NET future phases	Future development of the NET tram network in line with new developments	Citywide	Consideration through development plan process and requests by neighbouring authorities	WPL/Developer contributions/Other
BUS1	Bus network development	Partnership working with local transport operators, neighbouring authorities, Highways England, Greater Nottingham Transport Partnership and business. Improvements to commercial bus network, bus priority measures and bus lane enforcement	Citywide	Priorities as identified through the bus quality partnership scheme. City Council and Bus Operator standards set through the Statutory Bus Quality Partnership scheme.	Integrated transport/Growth Fund/Other
BUS2	Transport interchange and integration	Improved interchange and integration across modes including at park and ride sites and bus stations	Citywide	Priorities as identified through Public Transport Integration Board to improve the commercial bus network. Improved interchange linked to Linkbus and NET Phase Two development	Integrated transport/ Developer contributions/ Growth Point/Partnership /Growth Fund /Other
PTC1	Development of Linkbus network	Improvements to the Linkbus network	Citywide	Identified through the Linkbus strategy	WPL/Revenue

Ref	Proposal (LTP Strategy area)	Description	Location	Scheme identification process	Funding source
PTC2/ PTC3	Integration with taxi and private hire vehicles/Voluntary and community transport	Provision of feeder services and joint ticketing	City-wide	Partnership working with operators	WPL/Revenue
MTA1	Improvements to public transport waiting facilities	Provision of public transport information and improved bus stops and shelters including CCTV, lighting and real time information displays	City centre, Neighbourhoods	Citizen/councillor requests and technical prioritisation based on need	Integrated transport/ Developer contributions/Growth Fund
MTA2	Integrated and smart ticketing strategy	Development of integrated and smart ticketing strategy and travel support provision for 16 – 19 year olds	Citywide	Identified through Public Transport Integration Board Eligibility criteria for 16-19 year olds Eligibility criteria for job seekers	Integrated transport/Revenue/LSTF
MTA3	Travel buddying and training initiatives	Targeted and tailored provision of travel information in different formats in print and at bus stops for specific user groups	Citywide	Identified and prioritised through partnership working e.g. with local bus operators, Royal National Institute for the Blind, Action for Blind People	Integrated transport Partnership
CP1	Neighbourhood local transport investment	Local footway improvements, accessibility, traffic management and parking schemes	Neighbourhoods	As identified through citizen, community and councillor priorities	Integrated transport/Council funding
CP2	Town, district and small centre improvements	Small-scale integrated transport improvements	Neighbourhoods	As identified through development plan and regeneration priorities and delivery prospectus process	Integrated transport/Growth Point/Developer contributions
BCA1	Support regeneration priorities	Connecting Eastside highway improvements allowing greater pedestrian and cycle priority; Station Hub redevelopment in Southside and Waterside area regeneration	City centre, Neighbourhoods	As identified through development plan and regeneration priorities and delivery prospectus process	Integrated transport/Growth point/Developer contributions/Growth Fund
GC1	Green infrastructure links	Develop multi-user paths through interconnected green spaces	Neighbourhoods	Identified through Green Infrastructure, River Leen and Trent River Park strategies	Integrated transport/Growth Point/Developer contributions/Growth Fund
W1	People friendly streets	Create accessible and safer public realm/upgrade primary pedestrian routes linking the city centre with residential areas	City centre, Neighbourhoods	Urban design guides and development plan process/Identification through officer recommendations, citizen/councillor requests	Integrated transport/Growth Point/Developer contributions/Growth

Ref	Proposal (LTP Strategy area)	Description	Location	Scheme identification process	Funding source
					Fund
W2	Public rights of way improvements	Upgrade of pedestrian and cycle routes and links to green infrastructure	Neighbourhoods	Identified through the Rights of Way Improvement Plan process	Integrated transport/Growth Point/Developer contributions
W3	Walking information and promotion	Development of walking maps, online journey planning and support for events to promote walking	Citywide	Identification through officer and partner recommendations As identified through LSTF programme	Revenue/ Developer contributions/ Partnership/LSTF
C1	Cycle partnerships	Work with cycle partners	Citywide	Citizen/councillor requests and technical prioritisation based on need LSTF programme support	Revenue/ Partnership/ LSTF
C2	Improve cycle infrastructure	Provision of commuter cycle routes to connect city centre with residential areas, via workplace and education locations	Citywide	Citizen/councillor requests and technical prioritisation based on need	Integrated transport/Growth Point/Developer contributions/Growth Fund
C3	Promote and support cycling and cycle training	Promotion and support for cycling through work with health, voluntary and other sectors	Citywide	Identification through officer and partner recommendations As identified through LSTF programme	Integrated transport/ Partnership/LSTF/Growth Fund
AQ1/NAP1	Develop and deliver air quality/noise action plans	Utilise traffic management techniques, maintenance practices and smarter travel choices to mitigate adverse air quality and noise from transport	Citywide	Requirement identified through modelling/monitoring. Measures identified through officer recommendations	Integrated transport
RS 1	Introduce more 20mph zones across the city	Programme of 20mph zones and limits around education establishments, shopping, residential areas and community facilities	Neighbourhoods	Analysis of accident data, councillor and community requests	Integrated transport/ Developer contributions
RS 2	Safer routes to school programme	Safety measures on approaches to schools	Neighbourhoods	Analysis of accident data, councillor and community requests	Integrated transport/ Developer contributions/ Partnership

Ref	Proposal (LTP Strategy area)	Description	Location	Scheme identification process	Funding source
RS 3	Road safety partnership and education	Continue partnership working to raise road safety awareness and use a mix of publicity, events and training to educate road users	Citywide	Analysis of accident data and through road safety partnerships	Revenue/ Integrated transport
RS 4	Targeted road user training	Expansion of cycle training Bikeability programme. Support driver retraining improvement programme	Citywide	Joint working with schools and FE institutions in partnership with Sustrans and Ridewise Police referrals for driver improvement training	Revenue/ Partnership/Government /LSTF
RS 5	Road safety enforcement and compliance	Joint working on measures including speed management and enforcement	Citywide	Analysis of accident data, use of CCTV images and through partnership work	Revenue/ Partnership
PTS1	Respect for Transport initiatives	Initiatives to address anti-social behaviour, investment into bus infrastructure improvements e.g. lighting and CCTV	Citywide	Identified through Bus Quality Partnership	Integrated transport/ Partnership
SN1	Street lighting PFI improvements	Replacement and upgrade of street lighting stock	Citycentre, Neighbourhoods	Scheme business case identified scheme profile and elements to be progressed and implemented	Private Finance Initiative
Improve efficiency of the network					
NM1	Network management plan improvements	Including advance direction signalling, traffic signal upgrading, improved coordination of street works	Citywide	Response to network management duty	Integrated transport/Revenue
IOP1	Foster clean and carbon efficient vehicle use	Implement measures to green the transport fleet and provision of electric vehicle charging infrastructure	Citywide	Priority recharging sites/match funding Main Bid proposal to purchase electric buses for Linkbuses	Integrated transport/ Government/Partnership
IOP2	Promote eco-driving practices	Signpost training and advice on efficient driving	Citywide		Revenue/Other
SCU1	Car sharing and car club schemes	Implement car club scheme in city and review and promote the delivery of car share scheme	Citywide	Scheme dependent on business case	Integrated transport/Revenue/ Developer Contributions
ITR1	Better drainage and permeable surfacing	Use of permeable surface materials on roads, cycleways and footways and implement actions to reduce flood risk	Neighbourhoods	As prioritised through the three cities asset management and surface water management projects	Integrated transport/Revenue/Other
ITR2	Future proof transport network	Signpost information on correct preparation for severe weather	Citywide	Climate Change Adaptation Plan and Climate Change Strategy priorities	Integrated transport/Revenue/Other

Ref	Proposal (LTP Strategy area)	Description	Location	Scheme identification process	Funding source
Build appropriate additional capacity					
RC1	Target capacity improvements at congestion hot spots	Junction improvements and other supporting infrastructure	Citywide	As identified through the Network Management Plan	Integrated transport
RC2	Improvements to the Ring Road	Orbital capacity improvements along the Ring Road and at junctions of intersecting radial routes	Ring Road	Scheme business case identified scheme profile and elements to be progressed and implemented	Major schemes/ Integrated transport

Table 4 below highlights how each of the measures outlined in **Table 3** contribute to the five strategic objectives for transport, which are listed in full in **Section 1.1**:

Table 4: Proposals and their alignment to LTP strategic objectives for transport

Ref	Measure	Alignment with LTP Objectives				
		World-class sustainable transport	Low carbon and resilient transport	Access to key services	Quality of life	Active travel and road safety
Asset management						
AM1	Asset management action plans	✓	✓		✓	
AM2	Carriageway maintenance	✓			✓	✓
AM3	Footway maintenance			✓	✓	✓
AM4	Bridges and structures	✓				✓
Travel demand management						
PP1	Workplace parking levy	✓	✓	✓		
PP2	Parking management and control	✓	✓	✓		
RTD1	Travel avoidance	✓	✓	✓	✓	✓
ST1	Support travel planning	✓	✓	✓	✓	✓
ST2	Travel marketing, promotion and awareness	✓	✓	✓	✓	✓
Encourage sustainable alternatives						
HUB	Nottingham Station Hub	✓	✓	✓		✓
NET2	NET Phase Two	✓	✓	✓		✓
NET3	NET future phases	✓	✓	✓		✓
BUS1	Bus network development	✓	✓	✓		
BUS2	Transport interchange and integration	✓	✓	✓		
PTC1	Development of linkbus network	✓	✓	✓	✓	
PTC2/ PTC3	Integration of taxis and private hire vehicles/Voluntary and community transport	✓		✓	✓	
MTA1	Improvements to public transport waiting facilities	✓	✓	✓		
MTA2	Integrated and smart ticketing strategy	✓	✓	✓		
MTA3	Travel buddying and training initiative	✓	✓	✓	✓	✓
CP1	Neighbourhood local transport investment		✓	✓	✓	✓
CP2	Town, district and small centre improvements	✓	✓	✓	✓	✓
BCA1	Support regeneration priorities	✓	✓	✓	✓	✓
GC1	Green infrastructure links		✓		✓	✓
W1	People friendly streets	✓	✓	✓	✓	✓
W2	Public rights of way improvements		✓	✓	✓	✓
W3	Walking information and promotion		✓	✓	✓	✓
C1	Cycle partnerships		✓			✓
C2	Improve cycle infrastructure	✓	✓	✓		✓
C3	Promote and support cycling and cycle training		✓	✓	✓	✓
AQ1/ NAP1	Develop and deliver air quality/noise action plans				✓	✓
RS 1	Introduce more 20mph zones across the city		✓	✓	✓	✓
RS 2	Safer routes to school programme		✓	✓	✓	✓
RS 3	Road safety partnerships and education		✓		✓	✓
RS 4	Targeted road user training		✓	✓	✓	✓
RS 5	Road safety enforcement and compliance				✓	✓
PTS1	Respect for Transport initiatives	✓	✓	✓	✓	✓
SN1	Street lighting PFI improvements			✓	✓	✓

Ref	Measure	Alignment with LTP Objectives				
		World-class sustainable transport	Low carbon and resilient transport	Access to key services	Quality of life	Active travel and road safety
Improve efficiency of the network						
NM1	Network management plan improvements	✓	✓			✓
IOP1	Foster clean and carbon efficient vehicle use	✓	✓		✓	
IOP2	Promote eco-driving practices		✓		✓	
SCU1	Car sharing and car clubs		✓			
ITR1	Better drainage and permeable surfacing		✓		✓	✓
ITR2	Future proof transport networks	✓	✓	✓	✓	✓
Build appropriate additional capacity						
RC1	Target capacity improvements at congestion hot spots	✓		✓		✓
RC2	Improvements to the Ring Road	✓		✓		✓

3.3 Priorities within the LTP programme

Although the LTP is set for three years to 2017/18, it is annually reviewed during the budget process to allow flexibility in responding to prevailing new requirements or priorities. As some schemes may not be completed by the end of March, elements of the 2014/15 programme and associated funding may need to be rolled forward into the next financial year.

The LTP Programme has received lower levels of funding than previous years coming through LTP block funding due to changes in national funding arrangements. The programme has been designed to reflect Council priorities for greater emphasis on supporting the local economy, maintenance activity, small-scale neighbourhood transport schemes and sustainable transport measures, given current funding constraints. Priorities for LTP transport investment are therefore:

- **Supporting the local economy** through investment in Nottingham's transport system particularly improvements to the Creative Quarter and Nottingham Enterprise Zone which will increase opportunities for local businesses and thus provide a stimulus to the local economy;
- **Linking local people to jobs and training** through improving transport services and facilities to key employment areas and education sites;
- **Maintain our current transport system** following a decade of substantial investment to improve our transport infrastructure, we will be prioritising investment to protect and preserve our existing transport system reflecting the economic and social importance to local communities;
- **Support neighbourhood transformation** through enabling local citizens and communities to have a greater say in what local transport improvements are made in their local areas and neighbourhoods. These will include footway improvements, local accessibility, parking and traffic management schemes;
- **Support sustainable transport modes** through continued investment in public transport, walking and cycling (particularly those that complement investment to date through our successful Local Sustainable Transport Fund programme);
- **Greening of the transport system** by pursuing clean and efficient vehicle choice for fleets and buses and providing electric charging infrastructure.

To maximise performance, a combination of internal and external resources will be used to ensure that the programme will be delivered, whilst conforming to financial regulations and value for money considerations. The three year programme will also be managed flexibly to maximise the potential from new funding opportunities, new development, take account of issues arising from consultation with ward councillors, stakeholders and the public, legal procedures, procurement, detailed design and variations to scheme estimates.

3.4 Achieving value for money

Transport capital funding supports a wide variety of improvements, ranging from investment in new infrastructure to the provision of traffic management, support for active travel modes and road safety. The DfT White Paper "Creating Growth, Cutting Carbon" highlights evidence which suggests that small investment can offer very high value for money.

Collaboration and working in partnership creates the opportunity to share objectives and resources in the delivery of single schemes or packages of schemes which can help to deliver additional benefits. Partnership arrangements such as the Greater Nottingham Transport Partnership, D2N2 Local Enterprise Partnership, Midlands Highway Alliance, Nottingham and Derby joint framework contract agreement, bus quality partnerships and working with third sector agencies which help to support this are detailed in Chapter 1 of the LTP Strategy.

The following factors will be considered to help assess value for money benefits of schemes:

- **Asset management** guided through an assessment of the needs of individual assets with the intention of achieving best value on a whole life basis from capital investment and in maintenance to safeguard its value for future generations;
- **Procurement arrangements** applicable to funding requirements and the type of scheme. This could be through in-house delivery, following corporate/European tendering processes or via collecting quotes. The preferred option be considered in light of value for money outcomes, deliverability and quality;
- **Effective project/programme management** including utilising PRINCE2 standards to ensure that the proactive management processes required to identify, manage and resolve the potential impact of cost increases, design changes and scheme delays on the programme are in place;
- **Better use of technology tools** to support programme management e.g. including the web based project management system (P2.net) to increase project data sharing efficiency to proactively managing scheme delivery, monitor progress made, provide a clear and transparent process for managing the measures and interventions in a more stringent and systematic way;
- **Effective risk management** allowing risks at both programme and project level to be clearly identified evaluated and managed to ensure the exposure to risk is kept at an acceptable level in a cost effective way. An LTP risk assessment is included in **Section 3.6**.

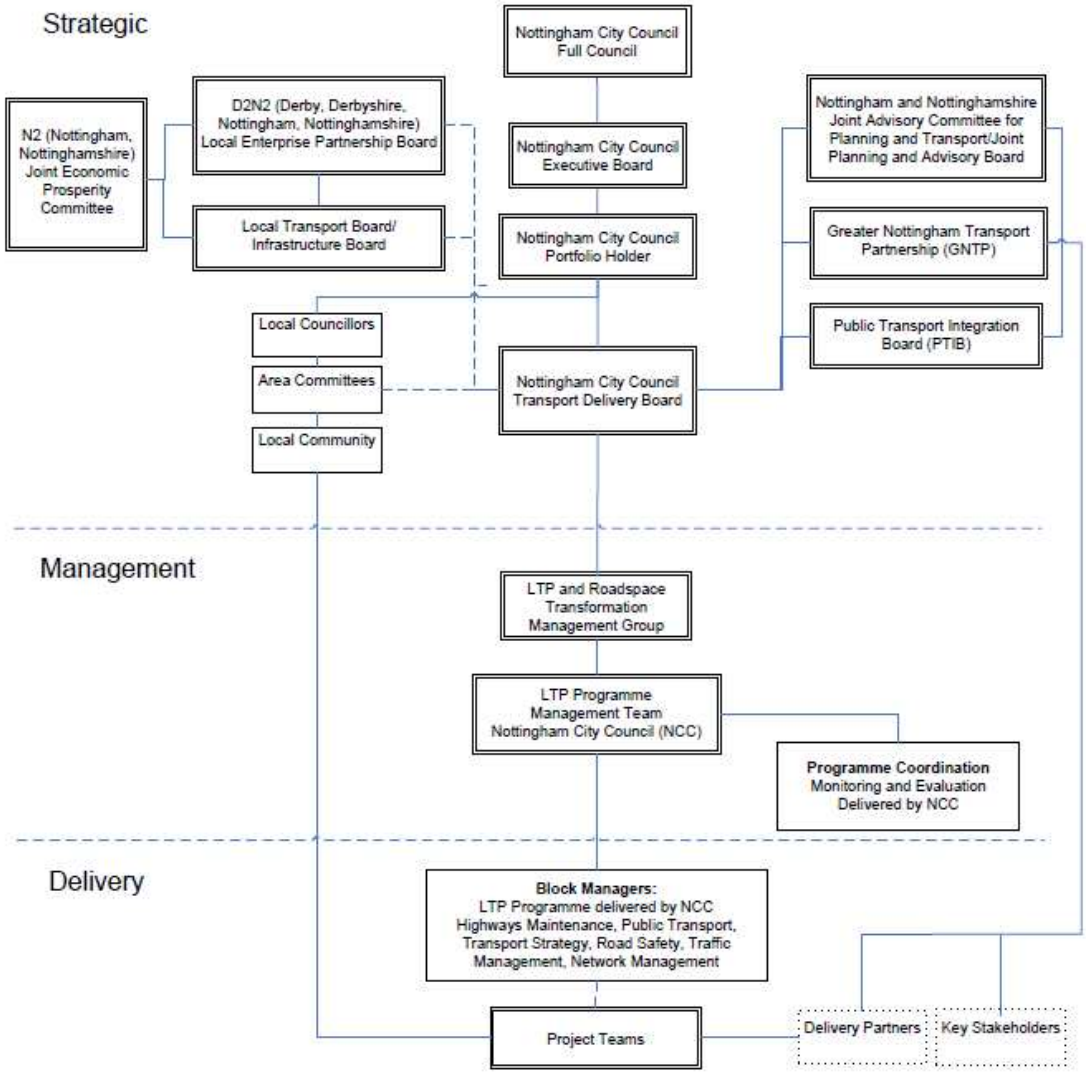
3.5 Programme governance

Delivery of the LTP programme is governed through a Transport Delivery Board chaired by the Portfolio Holder for Planning and Transport. This board has the overall responsibility for the preparation of the Implementation Plan, overseeing the delivery of programmed measures and for monitoring progress against key milestones. Progress is reviewed on a regular basis by the Board and should divergence from planned progress outside tolerance levels occur, Portfolio Holder approval is sought to authorise changes to the planned programme and/or reallocate resources.

Individual schemes are developed by the project team which is made up of officer representatives and necessary approvals are secured through project specific steering groups and project boards with the latter including Councillor representation. Formal endorsements are then secured through the City Council's Executive Board and Full Council as appropriate. The programme governance structure is illustrated in **Figure 1**.

Engagement and reporting of progress to other delivery partners and stakeholders will regularly take place through the Greater Nottingham Transport Partnership and D2N2 Local Enterprise Partnership Infrastructure Board in accordance with the agreed assurance framework. In the case of large scale major transport schemes such as the Nottingham Station project, Nottingham Express Transit tramline extensions and the Workplace Parking Levy, additional project specific governance arrangements are in place to coordinate implementation.

Figure 1: LTP programme governance



Programme delivery

To ensure good project management practice, significant or groups of LTP schemes will be subject to Gateway Review.

In addition to the main programme, some reserve schemes are also in development. In the event of non-delivery of any main programme schemes, this can be replaced by a future year or reserve scheme to ensure full expenditure is still achieved for the financial year. This also ensures that a pool of schemes is ready for implementation in future years or bids for alternative sources of funding can be submitted at short notice.

The LTP programme is delivered through a combination of in-house resources and external contractors and suppliers. Wherever possible, procurement routes are used that maximise employment for local people through the creation of direct employment or training opportunities and prioritising the use of local companies. The Nottingham Employer Hub provides a tailored service to match skilled local people to the jobs being created including in the transport sector. The Station redevelopment and NET Phase Two project have successfully matched many local people with new employment opportunities and apprenticeships created through this programme.

Working with the private and third sectors

The Government advocates closer working with third sector agencies such as voluntary and community organisations and the private sector to assist in taking forward proposals. Examples include joint working that has taken place with Sustainable Travel Collective Ltd (local third sector organisation) to deliver Greater Nottingham Transport Partnership activity and who are delivering adult and Bikeability child cycle training to national standards, Nottingham Community Transport and Dial-a-Ride providing door to door services for those citizens unable to use conventional bus services and Sustrans in the development of cycling projects and infrastructure.

3.6 Risk management

Risks to LTP delivery are tracked in accordance with City Council corporate risk management principles. The risk management framework requires the identification and recording of risks, an evaluation of their potential and any mitigation actions and monitoring of ongoing progress. This approach draws upon the PRINCE2 methodology for risk management and ensures that all risks are captured and processed in a consistent manner. A risk log has been prepared and the risks are included in **Tables 5 and 6**.

The types of risks associated with LTP delivery relate to legal, operational, financial, and political risks, which without mitigation could result in increased costs to the programme, reductions in the quality of outputs and slippages in timelines, all impacting the overall benefits and outcomes and potentially impacting on the reputation of the Council.

These risks are subject to ongoing monitoring and mitigated through effective programme management and partnership working.

Table 5: LTP programme risk log

Description of risk	Likelihood Rating	Impact Rating	Risk Rating	Risk Owner	Mitigations / Counter Measure Actions	Residual Likelihood rating	Residual Impact Rating	Residual Risk Rating	Status
Capacity in relation to the size of the overall transport programme	3	3	9	Director of Planning and Transport	• Contingency plans to increase staff resources linked to funding and outsourcing	2	2	4	Live
Confirming matching revenue/developer and external contributions for schemes	3	3	9	Transport Strategy Manager	• Linking transport objectives into wider context and national priorities • Continued political dialogue with key agencies	2	2	4	Live
LEP / LTB governance project assurance process for Growth Fund Transport Schemes still in development	3	3	9	Director of Planning and Transport	• Infrastructure Board established	2	2	4	Live
Local and national policy/ legislation changes can affect the programme	3	3	9	Director of Planning and Transport	• Maintain links to key political contacts	2	2	4	Live
Negative political/media/ public reaction to programme measures	2	3	6	Portfolio Holder	• Monitor via LTP meetings • Use established media relations • Continue investment in marketing/communications	1	2	2	Live
Planning and statutory process can cause unforeseen delays	2	2	4	Project Owners	• Review issues in relation to programme/project management controls	1	2	2	Live

Table 6: Risk impact and likelihood matrix

		Impact				
		1 Low 0-3% increase in cost	2 Minor 4-10% increase in cost	3 Moderate 11-30% increase in cost	4 Major 31-75% increase in cost	5 Catastrophic over 75% increase in cost
Likelihood	1 Low 0 – 5% chance	**1**	**2**	**3**	**4**	**5**
	2 Unlikely 6-20% chance	**2**	**4**	**6**	**8**	**10**
	3 Possible 21-50% chance	**3**	**6**	**9**	**12**	**15**
	4 Likely 51-80% chance	**4**	**8**	**12**	**16**	**20**
	5 Almost certain 81%+ chance	**5**	**10**	**15**	**20**	**25**

4. Delivery of transport schemes

The programme of transport schemes combines a mix of both small, single year improvements schemes, through to multi-year larger schemes that LTP money contributes to. In addition, the City Council has been successful in a variety of funding bids for projects that have been incorporated into scheme delivery when announced. Named transport schemes that are being implemented or under construction within 2015 to 2018 are covered in this section.

4.1 Local Transport Plan programme

The following section details the proposed LTP allocations for the next three years covering 2015/16 to 2017/18. Future year detailed programmes will be worked up each year as part of ongoing programme development. The allocations are subject to the Council's annual budget process and Full Council approval each March. **Table 7** details the LTP programme allocations over the next three years.

The allocations are split into several block areas, including the following:

- **Walking and Cycling** including rights of way enhancements, small scale cycling measures and supporting sustainable travel measures;
- **Traffic and Safety** including road safety schemes and traffic calming, traffic signal upgrades and alterations;
- **Public Transport** measures to support bus infrastructure, minor rail enhancements to services and access improvements;
- **Supporting Economic Growth** schemes align with regeneration schemes, and support works with transport measures to assist development and growth of the economy including local contribution for Growth Fund schemes;
- **Neighbourhood Improvements** covers the Area Capital Fund, providing local transport improvements determined by area committees across council wards;
- **Maintenance** works including street repairs, potholes and road resurfacing measures, bridge and structural repair works on the highway;
- **Monitoring and Evaluation** provides funding to aid the monitoring of the Local Transport Plan indicators and programme.

Table 7: Summary of approved LTP allocations for 2014/15 – 2017/18

Proposal	Annual allocations (£m)		
	2015/16	2016/17	2017/18
Walking and Cycling	0.265	0.340	0.340
Traffic and Safety	0.250	0.300	0.300
Public Transport (Bus and Rail)	0.135	0.450	0.450
Supporting Economic Growth	1.390	0.950	0.950
Neighbourhood Improvements	1.250	1.250	1.250
Maintenance	2.215	2.031	1.969
Monitoring and Evaluation	0.100	0.100	0.100
Total	**5.605**	**5.421**	**5.359**

The funding available through the LTP, as set out in **Section 2.1**, has been prioritised to deliver a broad package of improvements including the following schemes and projects:

- Schemes that support the economy through investment in transport infrastructure, including contributing towards the Ring Road Major Scheme and Castle line frequency improvements
- Investment to complement the associated Better Bus Area external funding (see **Section 4.3**)
- Investment in the upgrading of traffic signals to bring up to modern standards to support network management efficiency
- Phase two of a road safety scheme at Bells Lane/Broxtowe Lane

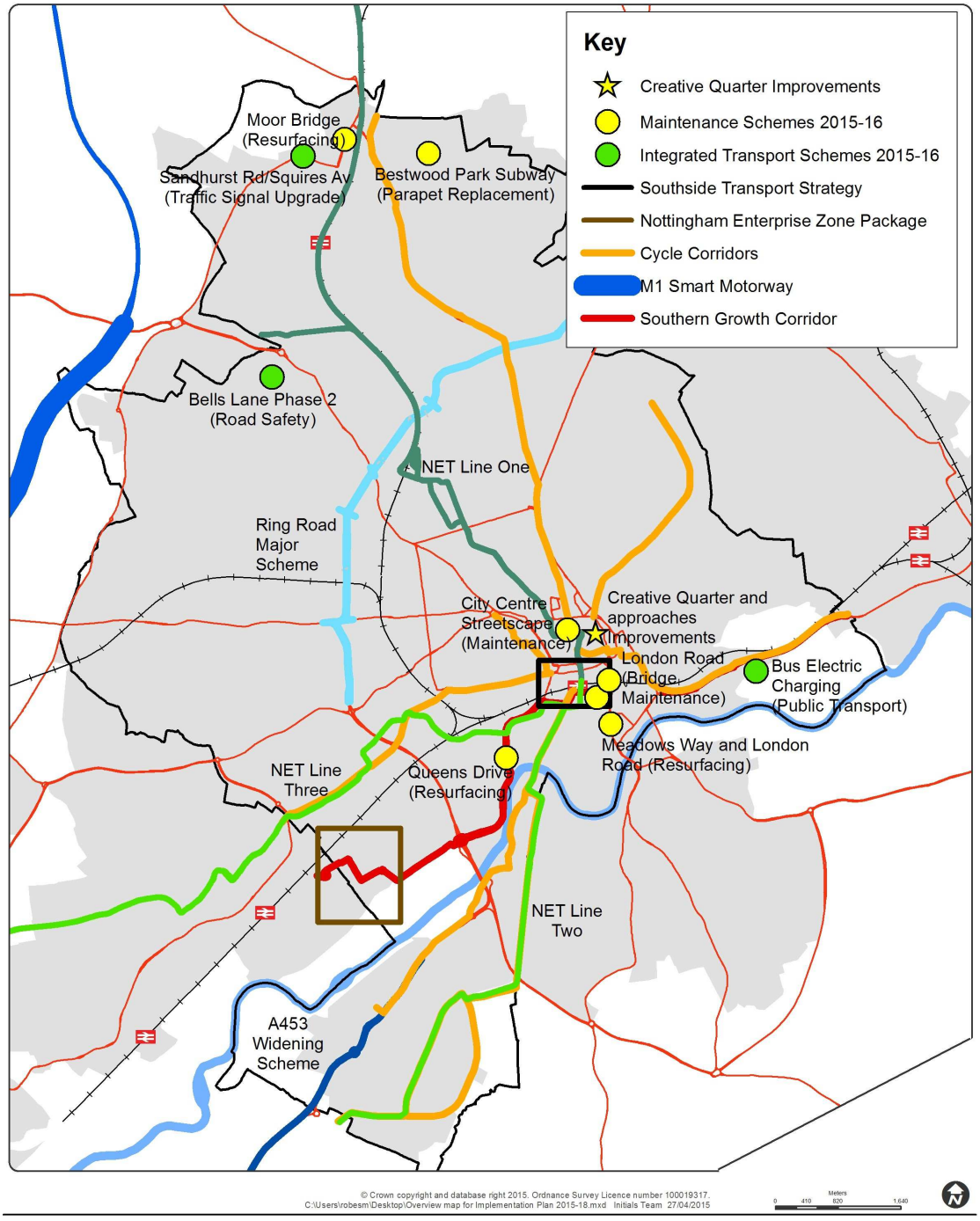
- Programme of small-scale footway improvements, parking and traffic management improvements in neighbourhoods prioritised by ward councillors and Area Committees

For the maintenance funding:

- Carriageway maintenance priorities including Hucknall Lane, Meadows Way and Queens Drive
- Expanded Residential Roads carriageway programme (to be identified from condition surveys and neighbourhood priorities) including a programme of pothole repairs
- Bridge pier works to London Road over the railway line and replacement of parapets at Bestwood Park Subway

Significant Integrated Transport and Maintenance schemes costing more than £50,000, along with major schemes can be found below in **Figure 2**. Details of major transport schemes can be found in **Section 4.3**.

Figure 2: Confirmed Major LTP and Maintenance schemes taking place 2015/16 (above £50,000).



Further details regarding the full LTP programme of works and elements of funding for specific projects can be found in **Section 5.1**, **Table 12**.

4.2 Progress with confirmed grant funded projects

This section sets out progress relating to successful grant funded schemes that funding has been allocated.

Better Bus Areas (Round 2)

Funding for this funding stream was secured in October 2013. £4.7m of these funds will be used to implement city centre bus priority proposals in the south of the City Centre, on the area adjacent to the Broadmarsh Shopping Centre. Other projects funded include continuing to further develop the real time, smartcard and traffic signal priority schemes jointly with the bus operators. The remaining funding is provided to the bus operators to partially offset for the impact of the loss in bus service operator grant.

Table 8 sets out the funding allocation over the next three years.

Table 8: Better Bus Areas Funding Profile (including 2014/15)

Scheme £m	2014/15 spend	2015/16 allocation	2016/17 allocation	2017/18 allocation	Total
Southern Gateway Area Bus Priority (Broadmarsh)	0.100	0.770	1.680	2.150	**4.700**
Traffic Signal Priority (AVL / CCTV)	0.374	0.370	0.000	0.000	**0.744**
Real-time bus stop displays	0.400	0.000	0.000	0.000	**0.400**
Smartcard Network	0.150	0.480	0.170	0.000	**0.800**
TOTAL	**1.024**	**1.620**	**1.850**	**2.150**	**6.644**

4.3 Current major schemes progress

Schemes costing more than £5million are known as major schemes. There are seven major schemes the City Council is currently pursuing. Three of these schemes are expected to be completed within the forthcoming year, whilst four schemes had funding confirmed in July 2014 as part of the Growth Fund Programme.

- Nottingham Station redevelopment
- Nottingham Express Transit (NET) Phase Two
- Ring Road Major
- Cycle City Ambition Package (CCAP)
- Southside Transport Strategy (Broadmarsh)
- Southern Growth Corridor
- Nottingham Enterprise Zone Sustainable Transport Package

Table 9 shows a breakdown of the £28.520million of funding that has been allocated funding through the Growth Fund. Further details regarding each individual scheme can be found on the following pages.

Table 9: Growth Fund Transport Programme 2015-18

Scheme (£m)	2015/16	2016/17	2017/18	Total
Southside Transport Strategy / Broadmarsh	3.000	4.500	2.800	**10.300**
Cycle Ambition Package	3.000	3.100	0.000	**6.100**
Nottingham Enterprise Zone Package	0.000	3.000	3.000	**6.000**
Southern Growth Corridor	0.000	3.060	3.060	**6.120**
TOTAL	**6.000**	**13.660**	**8.860**	**28.520**

Figure 3:

Nottingham Station Redevelopment An integrated sustainable transport hub	**Location**: Nottingham Rail Station, Carrington Street
Cost: £60million (Rail Funding / WPL)	**Completion**: Further works in 2015

Carrington Street Station Frontage



Summary of scheme

Work on the project is now largely complete to modernise and develop the station into a state of the art integrated transport hub. Further works are now underway to expand cycle hub facilities and changes to the taxi parking to improve interchange facilities at the station. The station redevelopment will act as a catalyst for the regeneration of the Eastside and Southside areas of the city for mixed use development and creating many new employment opportunities. Key scheme elements include:

- Restoring Grade 2* listed buildings and creating an attractive vehicle-free Porte Cochere (the main station entrance and former drop off and taxi waiting area)
- Improved passenger facilities, including upgraded travel information, displays, new toilets, ticket office, shops, cafes and waiting areas
- A new 950 space multi-storey car park
- A new concourse connecting trains, trams and the car park
- 830m^2 of new retail space within the station
- Improved public realm around the station
- New and improved facilities for disabled people, cyclists and taxis
- The release of brown field land within the station site, enabling the comprehensive redevelopment of approximately 16,000m^2 of mixed use development, generating approximately 900 jobs

Progress

Planning permission was granted for the station redevelopment in spring 2009. The Council approved funding of £18.13 million towards the project in March 2010. The wider funding agreement, involving Network Rail, East Midlands Trains and the City Council was announced in October 2010. This will make up the remainder of the funding towards the £60 million scheme.

Related highway works commenced in summer 2010 and Phase 1 of the secure cycle parking facility opened in July 2010. Network Rail awarded the contract for the main station works to Vinci Plc in October 2011 and works commenced in summer 2012 and were completed summer 2014.

- Works to construct the multi-storey car park commenced in March 2011 and were completed in 2012 allowing for construction works linked to NET Phase Two to take place from spring 2012.
- The Main Station works commenced in September 2012 and included the ticket office move to its temporary location. The Porte Cochere area was closed in October 2012 for taxis and the general public to commence works to improve passenger facilities, ticketing facilities and retail outlets. The Porte Cochere and ticket office reopened at the end of March 2014, with retail facilities moving into the new retail units during the summer.
- The NET bridge providing direct link between the tram and train station began construction in February 2013. The bridge and tram infrastructure is now in place, with testing taking place to bring the bridge into service for start of NET Phase Two opening.
- The new south concourse was officially opened in summer 2014, providing a direct link from the station to the new tram platforms and multi-storey car park.

Work has now commenced on expansion of the cycle hub, using funding secured in conjunction with East Midlands Trains. In addition to these works, plans are underway to provide a taxi hub to the south of the train station to better integrate taxis with improved facilities.

Key Milestones

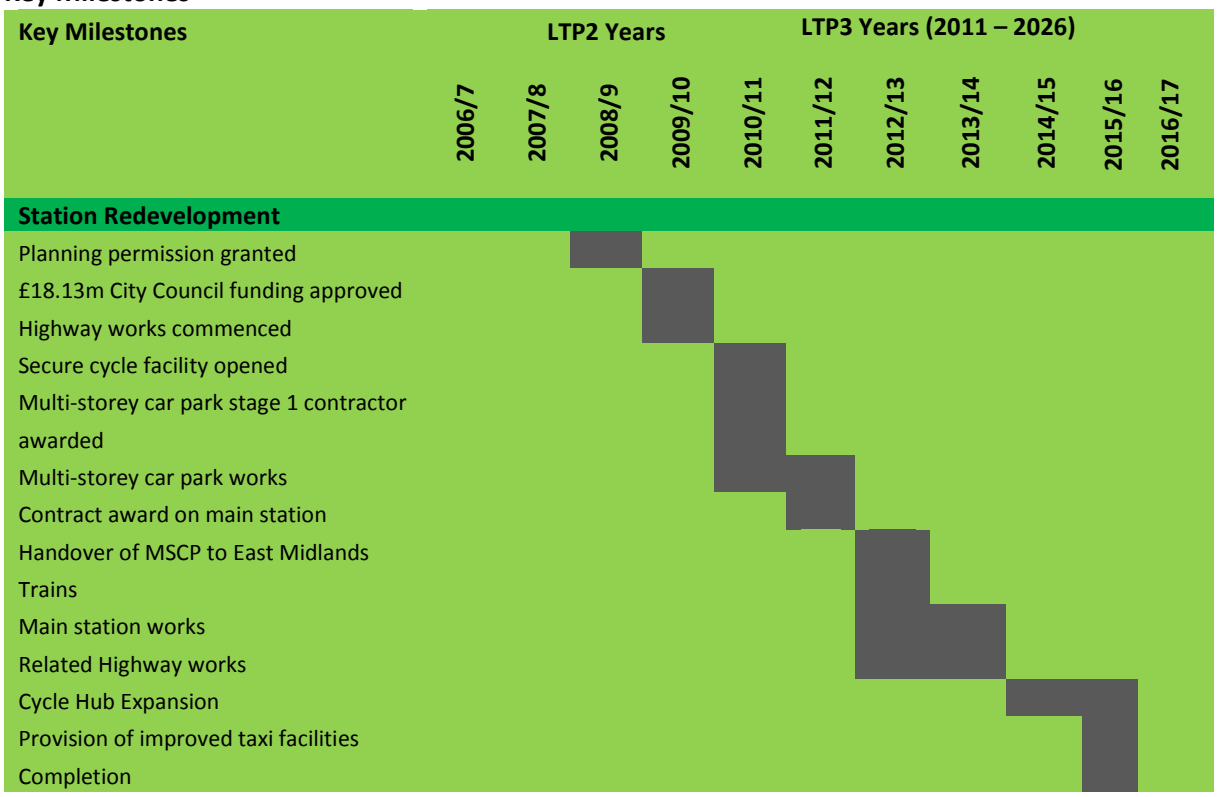
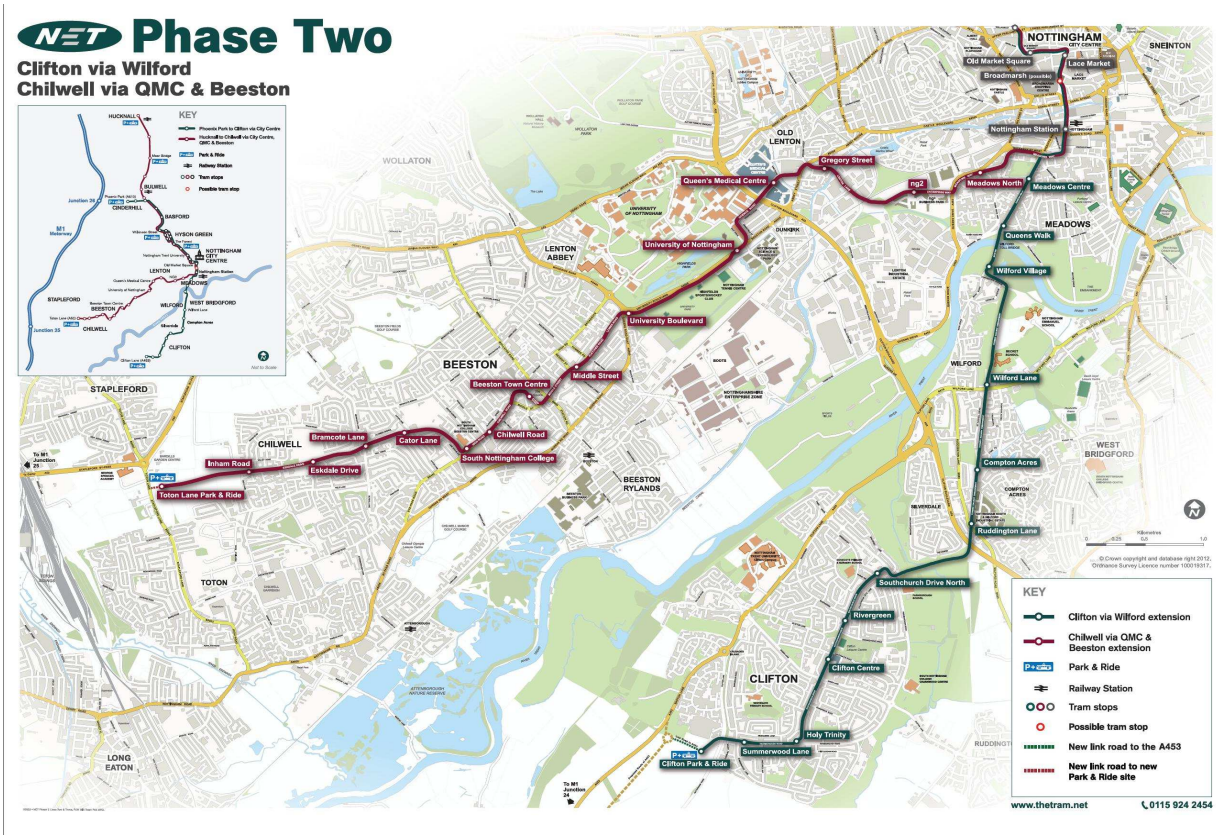


Figure 4:

Nottingham Express Transit – Phase Two Extending the Tram system	**Location**: Corridors to the South / West of the City
Cost: £480million (PFI / WPL)	**Completion**: Opening Summer 2015

NET Phase Two Network Plan



Summary of Scheme

Nottingham Express Transit (NET) Phase Two will provide two further routes to Clifton and Wilford in the south and Beeston and Chilwell in the west, connecting with Line One at Nottingham Station. Once opened, the full tram network will have a total of 51 tram stops.

The 10km Beeston and Chilwell route will serve a number of important destinations including the NG2 development site, Queens Medical Centre, University of Nottingham, Beeston town centre and Chilwell. The route will terminate at a park and ride site serving the A52 and Junction 25 of the M1. The 7.5km Clifton route will serve a number of densely populated residential areas including the Meadows, Wilford, Compton Acres and Clifton terminating at a park and ride site serving the A453 and Junction 24 of the M1.

With nearly 30% of the Greater Nottingham population within 800m of a tram stop once complete, NET Phase Two will provide significant congestion reduction impacts and improved accessibility whilst also supporting economic growth and carbon reduction targets.

Progress

In July 2009, the Government gave 'Conditional Approval', which allowed the Council to start the tendering process for the concession. In September 2009 the tender process commenced and in November 2009 two consortia of companies were asked to bid for the Private Finance Initiative (PFI)

concession to finance, build, operate and maintain NET Phase Two in addition to taking over the operation and maintenance of the extended network, including NET Line One over a period of approximately 22 years. The tender process was completed in early 2011. The Council selected a preferred tender bidder in April 2011. Full Approval from Government was received in December 2011.

Construction works on NET Phase Two are now substantially complete:

- All major infrastructure works, including the tram bridges over Nottingham Rail Station the bridge over the rail line at Lenton Lane and the Bridge over the Ring Road at QMC are now in place.
- Track laying was completed in December 2014. Ancillary works are now being undertaken, with test running now taking place over larger sections of the route.
- Major traffic management changes were introduced on Chilwell Road and Southchurch Drive. Communications systems have been well established with Community Liaison Officers for each area, and a dedicated hotline and email for public enquires. Leaflets are distributed door-to-door to advise residents of works taking place in their area. Drop-in information secessions have been held to keep residents informed of works in their area.
- Further Line One maintenance works are took place over the Easter 2015 period in anticipation of full service along the route. Conversion to "buy before you board" principles as completed in mid-2014 with ticket machines and smartcard readers for purchase/validation before boarding a tram.
- All 22 of the new "Citadis" trams have now been received. These trams are now in regular service on Line One for driver and public familiarisation.

The new lines are due to be open for service in summer 2015, once testing has been completed.

Key Milestones

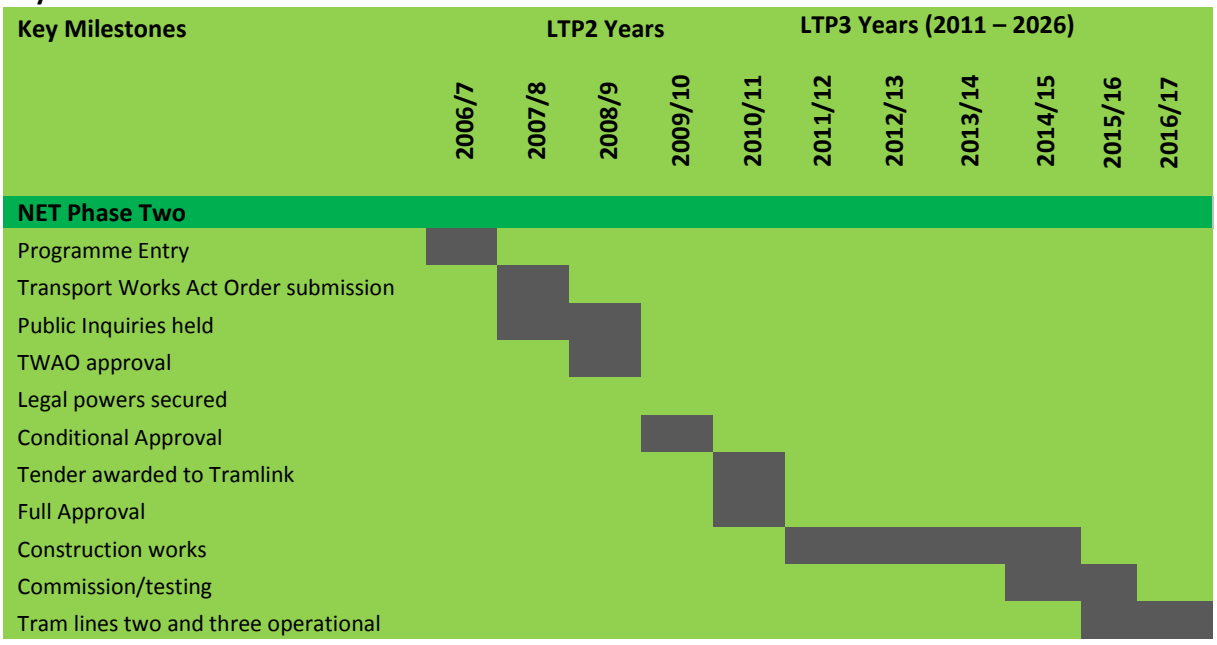
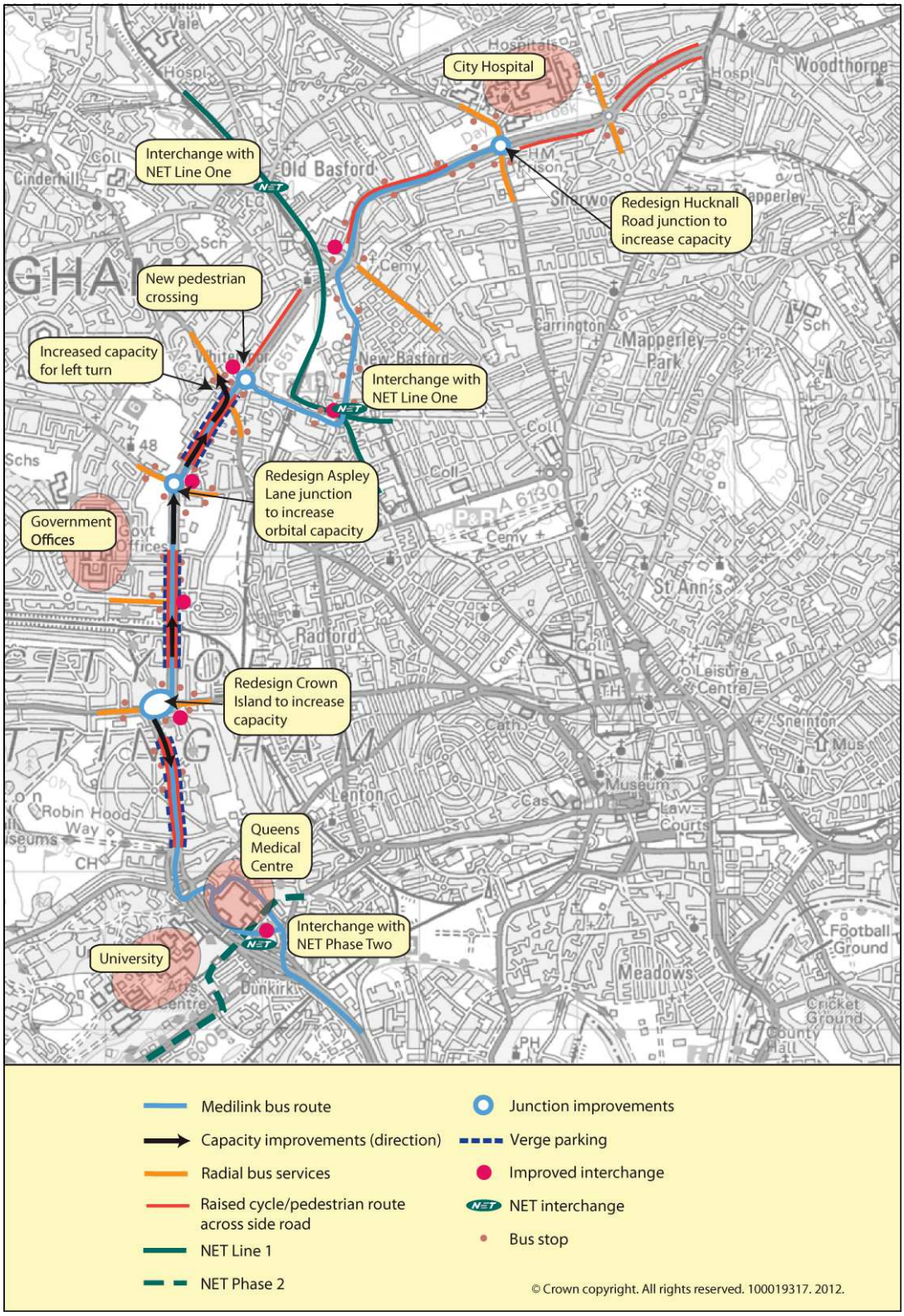


Figure 5:

Ring Road Improvements Enhancing capacity along the Ring Road	**Location**: A6514 Ring Road between QMC and City Hospital
Cost: £16.2million (DfT, LTP, Developer funding)	**Completion**: Spring 2016

Ring Road Plan Elements



Summary of Scheme

The scheme will deliver a package of improvements through upgrading key junctions and selective widening and reconstruction of areas of the carriageway most in need of repair. Improved interchange facilities will be put in place to help transfer between bus services on the main routes into Nottingham and ring road services with improved conditions for pedestrians and cyclists including new and upgraded crossing facilities. The scheme is aligned with land development plans and allows for limited capacity increases to accommodate planned housing growth and the Nottingham Enterprise Zone.

The Ring Road scheme is intended to provide an attractive route for cross-city traffic movements avoiding the need to drive through the city centre. The scheme is made up of £12.8million of Department for Transport Funding, £3.2million of funding from the Local Transport Plan and £0.175million from third party local contributions.

Progress

After securing DfT approval, the scheme has now started. Works are now taking place along the length of the route:

- Aspley Lane junction works are now complete.
- Valley Road: Major works complete, with resurfacing to take place in 2015.
- Hucknall Road roundabout: Major carriageway works under construction over have taken have taken place over the winter period.
- Valley Road: Improved cyclist and pedestrian facilities under construction.
- Western Boulevard / Aspley Lane: Junction being converted into a signal junction with crossing facilities, scheduled for completion by this summer.
- Middleton Boulevard: Works to increase southbound carriageway to three lanes nearing completion.
- Crown Island: Structural works began towards the end of 2014. The majority of works to the roundabout itself are scheduled to take place over 2015.

The final phases of the Ring Road scheme, including Wilkinson Street Junction, are scheduled to have works completed within the 2015/16 financial year.

Key Milestones

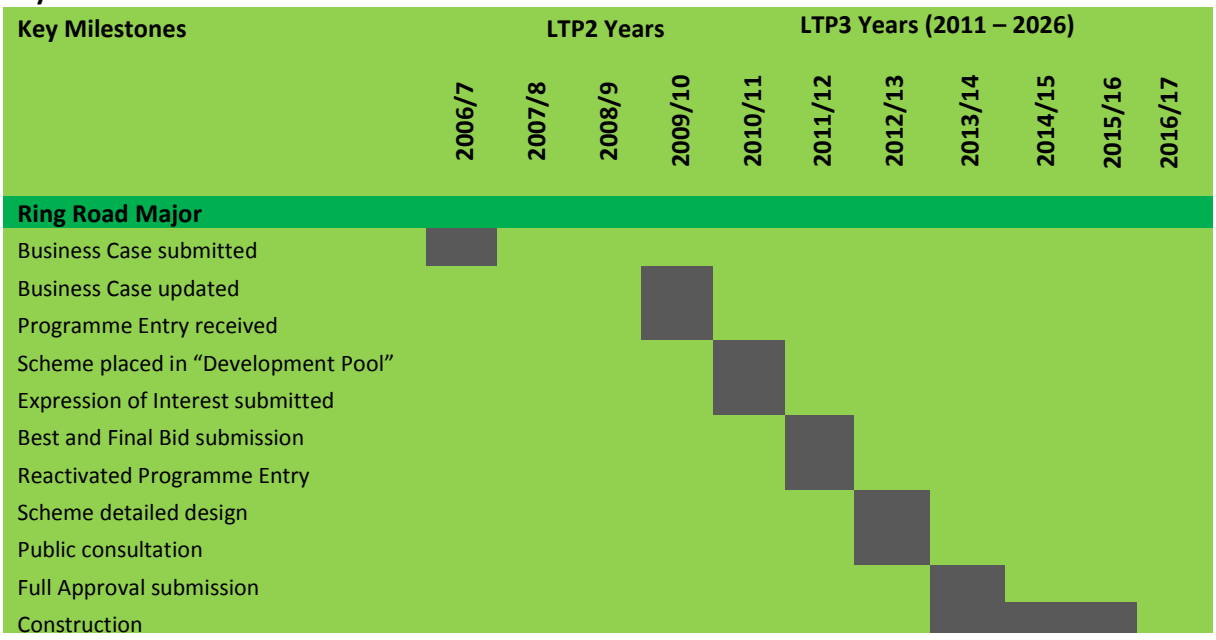
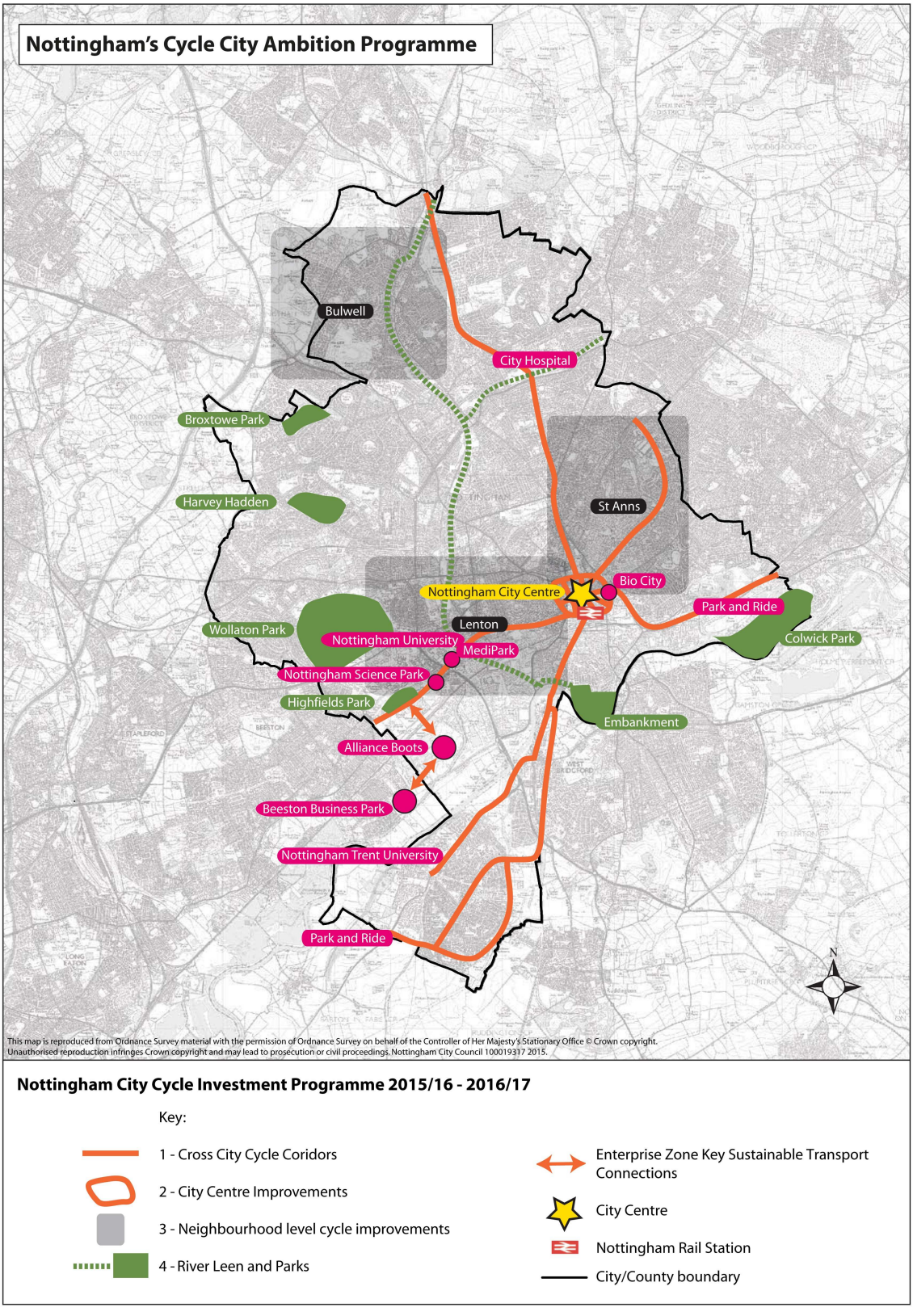


Figure 6:

Cycle City Ambition Programme Radial cycle corridors from the City Centre	**Location:** Four principal corridors, improvements in other targeted areas
Cost: £6.1million (Growth Fund)	**Completion:** March 2017



Summary of Scheme

A total of £6.1million of funding has been made available through the Growth Fund for a series of radial routes from the City Centre. The works are programmed to take place over 2015/16 and 2016/17.

The delivery of high quality cycle infrastructure is a key priority for the Council and this funding provides the opportunity to begin a step change in the quality and nature of provision within the City. The funding will kick start an investment at a level of at least £10 per head of population, which is the level of investment it is felt necessary to bring cycle infrastructure up to standards where a greater proportion of the population will adopt it as a regular mode of travel. The package of works includes:

- Two high quality cross city cycle corridors. From the north to the south and from the east to the west of the City. These corridors will be built to a high standard in-keeping with the best of latest design guidance. The design principles used on the corridors will be rolled out on future corridors throughout the City.
- A clear and comprehensive network of cross City Centre cycle routes. These will link to the cycle corridors and enable cyclists to access where they need to get to in the City Centre.
- A package of neighbourhood improvements to ensure the roads in our communities are the sort of roads which will encourage new and inexperienced cyclists to cycle more when going about local trips and journeys. These improvements will complement the 20mph speed limits which have been introduced in the City's residential areas.
- A package of improvements which will offer good quality and direct alternatives from using roads for both leisure and commuter cyclists. This will include the creation of cycle routes in many of our parks, a walking and cycling route alongside the River Leen and looking at how we can provide off road cycle routes between the facilities.
- The expansion of the Citycard Cycles bike hire scheme to benefit more places where people live and work.
- Additional cycle parking in the City Centre and the districts, including a major cycle hub at the Railway Station

Key Milestones

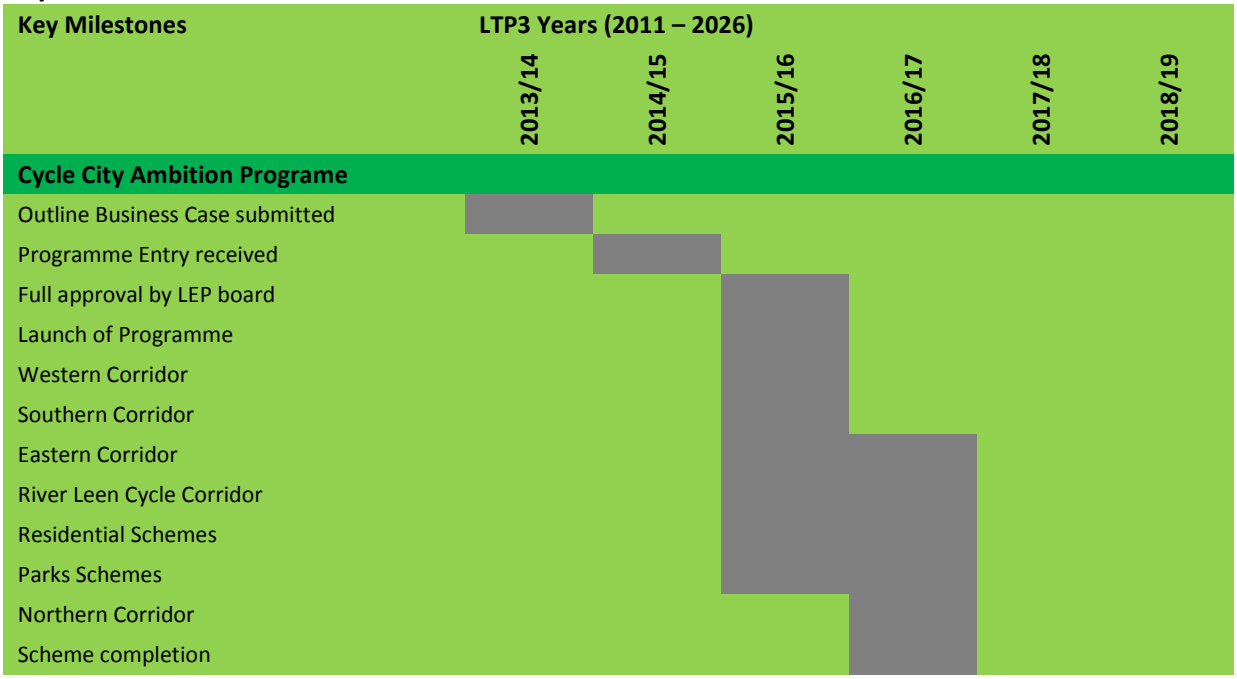


Figure 7:

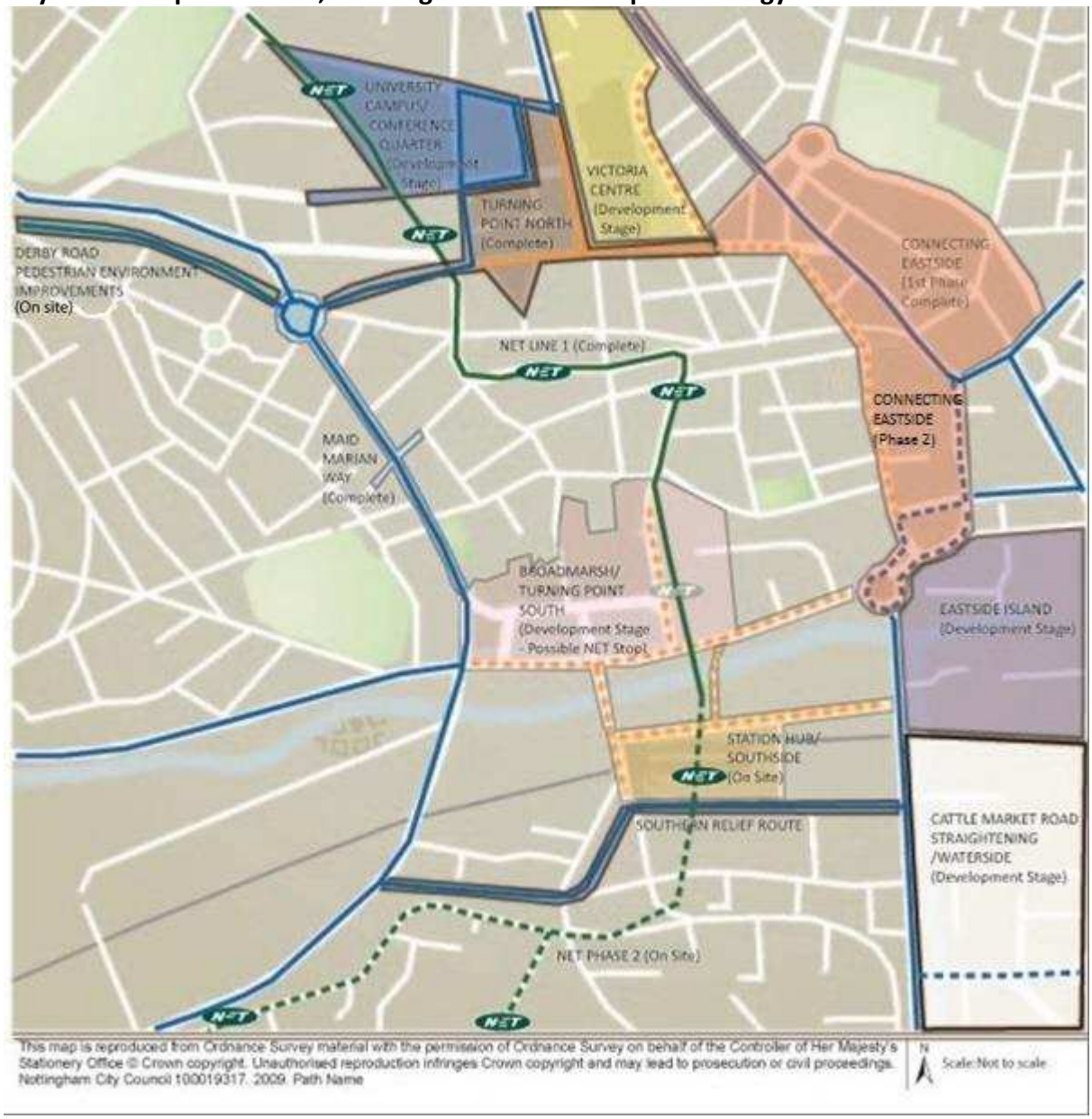
Southside Transport Strategy (Broadmarsh)
Roadspace transformation of the Broadmarsh area

Location: Southern area of the City Centre, adjacent to Broadmarsh

Cost: £10.3million (Growth Fund)

Completion: March 2018

City Centre Improvements, showing Southside Transport Strategy



Summary of Scheme

A total of £10.3million has been awarded through the Growth fund for a transport strategy to support the regeneration of this area of the city centre, linked to the refurbishing the Broadmarsh shopping centre. The scheme will also allow improved connections for pedestrians to the railway station. The project has an expected completion date of March 2018.

The scheme will include the following elements:

- Changes to the Southern Relief Route (SRR), to cater for additional traffic re-routed from the Broadmarsh area.
- Creating an open, direct and legible pedestrian route linking the Nottingham Station along an enhanced Carrington Street and Lister Gate to the City Centre.
- Construction of a new NET tram stop at Broadmarsh East (within the Creative Quarter area) to provide ready access to the Broad Marsh shopping centre and the proposed Skills Hub College on Canal Street
- Relocation of bus stops across the area
- Significant upgrading of the public realm along Collin Street
- Greater priority for pedestrians, cyclists and public transport in the Broadmarsh area, redistribution of general traffic and revisions in existing general traffic arrangement

The Southern Relief Route improvements will take place in advance of the main works, and are expected to commence in 2015. The remaining elements are being further developed, and finalised for consultation in summer 2015.

Key Milestones

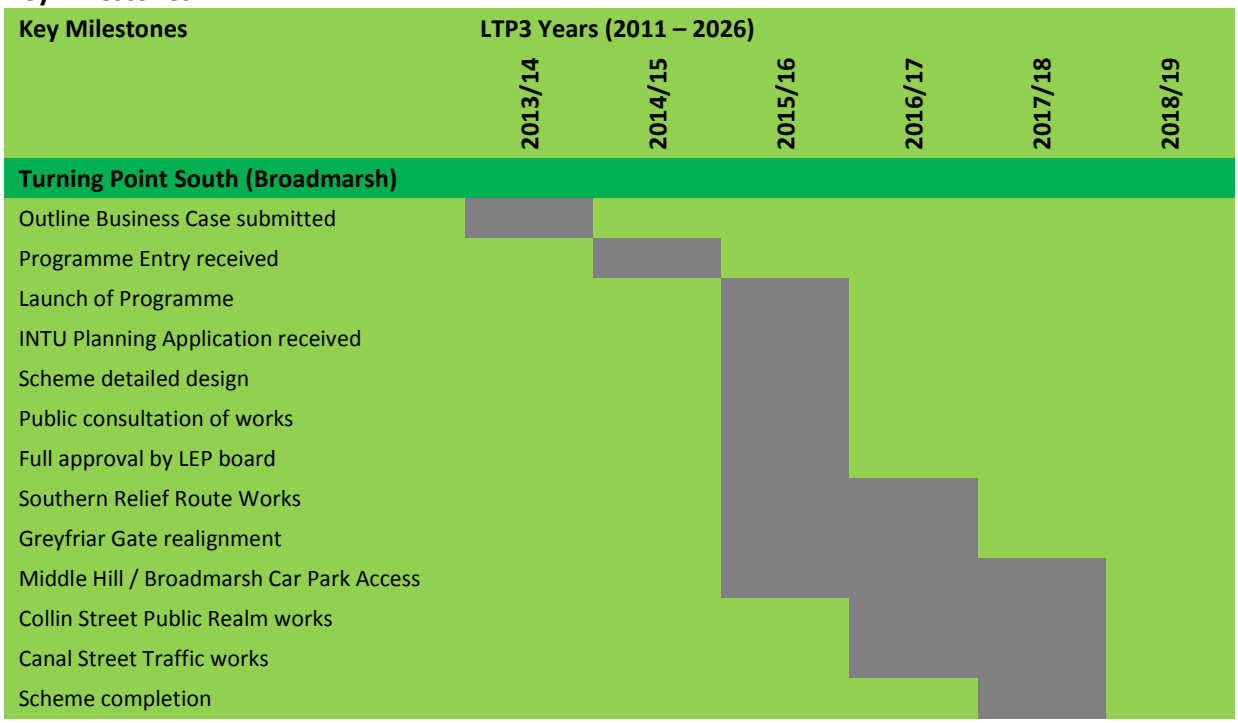
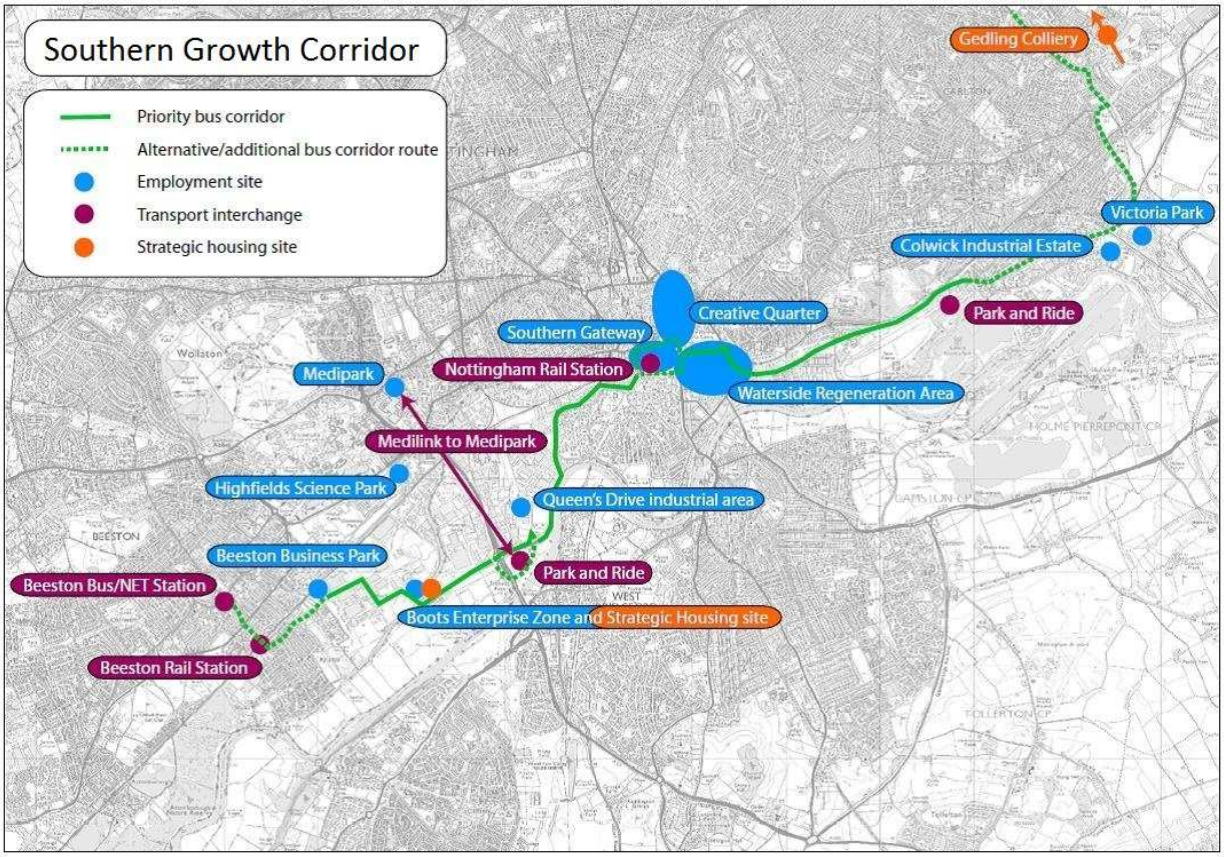


Figure 8:

Southern Growth Corridor Corridor wide public transport improvements	**Location:** Corridor consisting of Daleside Road, Queens Drive and Thane Road
Cost: £6.12million (Growth Fund)	**Completion:** March 2018



Summary of Scheme

The scheme proposals will include major bus priority measures and other improvements from Daleside Road in the east through to Beeston in the west connecting Racecourse park and ride site, the Creative Quarter, Waterside, the Southern Gateway Regeneration Zone (Broad Marsh and Southside Transport Strategy and the Station Hub), Queens Drive park and ride and the Nottingham Enterprise Zone (Boots and satellite sites).

The proposed improvements will include widening, junction remodelling, and intelligent transport system solutions to benefit bus movements, cycle network upgrading and improved facilities for pedestrians. This will provide the opportunity to deliver high quality public transport services linking with key regeneration and growth areas of the city, providing access to exiting jobs and opportunities for new employment areas. This route could also link with the Gedling Colliery Strategic Housing site and proposals being promoted by Nottinghamshire County Council (Gedling Access Road) to improve the site's accessibility.

£6.12million of funding has been secured through the Growth Fund for the scheme, split over 2016/17 and 2017/18. Scheme development, business case and consultation will take place over the next year for the scheme. Funding is available for implementation over a two year period from April 2016 to March 2018.

Key Milestones

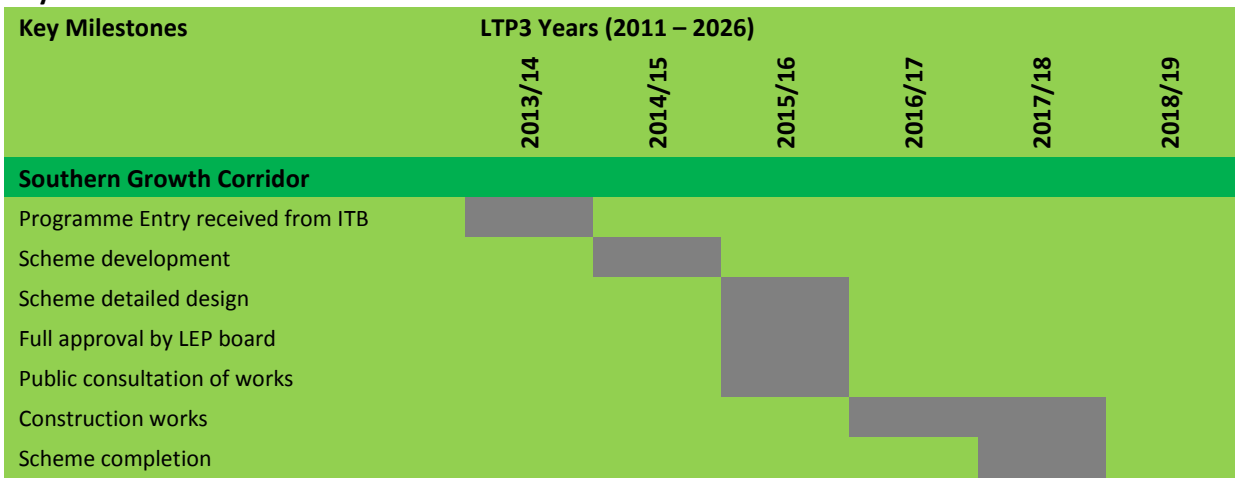


Figure 9:

Nottingham Enterprise Zone Sustainable Transport Package	**Location:** Boots site, Beeston
Cost: £6million (Growth Fund)	**Completion:** March 2018

Example of Cycle parking currently on the Enterprise Zone site



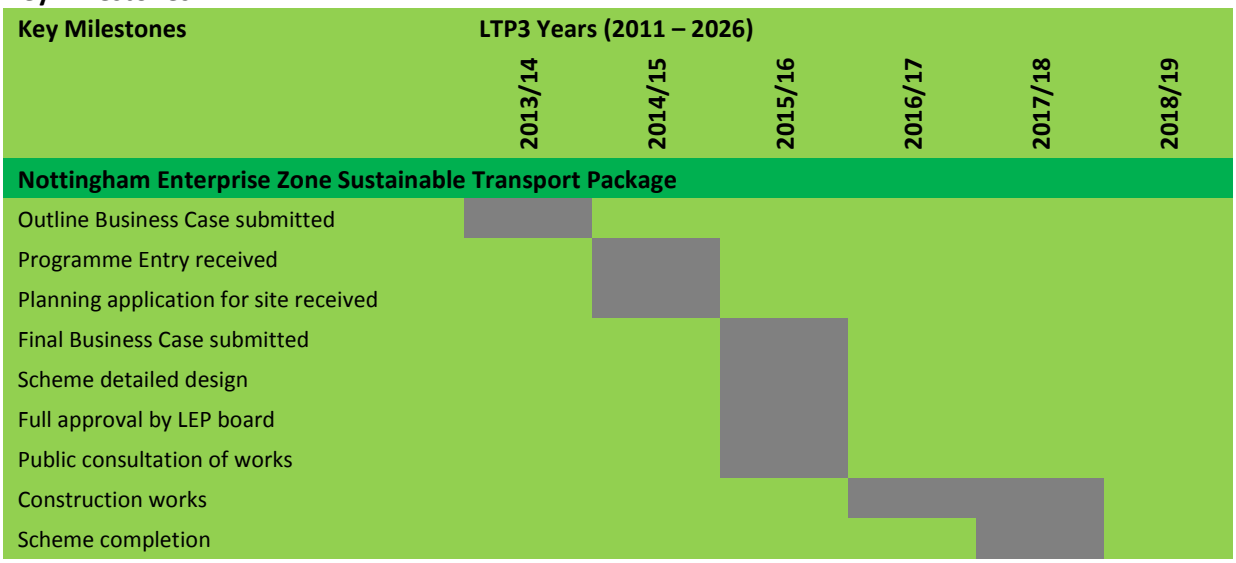
Summary of Scheme

A total of £6million of funding has been made available to support sustainable transport links to the Nottingham Enterprise Zone, which is being redeveloped with additional office space, housing and retail facilities alongside the existing employment site. The scheme would see the provision of new walking and cycling infrastructure serving the Boots site, including the provision of a walking and cycling bridge across the rail line and canal. The provision of these new links will improve access between the Boots site, Beeston Town Centre, NET Phase Two tram stops, and Nottingham University.

These facilities will be integrated into the final proposed development which has recently received outline planning permission, and will be developed over the forthcoming year to complement these works.

Funding is available for implementation over a two year period from April 2016 to March 2018. At present the scheme is dependent on the current redevelopment proposals, and is subject to final design works before consultation takes place. The scheme will complement the Southern Growth Corridor, by providing local links to the Boots site.

Key Milestones



4.4 Regeneration Schemes

This section details the regeneration schemes which now have confirmed funding.

Creative Quarter and approaches Improvement Package

The package of public realm improvements funded through City Deal and ERDF will provide the required infrastructure and associated access to serve the Creative Quarter, helping to attract investment, businesses and visitors to the area. It also forms part of the wider City Centre Time and Place Plan to help deliver the City's key economic growth objectives. The specific schemes currently being delivered using the remaining £7.058million of funding are included in **Table 11**.

Table 11: Details of confirmed regeneration scheme projects

Scheme (£m)	2015/16	2016/17	2017/18	Total
Bath Street/Southwell Road/Carlton Road junction	0.093	0.000	0.000	**0.600**
Manvers Street/Pennyfoot Street junction improvements	0.218	0.000	0.000	**0.220**
Heathcoat Street footway upgrading	0.273	0.000	0.000	**0.510**
Trinity Square Phase 2	0.072	0.000	0.000	**0.072**
Castle Approach (Friar Lane)	0.153	0.000	0.000	**0.220**
Derby Road (between Tollhouse Hill and Canning Circus)	0.622	0.000	0.000	**0.800**
Carlton Road Approach	0.049	0.000	0.000	**0.140**
Carrington Street Approach	0.100	0.000	0.000	**0.100**
Station Street Approach	0.478	0.000	0.000	**0.478**
Connecting Eastside Phase 2	2.000	3.000	0.000	**5.000**
Total	**4.058**	**3.000**	**0.000**	**7.058**

Connecting Eastside Phase 2

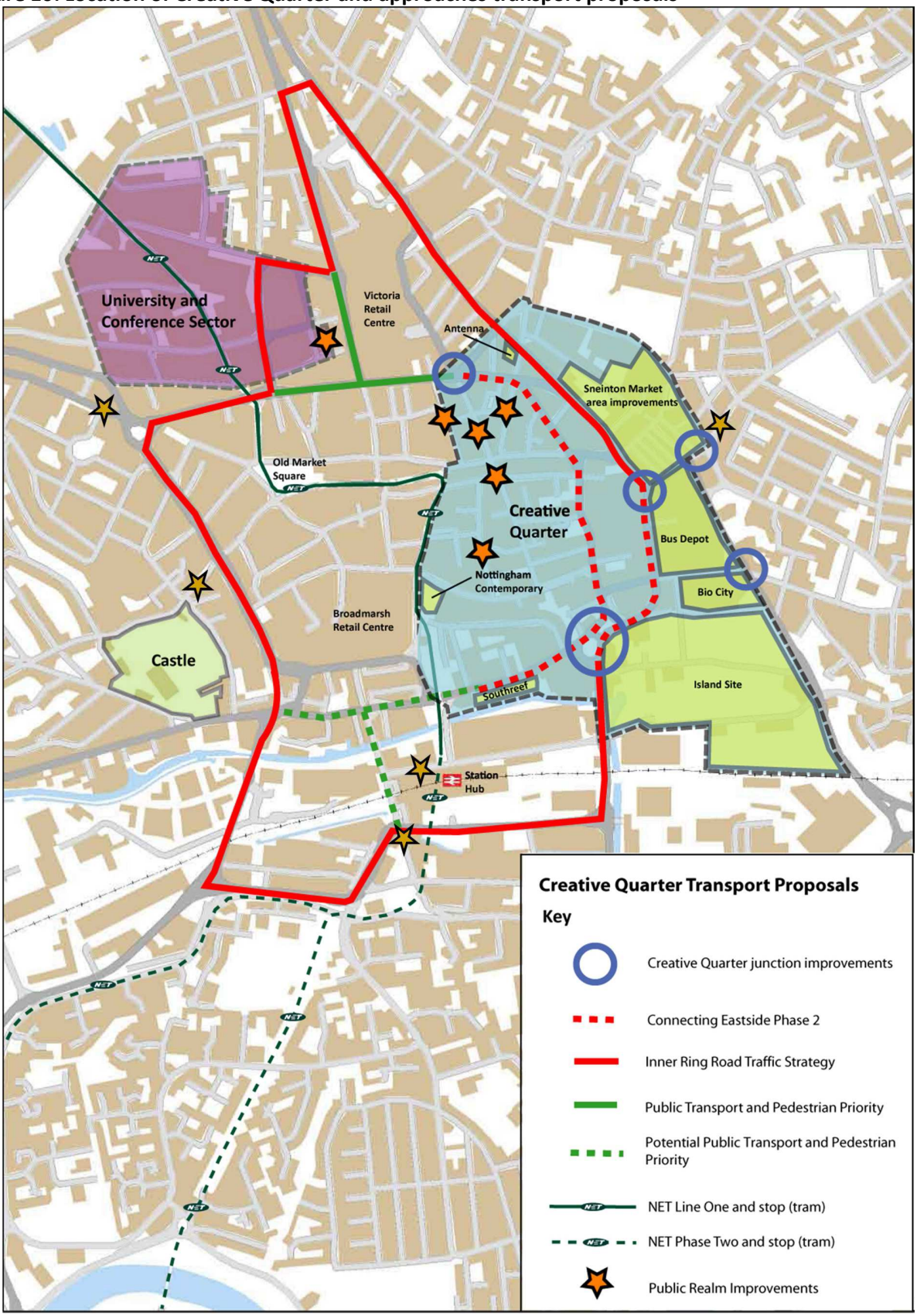
£5 million is to be invested in the **Connecting Eastside Phase 2** project, which will be delivered over 2015/16 and 2016/17 and complements the adjacent Creative Quarter improvements. This will involve the completion of a two way route on Lower Parliament Street, between Southwell Road and London Road for through traffic. Cranbrook Street, Bellar Gate and Belward Street will be limited to local traffic to enhance public transport and pedestrian priority.

Connecting Eastside Phase 2 and the Creative Quarter Improvements will greatly improve access to the whole Creative Quarter area and allow a more logical route for through traffic to be introduced separated from local access movements. In particular, an extended bus loop will allow services that currently terminate in the north of the City to be re-routed via the Creative Quarter and the south of the City Centre.

Footway improvements and new crossings will improve pedestrian access including from the Lace Market tram stop and main bus stops serving the area. Upgrading of the public realm will improve the quality of the environment making the area more attractive for investment and create new spaces for economic activity, outdoor performance or display consistent with an increase in creative activities.

Delivery detail and costs are shown in **Table 11.** The locations of the schemes are shown in **Figure 10**.

Figure 10: Location of Creative Quarter and approaches transport proposals



4.5 Influencing Strategic Transport

The City Council works closely with local partners and national agencies to improve Nottingham's connectivity to strategic networks by road, rail and air.

Within early 2015, the government along with Transport for the North (TfN) published a report into increased transport connectivity across the North of England. This report has called for improved rail and road links between the main cities of Liverpool, Manchester, Leeds, Newcastle and Sheffield. The City Council will work with TfN to ensure that connectivity with these cities and Nottingham is considered in the proposals put forward.

In light of the Rail North proposals, the East and West Midlands are looking at producing a strategy for connectivity across the East and West Midlands, known as Midlands Connect. This emerging document will look at connectivity for the cities in the Midlands, including Birmingham, Derby, Leicester and Nottingham. The City Council will actively work with partners regarding this emerging document.

Trunk Roads

Improvements to the strategic road network are promoted by Highways England (formerly the Highways Agency. The A453 M1 to Nottingham widening scheme will unlock significant economic gains for the area. The scheme received funding confirmation in the Autumn Statement 2011. Construction commenced in January 2013, and expected is to be completed in May 2015.

The scheme is improving a section of the A453 between the Ring Road and J24 of the M1. The route is split into two distinct sections – the urban area through Clifton linking to the Ring Road (1.5miles) and the rural area between Clifton and the motorway junction (5.5miles).

The section within the Clifton area is being built as a wide single-carriageway urban road (two lanes in each direction), with the road widened to the north. Most minor junctions along this road are being made left in – left out junctions, restricting the number of conflicting movements onto the improved road. The junctions at Farnborough Road, the North Entrance of the Trent University Campus and Crusader roundabout will be signal controlled.

The rural section within Nottinghamshire once completed, will be to dual-carriageway standard, with two grade separated junctions and an access road for local traffic for Barton-in-Fabis and Thrumpton.

The scheme complements the NET tram scheme through Clifton, with a Park and Ride site at the new Mill Hill Roundabout. This allows direct access off the road into the car park, allowing for onward travel by tram into the city centre from the South.

The total scheme cost is £150million.

The completed A453 scheme will be named Remembrance Way in honour of the 453 servicemen who lost their lives in the recent war in Afghanistan. Public consultation showed overwhelming support for the naming the road (90%) and Rushcliffe Borough Council, Nottingham City Council and North West Leicestershire District Council are working together with Highways England to make arrangements in line with the official opening.

Existing Rail Network

The City Council with strong support from the local business community and our citizens have extensively lobbied for the upgrade and electrification of the Midland Mainline (MML). It is therefore well received that the Government and Network Rail has now committed to delivering this by 2019.

We will continue to work with the rail industry to ensure that this work will deliver the best possible outcome in terms of journey times for Nottingham, to ensure the long standing ambition of a regular

each-way service between Nottingham and London, in a journey time of 90 minutes. We will also continue to work to ensure that the MML receives new rolling stock on the completion of the electrification work.

Working with the rail industry and partners including Network Rail and East Midlands Trains, there is an on-going need to encourage rail investment which benefits Nottingham. A recent success has been the Castle Line improvements, which will see an increased frequency and faster journey times between Nottingham and Lincoln via Newark. A contribution is being provided from the LTP programme to support this improvement.

High Speed Rail

In January 2013, the Government announced proposals for the High Speed Rail eastern leg, with provision for an East Midlands Hub Station. The City Council responded to the consultation expressing support for the proposals in January 2014, and for the station to be located at Toton. The Council and partners are now in discussion with HS2 Ltd to ensure the best possible connections to the East Midlands Hub are provided to and from Nottingham City Centre. This will ensure the success of the stop and to maximise the wider economic impact of the investment. The Secretary of State is due to confirm the line of route and station locations later in 2015.

Airports

East Midlands Airport serves a range of national and international destinations. Whilst well beyond the City boundary, it is important to have good transport links from Nottingham for passengers using the airport, along with employees. Whilst there is good road connections to the airport (the M1 and A453), these can be heavily congested and impact journey reliability. The Council will therefore continue to lobby to improve public transport links between the city and airport, and engage with developing improved bus connections and improved connections to East Midlands Parkway.

The Airport has recently published a Sustainable Development Plan regarding future development of the site. This includes improving transport connections and developing the area as an employment hub. The Council will continue to work with the Airport to improve transport connections between the City and Airport.

Improving access to Birmingham Airport is being considered as part of the Midlands Connect work.

5. LTP Programme 2015/16 – 2017/18

The following section details the approved LTP allocations for the next three years covering 2015/16 to 2017/18. Future year detailed programmes will be worked up each year as part of ongoing programme development. The allocations are subject to the Council's annual budget process and Full Council approval each March.

5.1 LTP allocations 2015/16 – 2017/18

The LTP programme detailed schemes and initiatives are listed in **Table 12**.

Table 12: LTP approved allocations 2015/16 – 2017/18 (all figures £m)

Scheme	Description	2015/16 (£m)	2016/17 (£m)	2017/18 (£m)	Total (£m)
Walking and Cycling					
Walking and Cycling contribution					
Local Sustainable Transport Fund (LSTF) 2015/16 Contribution	Match funding for LSTF 2015/16 continuation, supporting 3 city sustainable travel coordinators for north, central and south localities. Linked to external grant.	0.180	0.000	0.000	**0.180**
Total: Walking and Cycling Contribution		**0.180**	**0.000**	**0.000**	**0.180**
Walking					
Colwick Country Park	Construction of approach path to new bridge.	0.008	0.000	0.000	**0.008**
Colwick Woods Footpath	Gradients and surface improvements to path.	0.012	0.000	0.000	**0.012**
Bulwell Forest Path Improvements	Surface and accessibility improvements to path to facilitate for elderly residents.	0.000	0.035	0.000	**0.035**
Kingdown Mount Stepped Footpath Improvements	Repair works to timber steps.	0.000	0.010	0.000	**0.010**
City Wide General Improvements	Works to the rights of way network to maintain use.	0.040	0.040	0.040	**0.120**
Further schemes to be prioritised from development list	Future schemes to be determined from development list for future funding years.	0.000	0.015	0.060	**0.075**
Total: Walking		**0.060**	**0.100**	**0.100**	**0.260**
Cycling					
Small Scale Cycle Improvements	Small scale improvements to cycling infrastructure across the city.	0.025	0.100	0.100	**0.225**
Further schemes to be prioritised from development list	Future schemes to be determined from development list for future funding years.	0.000	0.140	0.140	**0.280**
Total: Cycling		**0.025**	**0.240**	**0.240**	**0.505**

Total: Walking and Cycling		**0.265**	**0.340**	**0.340**	**0.945**
Traffic and Safety					
Traffic Management					
Sandhurst Road / Squires Avenue	Traffic signal and pedestrian crossing facility upgrade at road junction.	0.100	0.000	0.000	**0.100**
Carlton Road / Marmian Road	Alterations to traffic controlled junction including pedestrian crossing improvements and bus priority.	0.000	0.100	0.000	**0.100**
Traffic Management Schemes	Future schemes to be determined from development list for future funding years.	0.000	0.000	0.100	**0.100**
Total: Traffic Management		0.100	0.100	0.100	**0.300**
Road Safety					
Bells Lane / Broxtowe Lane Phase 2	Road safety scheme following on from previous scheme funded in 2014/15.	0.150	0.000	0.000	**0.150**
Road Safety Improvement Schemes	Future schemes to be determined from development list for future funding years.	0.000	0.200	0.200	**0.400**
Total: Road Safety		0.150	0.200	0.200	**0.550**
Total: Traffic and Safety		**0.250**	**0.300**	**0.300**	**0.850**
Public Transport (Bus and Rail)					
Rail Service Enhancements					
Castle Line (Nottingham - Newark - Lincoln) Service Enhancement	Contribution towards service increase and reduced journey times along rail line. Contribution required to 2017/18.	0.025	0.025	0.025	**0.075**
Total: Rail Service Enhancements		0.025	0.025	0.025	**0.075**
Public Transport Infrastructure					
Daycare Centre Bus Stops	Big Ticket invest-to-save item. Bus stop infrastructure adjacent to daycare centres to facilitate use of existing bus services.	0.050	0.050	0.000	**0.100**
Park and Ride Electric Charging Points	Big Ticket invest-to-save item. Electric Charging infrastructure points for new bus services required for Park and Ride Services.	0.060	0.240	0.000	**0.300**

On Street Ticketing Vending Machines	Big Ticket invest-to-save item. Continuation of provision of on street ticket machines for smartcard ticketing.	0.000	0.100	0.100	**0.200**
Further schemes to be prioritised from development list	Future schemes to be determined from development list for future funding years.	0.000	0.035	0.325	**0.360**
Total: Public Transport Infrastructure		0.110	0.425	0.425	**0.960**
Total: Public Transport (Bus and Rail)		**0.135**	**0.450**	**0.450**	**1.035**
Supporting Economic Growth					
Contributions to Major Schemes					
Ring Road Major	Match contribution to major ring road scheme.	0.950	0.000	0.000	**0.950**
Major Schemes / Growth Fund Contribution	Match contribution to major transport schemes.	0.000	0.600	0.700	**1.300**
Total: Contributions to Major Schemes		0.950	0.600	0.700	**2.250**
Economic Development					
Economic Development Fund Contribution	Funding allocated to Economic Development.	0.400	0.300	0.200	**0.900**
Total: Economic Development		0.400	0.300	0.200	**0.900**
Supporting Regeneration					
Arkwright Walk Highway Works	Highway enabling works required for scheme linked with housing redevelopment in Meadows area.	0.040	0.000	0.000	**0.040**
Further schemes to be prioritised from development list	Future schemes to be determined from development list for future funding years.	0.000	0.050	0.050	**0.100**
Total: Supporting Regeneration		0.040	0.050	0.050	**0.100**
Total: Supporting Economic Growth		**1.390**	**0.950**	**0.950**	**3.290**
Neighbourhood Improvements					
Area Capital Fund					
Area Capital Fund	Small scale improvements through Area Committee, determined by ward councillors.	1.250	1.250	1.250	**3.750**
Total: Neighbourhood Improvements		**1.250**	**1.250**	**1.250**	**3.750**
Maintenance					
Streetscape Maintenance					
City Centre Streetscape maintenance	Refurbishment works as a priority from condition surveys.	0.100	0.100	0.100	**0.300**

Total: Streetscape Maintenance		0.100	0.100	0.100	**0.300**
Bridges and Structures					
Bridge Inspections	Inspections to identify bridge deterioration.	0.050	0.050	0.050	**0.150**
Subway 6512S under Bestwood Park Drive West	Replacement of defective parapets - deferred scheme from previous year.	0.065	0.000	0.000	**0.065**
London Road Railway Bridge Repairs	Repair works to piers of bridge over railway line.	0.115	0.000	0.000	**0.115**
Bridge Maintenance (to be confirmed)	Priorities to be determined based on bridge inspections.	0.000	0.230	0.230	**0.460**
Total: Bridges and Structures		0.230	0.280	0.280	**0.790**
Road Maintenance					
Meadows Way	Waldron Close to Lammas Gardens.	0.190	0.000	0.000	**0.190**
Queens Drive	Crossgate Drive junction and inbound lanes.	0.180	0.000	0.000	**0.180**
London Road	Junction of Meadows Way.	0.080	0.000	0.000	**0.080**
Hucknall Lane	End of dual carriageway to Moor Bridge.	0.155	0.000	0.000	**0.155**
Main Roads Resurfacing works	Maintenance programme for the main road network prioritised by condition surveys.	0.000	0.605	0.605	**1.210**
Residential Resurfacing Programme	Priorities to be determined on technical scores from area highway inspectors and condition surveys.	1.000	0.766	0.704	**2.470**
Street Furniture, Structural Drainage and Road marking schemes	City wide programme maintaining upkeep of carriageway network.	0.250	0.250	0.250	**0.750**
Condition Survey	Annual survey of highway condition.	0.030	0.030	0.030	**0.090**
Total: Road Maintenance		1.885	1.651	1.589	**5.125**
Total: Maintenance		**2.215**	**2.031**	**1.969**	**6.215**
Other Schemes					
Monitoring and Coordination					
LTP Programme Coordination / Development	Staff Costs and advance design that will inform LTP programmes.	0.050	0.050	0.050	**0.150**
Sustainable Transport Monitoring	Annual Monitoring of LTP Performance indicators.	0.050	0.050	0.050	**0.150**
Total: Monitoring and Coordination		0.100	0.100	0.100	**0.300**
Total: Other Schemes		**0.100**	**0.100**	**0.100**	**0.300**

Nottingham Local Transport Plan Implementation Plan 2015 - 2018

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