Nottingham Local Transport Plan Implementation Plan 2012 - 2015









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turning transport around

Nottingham City Council

Nottingham Local Transport Plan: Implementation Plan 2012 – 2015

Nottingham City Council

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Transport information is also available in electronic format via:

http://www.thebigwheel.org.uk

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Introduction 1

1.1 Implementation Plan overview

The Nottingham Local Transport Plan (LTP) sets out the transport policies 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 2012 to March 2015.

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.mynottingham.gov.uk/ltp3

This plan identifies the potential funding sources for improving local transport, and sets out how the programme will be developed 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 will be reporting the outcome of the last LTP 2006/07 to 2010/11 during summer 2012. Ongoing progress and delivery for this LTP will be reported at least on an annual basis and published on the City Council's transport webpages. Progress of year one (2011/12) delivery of the LTP Implementation Plan will be published in the summer 2012 and made available at: http://www.mynottingham.gov.uk/ltp3

1.3 Consultation and engagement

There will be tailored consultation on many of the schemes and initiatives included within this Implementation Plan as part of the scheme delivery process. In order to achieve efficient delivery the actual amount of consultation undertaken will need to be in proportion to the scale and overall value of the scheme.

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 contributes towards reducing overall scheme costs and delays and help capture local issues.

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. Through its innovative branding, style and approach, The Big Wheel has been instrumental in delivering a blend of media campaigns, local events, web updates and awards often in conjunction with local business, schools, and other organisations. This approach will be continued. More information can be found at: www.thebigwheel.org.uk

2 Funding local transport improvements

Local transport improvements are funded through capital investment with their ongoing support provided through revenue. The term 'capital' relates to spend on assets that will have a life of many years such as new infrastructure including footways, cycleways, roads and bridges. Revenue money is spent on day-to-day items to run services such as support for bus services, routine maintenance and paying for staff.

Since the 2010 Comprehensive Spending Review and subsequent Budget announcements public sector funding has entered a time of austerity reflecting the Government's commitment to reducing the national deficit. As a consequence levels of funding for local transport have reduced significantly compared to previous years. Being clearer about our priorities, maximising value for money and getting the most out of our transport assets will be central to the delivery of the programmed schemes detailed in this Plan.

In the context of increasing pressures on both capital and revenue programmes it is important that the Council maximise opportunities to secure alternative sources of funding where possible and makes efficiency savings. The planned capital resources and other funding opportunities that will be sought over the next three years to support local transport provision are described in more detail in the following sections.

2.1 Planned resources

LTP funding resources are primarily made available by the Department for Transport (DfT). The local transport funding is available to local authorities:

- Integrated transport funding (capital)
- Highways maintenance funding (capital)
- Other DfT funding resources (including Local Sustainable Transport Fund) (capital and revenue)
- Major schemes funding (capital)

Local government capital settlement for transport

On 13th December 2010, the DfT announced local government settlements determining individual local authority allocations for small-scale local transport measures and highway capital maintenance. The figures have been allocated through a needs based formula assessment and are set out in Table 2.1. The settlement included two-year final settlements for 2011/12 and 2012/13 and indicative funding for 2013/14 and 2014/15.

On the 29th November 2011, as part of the Autumn Statement, the Government announced additional in-year Integrated Transport Block Funding for Local Authorities for 2011/12. Based on the existing formulae used to determine local transport authority allocations the City Council was awarded an additional £0.640 million as an economic stimulus measure. The use of this additional funding will impact on the final outturn for the 2011/12 programme at financial year end.

Table 2.1: LTP local government capital settlement for transport (£m)

Year	2011/12	2012/13	2013/14	2014/15
Integrated transport	£3.837m	£4.093m	£4.093m	£5.756m
Highway maintenance	£2.079m	£2.058m	£1.906m	£1.736m
Additional ITB (Autumn Statement 2011)	£0.640m			
Total	**£5.916m**	**£6.151m**	**£5.999m**	**£7.492m**

2.2 Other DfT funding resources

Local Sustainable Transport Fund

The Local Sustainable Transport Fund (LSTF) is being promoted by the Government as the best opportunity to secure additional funding for packages of local transport measures and in part offsets some of the reduced LTP funding that has been incurred. The LSTF is predominantly revenue funded.

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On 5th July 2011 the Parliamentary Under Secretary of State for Transport, announced successful bids to Tranche One of LSTF. The Nottingham Urban Area bid was one of 11 Key Component bids awarded funding and was allocated £4.925 million. Nottingham's bid is a partnership venture developed by the City Council in conjunction with the Greater Nottingham Transport Partnership, Sustrans, NHS Nottingham City, Nottinghamshire County Council and Derbyshire County Council. Key elements of the bid include smartcard integration, establishing a pilot community Smarter Travel Hub in the north of the city, development of smarter choices support measures and maintaining active travel partnership working (Ucycle Nottingham project). Table 2.2 includes more detail of the bid measures.

Table 2.2: Nottingham Urban Area key component bid elements

A. Smartcard integration = £2.975 million
• Developing the existing smartcard offer to provide multi-operator integrated ticketing platform using an e-purse in advance of the NET Phase Two extensions and new operating franchise to provide seamless transfer between different operators and travel modes. • Making access to education more affordable for 16-19 students by piloting a discounted travel offer in conjunction with NCT and the FE establishments (60:20:20 split with LSTF funding providing 20% of total travel costs equating to £80 per eligible student p.a.) • Piloting smartcard accessed secure cycle parking at transport interchanges and a small-scale commuter cycle hire scheme to link business and industrial parks to transport hubs.
B. Establish the first community Smarter Travel Hub = £0.55 million
Working from the Joint Service Centre, or other suitable location to be agreed, this work strand will develop more effective community engagement and expand the capacity of the third sector to deliver locally focused sustainable travel advice and services including: • A programme of local events and activities to promote low carbon and active travel options; • Bespoke services such as personalised journey planning for jobseekers and ICT home support services; • Locally prioritised small scale local access and interchange improvements; • Use of social marketing approaches to develop a community network of Smarter Travel Champions based on the successful Change Makers model used for health promotion.
C. WorkSmart activities = £0.38 million
• Development of smarter choices support packages for businesses including continuation of Greater Nottingham Transport Partnership activities and expansion of GNTP Business Club.
D. Maintaining active travel partnership working = £0.94 million
• Extending the UCycle Nottingham programme with the universities and further education colleges including personalised travel planning advice, expansion of the cycle loan scheme and small-scale transport infrastructure improvements on and off campus and college sites.
E. There is also a small allocation to support programme monitoring (£80k)

Including local contributions from the Nottingham Local Transport Plan capital programme and partner contributions from Trent Barton, NHS Nottingham City and the Universities, the total Key Component package is worth £10.865 million.

Following a successful Expression of Interest, a large scale bid Business Case for £10.820m covering the period 2012/13 - 2014/15, was submitted in December 2011. The outcome of the bid is due to be announced in summer 2012. Documents can be accessed at: http://www.mynottingham.gov.uk/lstf

Better Bus Areas Fund

The new £50 million Better Bus Area Fund was introduced in December 2011 to provide grants of up to £5m to a minimum of 10 local authorities working in partnership with local bus operators for 2012/13. The aim of the fund is to increase bus patronage in busy urban areas, and contribute to the DfT's aims of creating growth and cutting carbon. The City Council was successful in a £5 million bid to create a network of ten premium bus corridors in Nottingham through a substantive package of partnership improvements, already

2 Funding local transport improvements

proved to work locally. Each corridor will be brought up to a 'tram' standard, integrating with the new tram lines and Station Hub changes through LSTF funded components and complement Green Bus Fund work on emissions standards for contracted buses.

Improvements would be effected by extending the existing Statutory Bus Quality Partnership for the city centre to a network covering all major transit corridors across the city.

Green Bus Fund

The City Council were successfully awarded £217k Green Bus Fund in round 2 in 2010 and recently awarded £1.7 million as part of round 3 of the Green Bus Fund. The Green Bus Fund is a fund which is supporting bus companies and local authorities in England to help with the purchase of low carbon buses.

Major schemes funding

Following the Comprehensive Spending Review the Ring Road major scheme was placed in the Development Pool competing for national funding from a pot of £600 million. In December 2011 the scheme successfully received a reactivated 'Programme Entry' approval following acceptance of our Best and Final Bid submitted in September 2011. To design and deliver the scheme, a significant contribution will be required from the LTP and other local funding sources during the period 2012/13 - 2015/16, which is reflected in the three year programme. The total scheme cost is £16.175 million, with £3.375 million to be raised locally, through a combination of LTP and third party resources. Further information on the Ring Road scheme is detailed in section 4.

Devolution of major transport schemes funding

On 31st January the Department for Transport (DfT) published a consultation document on proposals for a new model for local major transport scheme prioritisation and investment for the next Spending Review period (2015 to 2019). Currently Major Schemes (defined as over £5m) are subject to Government assessment and prioritisation based upon the submission of substantial business cases, prepared and funded at risk by the promoting local authority. Following the abolition of the regional bodies last year no mechanism for seeking a local view exists in this prioritisation process.

The Government intends the new system to ensure the best outcomes for economic development whilst meeting carbon reduction objectives, and transfer power to Local Transport Bodies comprising Local Transport Authorities and LEPs with representation of the business community and local planning authorities. This will enable more responsive decision-making based on local economic conditions.

The City Council formulated a response to the consultation for submission by 2nd April 2012.

2.3 Local funding resources

Workplace Parking Levy

The WPL scheme is a demand management tool which will 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 is a demand management measure that will also generate significant revenue income to invest in improving local transport.

The levy will contribute to the necessary local funding contribution required for Nottingham's tram extension (NET Phase Two), safeguard the long-term future of supported Linkbus services and contribute to the redevelopment of Nottingham's Station Hub.

Public consultation on the scheme was undertaken between July and October 2007, which included a public examination held early in October 2007. At the City Council's Executive Board in December 2007, Councillors considered the conclusions of the public consultation and the public examination of the WPL proposals and approved the recommendation to proceed in principle with developing the details of the scheme.

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In May 2008 the draft Legal Order and business case was approved at a Full Council allowing the Council to progress plans for the WPL. The WPL Legal Order was confirmed by the Secretary of State for transport on the 31st July 2009 giving the Council powers under the Transport Act 2000 to introduce the levy in October 2011 (no charge) and commence charging from 1st April 2012.

Since January 2012 WPL communications activities have been focused around encouraging employers to renew their licenses by 31st March 2012. Charging will commence from 1st April 2012 after which employers will be legally required to hold a valid WPL license and make payments if they provide 11 or more liable workplace parking places.

Further information on the WPL is included in Chapter 3 of the LTP Strategy found at:
www.mynottingham.gov.uk/ltp3

2.4 Other funding resources

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, including the Regional Growth Fund and Growing Places Fund coordinated through the Local Enterprise Partnerships:
    - **Regional Growth Fund**: The Government announced a £1.4 billion fund to be awarded through a bidding process made available over three years from April 2011 to 2014. The DfT has contributed around a third of the total funding. Bids for local transport schemes that create economic growth and sustainable jobs will be eligible for submission to this fund. Bids are currently being coordinated through the Local Enterprise Partnership
    - **Growing Places**: £500 million capital funding is being made available to Local Enterprise Partnerships in England to generate economic growth by addressing infrastructure requirements and promote the delivery of jobs and housing. It is intended that fund is a sustainable revolving fund which can be reinvested to unlock further development, and leverage private investment. Funding has been allocated to local areas through a formulaic approach based on population and employed earnings (employment multiplied by earnings). The distribution to the D2N2 LEP is £17.8m. Business-led applications for funding have been requested by end of April 2012
- **Developer contributions through planning obligations and Community Infrastructure Levy**: 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 asset sales
- **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

A list of the schemes being funded by external funding sources is included in Section 5**.**

2 Funding local transport improvements

Infrastructure planning

The City Council is collaborating with other councils across Greater Nottingham in preparing Core Strategies. These strategies set out high level planning policies for the period up to 2028 including proposals for housing growth, employment and policies to help address Climate Change. Following approval by Council's Executive Board in February 2012, the strategy is expected to be formally published and representations invited in early summer 2012, prior to submission to Government later in the year.

The Core Strategy will be 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 work is being informed by cross boundary transport modelling using the Greater Nottingham Transport Model. The IDP and transport modelling work will form part of the evidence base for the Core Strategies.

The City Council is also producing the 'Land and Planning Policies Development Plan Document', which will sit underneath the Core Strategy. Once adopted, this document will contain both Development Management Policies and Site Allocations. An Issues and Options consultation was undertaken in Autumn 2011 and it is expected that the Preferred Option will undergo consultation in Summer 2012.

All sites contained within the consultation documents will be subject to a detailed site assessment and Sustainability Appraisal. These will look at the social, economic and environmental of the potential allocations and other factors, such as infrastructure capacity, access and transport implications will be considered. The new policies will also be assessed in terms of their potential impact.

City deal

Negotiations have been taking place with Government with regards unlocking barriers to growth through the City Deal process. Initiatives are being developed on a Local Enterprise Partnership wide, Core City and City Council basis as appropriate. It is expected that the Nottingham City Deal will be signed off by the end of April. Included in the Nottingham Deal are a number of transport asks including:

- **Intercity rail:** Midland Mainline speed up improvements and electrification: commitment to 'Nottingham in 90 minutes' outcome and further line straightening plus improved Core city connections with Birmingham and Leeds (LEP wide ask).
- **Funding for Nottingham/Nottinghamshire Strategic Transit and Growth Plan Review:** new partnership with Network Rail, Highways Agency, local transport providers and NET to develop new joint strategic sub-regional transport proposals to connect Core City, south Notts expansion sites, Nottingham East Midlands Airport, potential High Speed Rail station and other local communities (Core City ask).
- **Local Transport Funding:** enhanced funding for local transport which reflect the City Council's Growth plans - including new major infrastructure/programme to support development and growth opportunities (City Council ask).
- **Further Quality Bus Partnership working:** enhanced 'Better Bus Fund' Bid and better enforcement of quality standards (City Council ask).
- **Increased Powers to manage traffic and tackle congestion:** extended control over illegal traffic manoeuvres (e.g. ignoring banned turns/yellow boxes to improve traffic flow and public transport reliability (City Council ask).

2.5 Working with the private and third sectors

In line with the Localism agenda, Government advocates closer working with third sector agencies such as voluntary and community organisations and the private sector to assist in taking forward proposals. Through the past LTP, joint working has been taking place with the RideWise social enterprise who are delivering adult and BikeAbility child cycle training to national standards and Nottingham Community Transport and Dial-a-Ride providing door services for those citizens unable to use conventional bus services. Opportunities to develop and expand our engagement with these sectors will be pursued as part of the delivery of the Local Sustainable Transport Fund submission.

2.6 Supported revenue expenditure

In addition to the capital funding detailed in Section 2.1, 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 pressures 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
- Enforcement of moving traffic offences
- Concessionary fares
- Support for tendered bus services
- Road safety education
- Camera Safety Partnership activity

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: http://www.mynottingham.gov.uk/iia

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 3.1. Each measure has been given a unique reference which relates to its place within the LTP Strategy which has been published online at:
http://www.mynottingham.gov.uk/ltp3

3.2 Scheme identification and selection

Planning transport delivery and investment up to 2014/15 offers 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.

Table 3.1: 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	Capital maintenance/ revenue
AM3	Footway maintenance	Maintenance of local footways	Citywide North of the city	Condition survey results and highway officer recommendations, through neighbourhood officers and through consultations within local areas As identified through LSTF community hubs workstrand/infrastructure works	Capital maintenance/ revenue LSTF
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 employers 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

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. Personalised/Residential travel plans made available through development plan process Supported via LSTF worksmart workstrand	Integrated transport/Revenue/WPL 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	Integrated transport/Revenue
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 inline 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 Agency, 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/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 Quality partnerships to improve the commercial bus network. Improved interchange linked to Linkbus and NET Phase Two development	Integrated transport/ Developer contributions/ Growth Point/Partnership /Other
PTC1	Development of Linkbus network	Improvements to the Linkbus network	Citywide	Identified through the Linkbus strategy	WPL/Revenue/Other

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	Citywide	Partnership working with operators	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 As identified through LSTF workstrands	Integrated transport/ Developer contributions/ LSTF
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 LSTF smartcard workstrand Eligibility criteria for 16-19 year olds	Integrated transport/Revenue/LSTF/ Partnership
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/Beacon Funding/ Partnership
CP1	Neighbourhood local transport investment	Local footway improvements, accessibility, traffic management and parking schemes	Neighbourhoods North of the city	As identified through citizen, community and councillor priorities As identified through LSTF community hubs workstrand/infrastructure works	Integrated transport/Council funding/ LSTF
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
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
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

Ref	Proposal (LTP Strategy area)	Description	Location	Scheme identification process	Funding source
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 North of the city	Identification through officer recommendations As identified through LSTF community hubs workstrand/infrastructure works	Revenue/ Developer contributions/Partnership/ LSTF
C1	Cycle partnerships	Work with cycle partners	Citywide	Citizen/councillor requests and technical prioritisation based on need LSTF Ucycle workstrand	Revenue/ Partnership/ LSTF
C2	Improve cycle infrastructure	Provision of commuter cycle routes to connect city centre with residential areas, via workplace and education locations Small scale improvements to upgrade the cycle network	Citywide North of the city	Citizen/councillor requests and technical prioritisation based on need As identified through LSTF community hubs workstrand/infrastructure works	Integrated transport/Growth Point/Developer contributions/LSTF
C3	Promote and support cycling and cycle training	Promotion and support for cycling through work with health, voluntary and other sectors	Citywide North of the city	Identification through officer recommendations As identified through LSTF community hubs workstrand/infrastructure works	Integrated transport/ Partnership/LSTF
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
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

Ref	Proposal (LTP Strategy area)	Description	Location	Scheme identification process	Funding source
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 North of the city	Identified through Bus Quality Partnership As identified through LSTF community hubs workstrand/infrasructure works	Integrated transport/ Partnership/LSTF
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	Advance direction signalling, traffic signal upgrading, improved coordination of street works	Citywide	Response to network management duty	Integrated transport/Revenue/LSTF
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 opportunities	Integrated transport/ Government grant/Partnership/Other
IOP2	Promote eco-driving practices	Signpost training and advice on efficient driving	Citywide	Through partnerships	Revenue
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
Build appropriate additional capacity					

Ref	Proposal (LTP Strategy area)	Description	Location	Scheme identification process	Funding source
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 3.2 below highlights how each of the measures outlined in Table 3.1 contribute to the five strategic objectives for transport, which are listed in full in Section 1.1:

Table 3.2: Proposals and their alignment to LTP strategic objectives for transport

Ref	Measure	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 initiatives	✓	✓	✓	✓	✓
CP1	Neighbourhood local transport investment		✓	✓	✓	✓
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				✓	✓
RS1	Introduce more 20mph zones across the city		✓	✓	✓	✓
RS2	Safer routes to school programme		✓	✓	✓	✓
RS3	Road safety partnerships and education		✓		✓	✓
RS4	Targeted road user training		✓	✓	✓	✓
RS5	Road safety enforcement and compliance				✓	✓
PTS1	Respect for Transport initiatives	✓	✓	✓	✓	✓
SN1	Street lighting PFI improvements			✓	✓	✓
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						

3 Overseeing the LTP programme

Ref	Measure	World-class sustainable transport	Low carbon and resilient transport	Access to key services	Quality of life	Active travel and road safety
RC1	Target capacity improvements at congestion hot spots	✓		✓		✓
RC2	Improvements to the Ring Road	✓		✓		✓

3.3 Priorities within the LTP programme

The LTP Strategy anticipated reductions in funding that have been experienced compared to previous years, and also reflects 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:** Investment in Nottingham's transport system 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 into improving 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, including the introduction of more 20mph zones in residential areas across the city (particularly those that form a contribution to our successful Local Sustainable Transport Fund bid);
- **Greening of the transport system:** By pursuing clean and efficient vehicle choice for fleets and buses and providing electric charging infrastructure.

3.4 Achieving value for money

Transport funding supports a wide variety of improvements, ranging from capital investment in new infrastructure to the provision of traffic management, support for active travel modes and advice on 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, Nottingham, Derby City, Nottinghamshire and Derbyshire Local Enterprise Partnership, 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
- **Effective project/programme management** including utilising Prince2 de facto 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 P2.Net project management system to increase project data sharing efficiency to proactively manage 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
- **Smart procurement** with the LTP programme delivered through a combination of in-house resources and external contractors and suppliers. Wherever possible procurement routes will be used that maximise employment for local people through the creation of direct employment or training opportunities and pioritising the use of local companies. The Nottingham Employment Hub provides a tailored service to match skilled local people to the jobs that will be created including the transport sector.

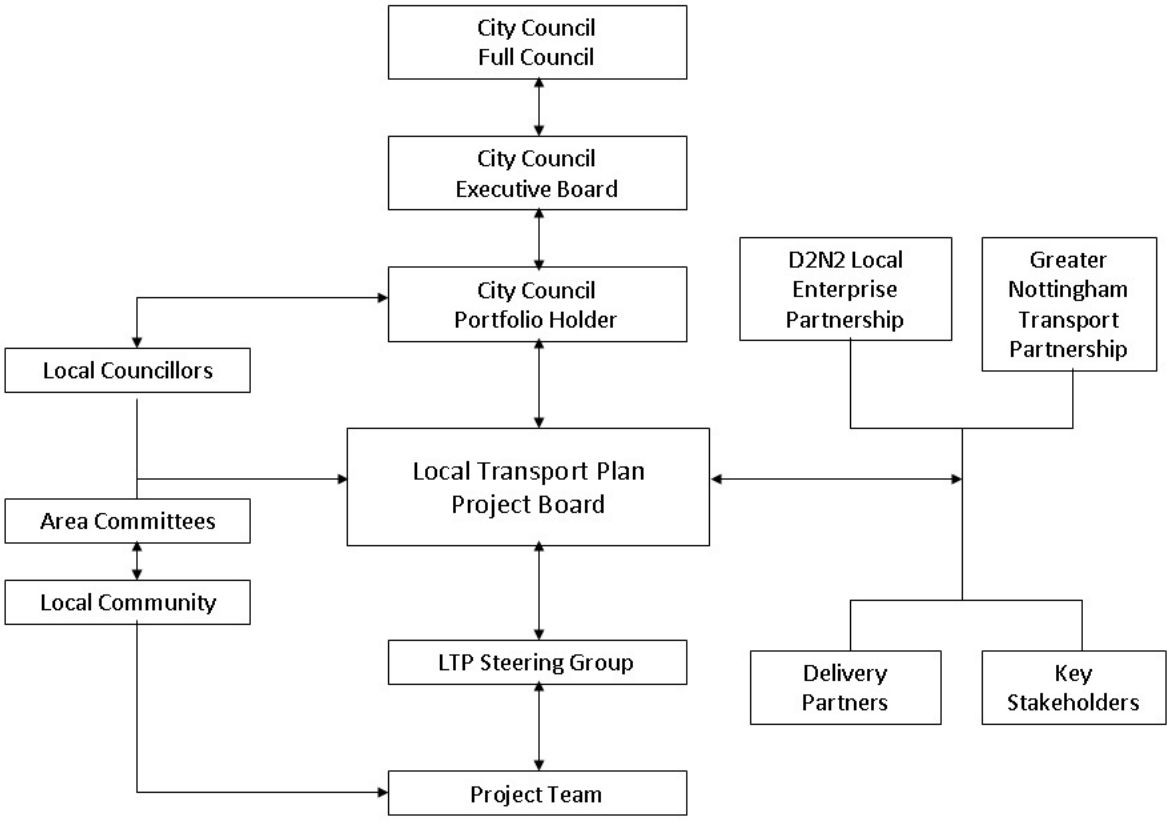
3.5 Programme governance

Delivery of the LTP programme is governed through a LTP project board. 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 3.1.

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

Figure 3.1: LTP programme governance



3 Overseeing the LTP programme

3.6 Risk management

Risks to LTP delivery is tracked in accordance with the 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 Table 3.3.

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.

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

Table 3.3: Risk impact and likelihood matrix

Impact/Likelihood	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)
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

The key risks associated with delivering the LTP programme are set out in Table 3.4.

Table 3.4: LTP programme risk log

Ref	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
1	Unforeseen impact of implementing the WPL	3	4	**12**	WPL Project Manager	• Employ sufficient appropriate resources. • Ensure effective communications with employers	2	3	**6**	Live
2	Capacity to deliver if Local Sustainable Transport submission/major schemes all successful	3	4	**12**	Director of Planning and Transport	• Contingency plans to increase staff resources linked to funding	3	3	**9**	Live
3	Ongoing funding available to sustain existing partnership arrangements	2	2	**4**	Director of Planning and Transport	• Dialogue with existing partners and potential funders	1	1	**2**	Live
4	Accuracy of scheme estimates could result in allocations being exceeded	3	3	**9**	Project Managers	• Programme/project management. • Stage funding of projects and identify further funding sources incl. contingency and optimism bias	2	3	**6**	Live
5	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
6	Operation and scope of Local Enterprise Partnership to be established	2	2	**4**	Director of Planning and Transport	• Shadow Board to establish terms of reference	2	2	**4**	Live

Ref	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
7	Local and national policy/ legislation changes can affect the programme	3	2	**6**	Director of Planning and Transport	• Maintain links to key political contacts	2	2	**4**	Live
8	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
9	Possible delays to programme due to the time involved in demonstrating best value on procurement for large projects	3	3	**9**	Project Owners	• LTP3 developed flexible procurement arrangements to deliver projects utilising private/public contractors	2	2	**4**	Live
10	Planning and statutory process can cause unforeseen delays	2	2	**4**	Project Owners	• Review issues in relation to programme/project management controls	1	1	**1**	Live
11	New funding opportunities e.g. Local Sustainable Transport Fund	2	2	**4**	Transport Strategy Manager	• Programme/project management. • Flexible staffing, delivery and procurement arrangements	2	2	**4**	Live
12	Land issues can affect the programme	2	2	**4**	Project Owners	• Review issues in relation to programme and local development plan	1	1	**1**	Live

Delivery of the major schemes 4

Schemes costing more than £5million are known as major schemes. The four major schemes the City Council is pursuing are:

- Station Hub redevelopment
- Nottingham Express Transit (NET) Phase Two
- Ring Road improvements
- City centre inner ring road strategy

4.1 Station Hub redevelopment

Description

Work on the multi-million project is underway to modernise and develop the station into a state of the art integrated transport hub. High quality interchange will be provided for trains, trams, and bus and taxi services with upgraded passenger facilities and new retail space within the station. Complementary works are being carried out by Network Rail to provide an improved track layout in and around Nottingham Station as part of the Trent re-signalling project. The Station Hub 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 existing drop off and taxi waiting area)
- Improved passenger and operator 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

Project cost

£60 million (partner funding) including local contribution through the Workplace Parking Levy.

Work undertaken

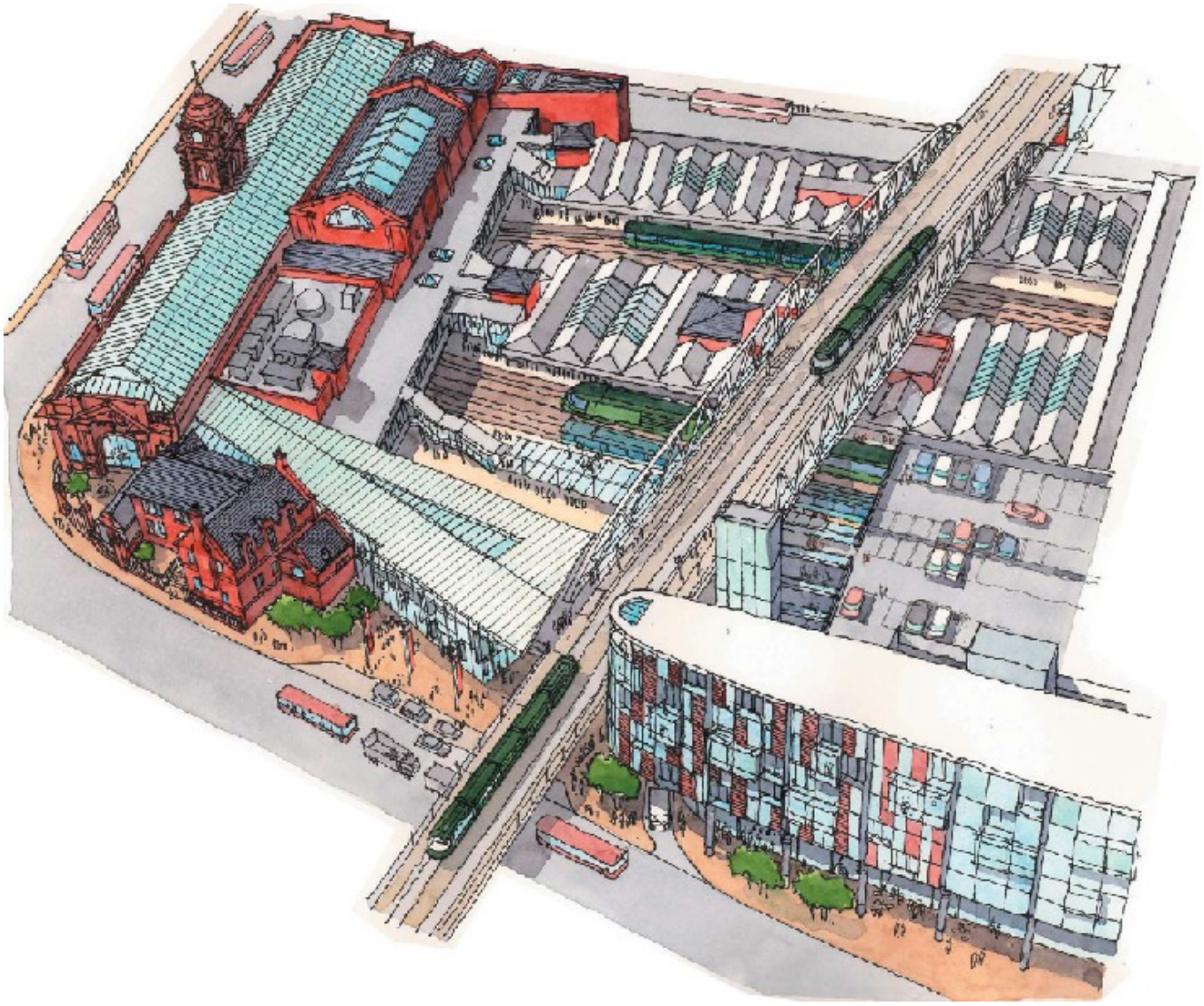
Planning permission was granted for the Station Hub redevelopment in spring 2009. The Council approved funding of £18.13 million toward the Hub project in March 2010. The wider funding agreement, involving Network Rail, East Midlands Trains and Nottingham City Council was announced in October 2010. This will make up the remainder of the funding towards the £60 million scheme. Related highway works commenced in summer 2010 and a new secure cycle parking facility opened in July 2010.

Further work required

Network Rail awarded the contract for the main station works to Vinci Plc in October 2011 and works are due to commence in summer 2012 with an anticipated completion in early 2014. Works to construct the Multi-Storey Car Park commenced in March 2011 and are scheduled to conclude by May 2012 allowing for construction works linked to NET Phase Two to take place from Spring 2012. Highway works will continue to dovetail with the main station works and will be complete within the same time frame.

4 Delivery of the major schemes

Figure 4.1:Nottingham Hub scheme



4.2 Nottingham Express Transit (NET) Phase Two

Project Description

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 the Station Hub.

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.

Project capital cost

The cost for the project is £480 million (NET present value) and will be funded through a Private Finance Initiative contract and local contributions through the Workplace Parking Levy.

Work Undertaken

Following public consultation and design development, NET Phase Two was awarded Programme Entry approval in October 2006. This allowed for the scheme application for the powers to build, operate and maintain NET Phase Two to be made to Government.

The application (under the Transport and Works Act 1992)was submitted to Government in April 2007. Planning permission was applied for at the same time. Public Inquiries into the proposals were held in November/December 2007 and October 2008. The Government approved the application in March 2009 and by June 2009 the City Council had secured the required legal powers to proceed with the project. This includes the powers to compulsory purchase land and property needed for the project.

In July 2009, the Government gave 'Conditional Approval', which allowed the Council to start the tendering process. This commenced 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.

Further work required

Works associated with the construction of NET Phase Two commenced in early 2012, with the new lines due to be open for service in late 2014.

4 Delivery of the major schemes

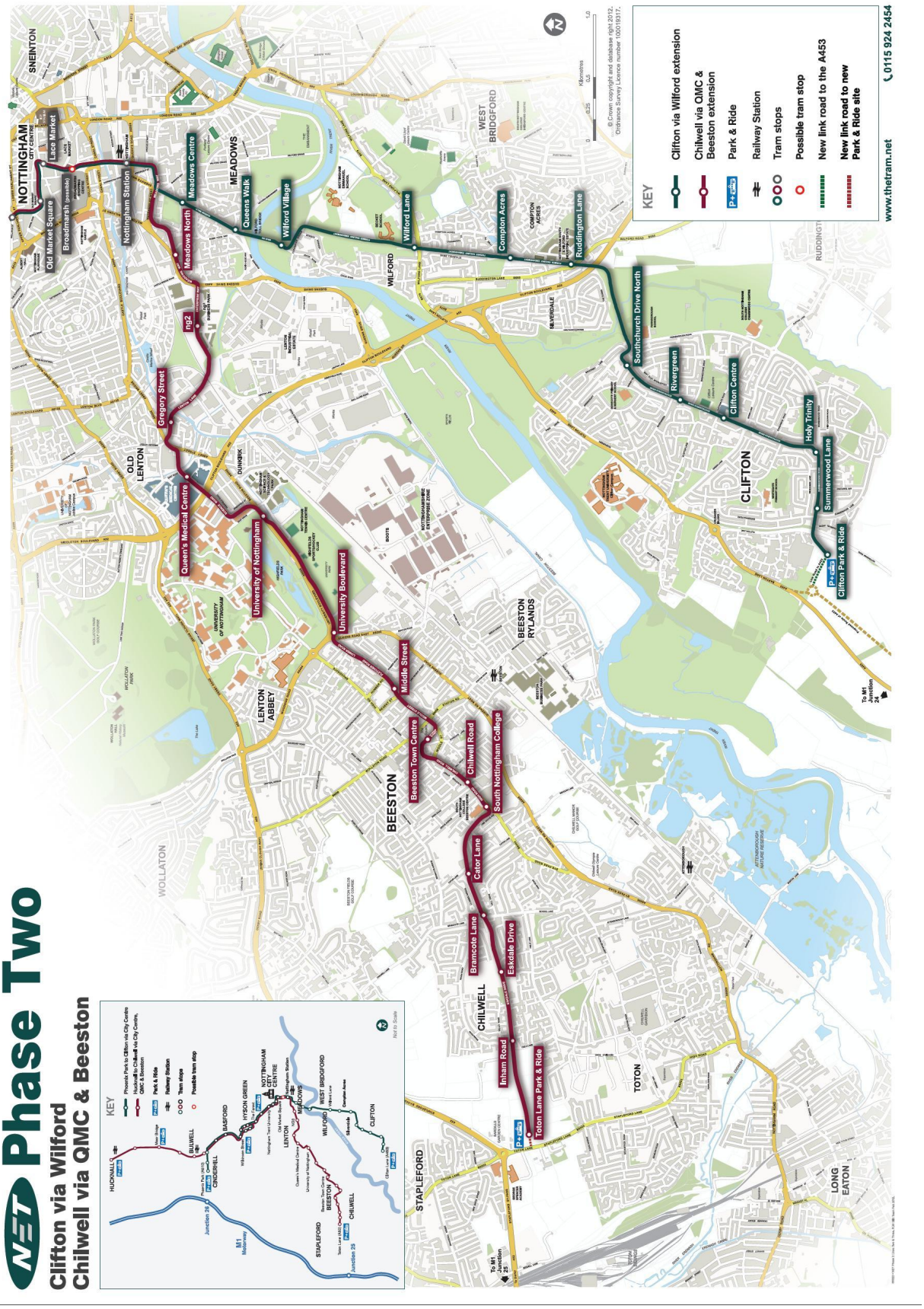


Figure 4.2: Nottingham Express Transit network plan

4.3 Ring Road Improvements

Description

The principles of the scheme were conceived in parallel with, and to complement, the Turning Point Major Scheme in the City Centre which was completed in 2006 and funded by the DfT as a Major Transport Scheme through the LTP. The City Centre Scheme's principle objectives were to reduce through-traffic on the Inner Ring Road and to provide improved public realm and priority for buses. The Ring Road scheme is intended to provide an attractive route for cross-city traffic movements which have been displaced from the City Centre following the Turning Point, and future improvements to the Inner Ring Road.

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 recently designated Nottingham Enterprise Zone.

Project cost

£16.175 million (£12.8 million Department for Transport major schemes funding) and £3.2 million local contribution from City Council (LTP) plus £0.175 million third party contribution.

Work undertaken

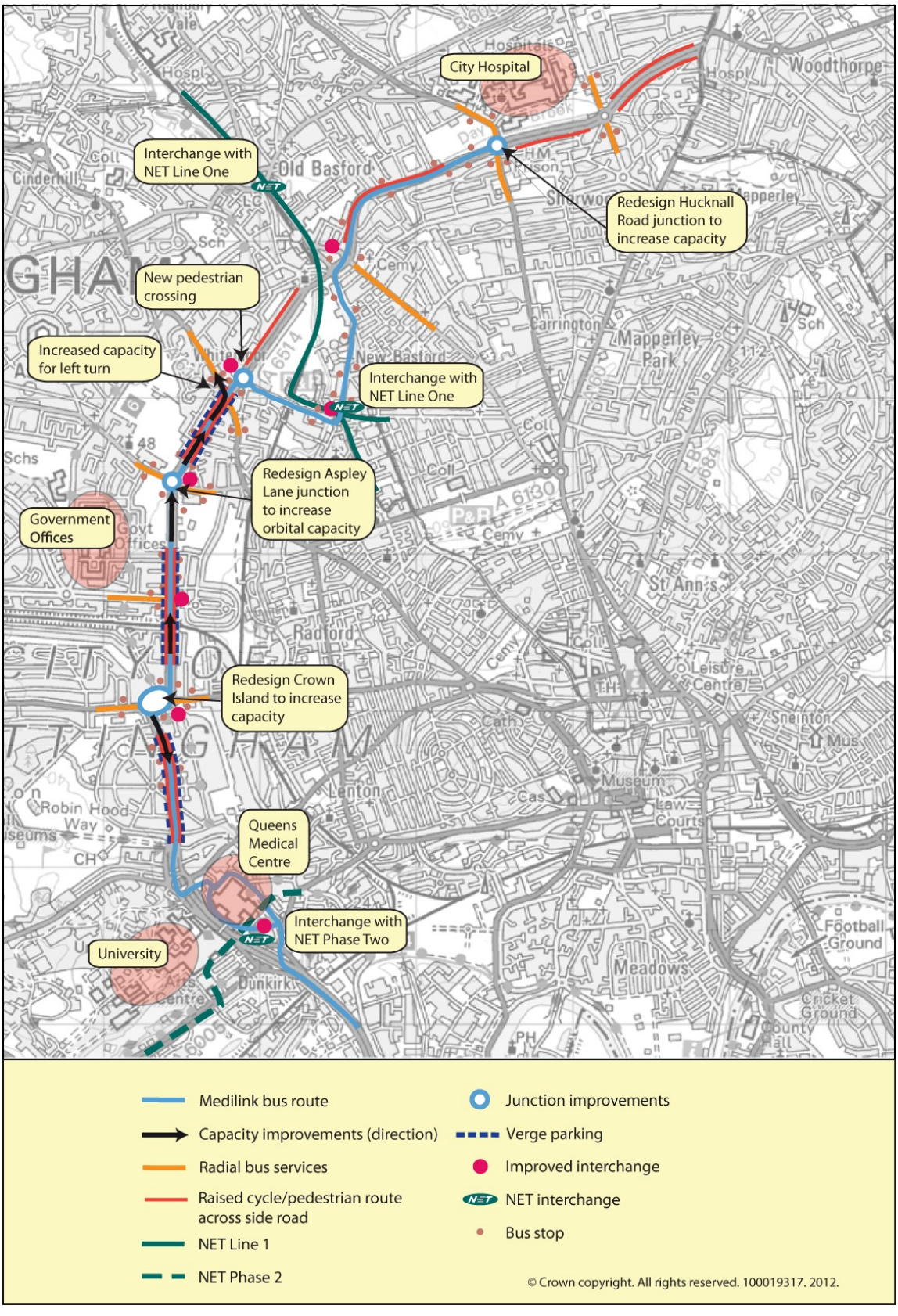
Following the Comprehensive Spending Review 2010, the Ring Road scheme was placed within a national pool of schemes for further analysis. Following submission of an Expression of Interest in January 2011 and a Best and Final Bid to Government in September 2011, the Department for Transport announced £12.8 million funding would be made available as contribution to the £16.2 million scheme.

Further work required

The City Council will now embark on detailed design of the scheme with public consultation taking place in the spring - summer 2012. Submission seeking Full Approval will then be requested from the DfT in December 2012. If successful, works could start on site in April 2013 with completion in September 2015.

4 Delivery of the major schemes

Figure 4.3: Ring road improvements plan



4.4 City centre inner ring road strategy

Description

The City's Inner Ring Road has presented a significant barrier to the expansion of core city centre retail and leisure activities. The Inner Ring Road Strategy is intended to remove these barriers using treatment appropriate to each arm to ensure that the Primary Pedestrian Routes and bus movements are prioritised and that through traffic is managed in a way to create improve public realm and facilitate regeneration.

Project cost

£12.5 million – funding yet to be identified.

Work undertaken

Three elements of the strategy have already been delivered. Maid Marian Way was completed in 2002, the Turning Point scheme in 2006 and the first phase of Connecting Eastside in 2011.

The City Council have been proactively engaged with Westfield, the then owners of the Broadmarsh Centre, to ensure that potential long-term and much needed redevelopment proposals included the aspirations for the Inner Ring Road. This would include the closure of Collin Street, restriction of traffic movements on Canal Street, creation of high quality public realm, the retention of a bus station and prioritised bus movements. Traffic displaced from the Collin Street/Canal Street gyratory system would use the Southern Relief Route, an improved east/west corridor to the south of the City Centre completed in 2003 in anticipation of traffic capacity reductions associated with the Broadmarsh redevelopment. The intention would be to reflect the highly successful Turning Point scheme delivered in the north of the City.

This work led to an Outline Planning Permission being granted in 2011 which included the delivery of "Turning Point South" and capacity improvements to the Southern Relief Route. However the permission was not implemented and recently Westfield sold their interest in the Broadmarsh Centre.

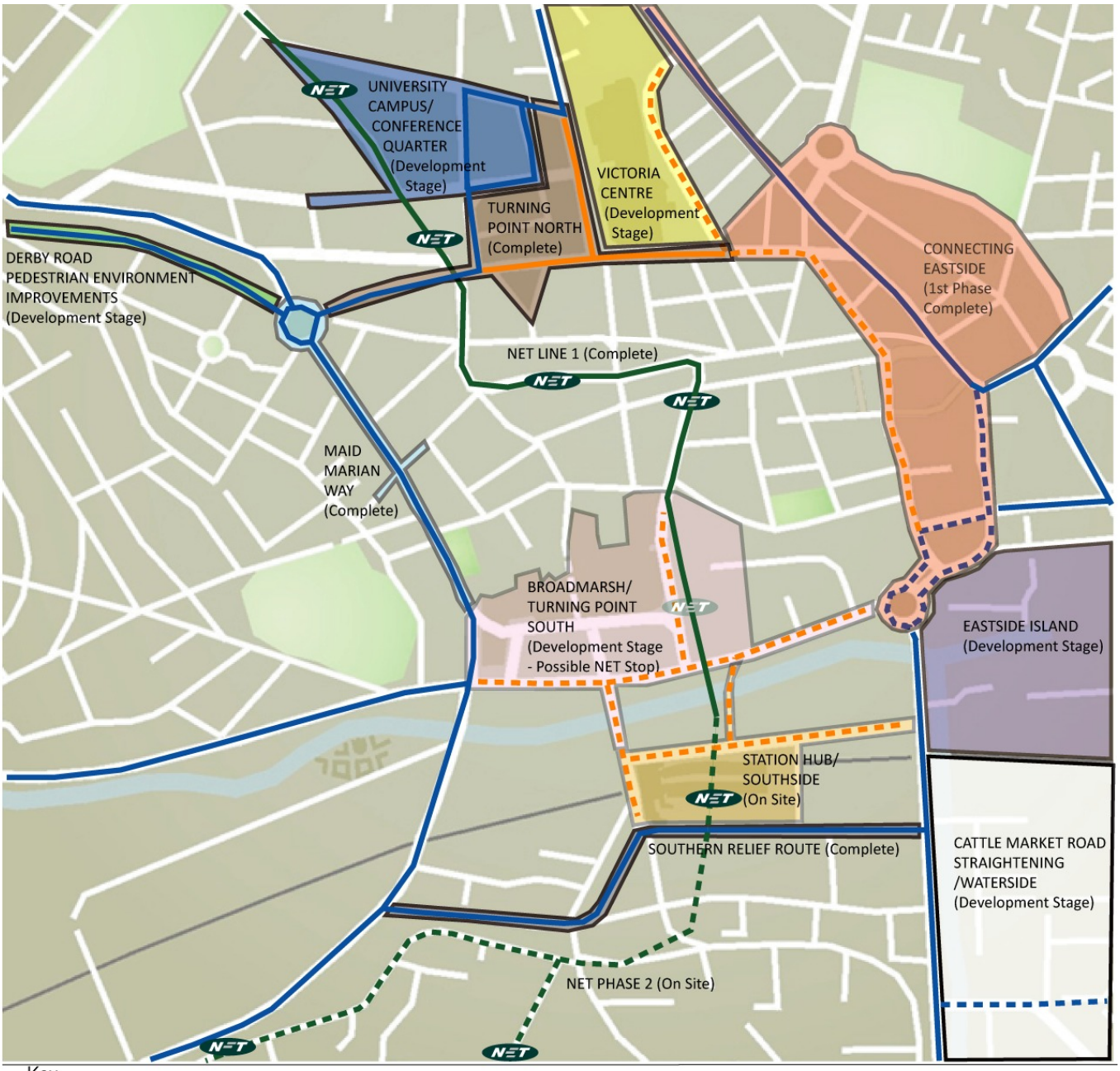
A scheme has been identified for the eastern area of the City which rationalises the use of the network, separating local access and strategic traffic movements, providing a logical two-way north/south route for through traffic connecting London Road with Huntingdon Street and reallocating roadspace for public transport. However, a likely funding source has not , as yet, been identified.

Further work required

Work is underway to explore options to deliver an interim scheme which meets in part the objectives of the Turning Point South (TPS) scheme. At an appropriate time, discussions with the new owners of Broadmarsh will commence to determine their aspirations and look at options to deliver the combined development and transport vision for the area. However, it is likely that delivery of the TPS will be dependent upon the outcome of a major scheme bid which would also include the remaining elements of Connecting Eastside.

4 Delivery of the major schemes

Figure 4.4: City centre improvements plan



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N

Scale: Not to scale

4.5 Future major schemes

A schedule of potential major schemes for delivery post-2015 is being drawn up which will be put forward for inclusion in the Local Transport Body Prioritised Schemes Programme to be submitted to the DfT in April 2013 in accordance with the consultation on the proposed Devolution of Local Major Transport Schemes.

The schemes promoted will be objectives led (Economic Growth Plan, Regeneration, Strengthening City Centre etc) and will be assessed in the initial sift in performance against the key criteria of fostering economic development, facilitating access to existing and new employment, carbon reduction and Value for Money.

4.6 Timetable

The table below summarises the planned stages in major scheme delivery. Further detail relating to these major schemes is provided in Chapter 3 of the LTP strategy.

Table 4.1: Summary of key milestones for major schemes

	LTP2 Years					LTP3 Years (2011 – 2026)			
Key Milestones	**2006/7**	**2007/8**	**2008/9**	**2009/10**	**2010/11**	**2011/12**	**2012/13**	**2013/14**	**2014/15**
Station Hub									
Planning permission granted			■						
£18.13m City Council funding approved				■					
Highway works commenced				■					
Secure cycle facility opened					■				
Multi-storey car park stage 1 contractor awarded					■				
Multi-storey car park works					■	■			
Contract award on main station						■			
Handover of MSCP to East Midlands trains							■		
Main station works							■	■	■
Related Highway works							■	■	■
Completion									■
NET Phase Two									
Programme Entry	■								
Transport Works Act Order submission		■							
Public Inquiries held		■	■						
TWAO approval			■						
Legal powers secured									
Conditional Approval				■					
Tender awarded to Tramlink					■				
Full Approval					■				

4 Delivery of the major schemes

	LTP2 Years					LTP3 Years (2011 – 2026)			
Key Milestones	**2006/7**	**2007/8**	**2008/9**	**2009/10**	**2010/11**	**2011/12**	**2012/13**	**2013/14**	**2014/15**
Construction works						■	■	■	■
Lines Two and Three open									■
Ring Road Major									
Business Case submitted	■								
Business Case updated				■					
Programme Entry received				■					
Scheme placed in “Development Pool”					■				
Expression of Interest submitted					■				
Best and Final Bid submission						■			
Reactivated Programme Entry						■			
Scheme detailed design									
Public consultation							■		
Full Approval submission							■		
Construction (if successful)								■	■
City centre inner ring road strategy									
Inclusion in Local Transport Body							■		
Prioritised Schemes Programme for Construction Post-2015							■		

4.7 Influencing strategic transport

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

Improvements to the strategic road network is promoted by the Highways Agency. The City Council is one of the key partners involved in the progression of the A453 M1 to Nottingham scheme which will unlock significant economic gains for the area. The scheme received confirmation in the Autumn Statement 2011. A decision by the Secretary of State confirming the legal orders is awaited, and an early decision could lead to construction starting in 2013.

Work with the rail industry and partners including Network Rail and East Midlands Trains is ongoing to encourage rail investment which benefits Nottingham. The City Council will continue to work in partnership to bring improvements to rail connectivity, in particular reducing journey times to Core Cities including Birmingham, Sheffield, Manchester and Leeds and more trains to Grantham, Newark and Lincoln.

A consultation on a sustainable framework for aviation which supports economic growth while addressing environmental impacts of aviation is expected to run March – July 2012. the future of aviation policy will have implications for the future growth of airports in the UK including the Nottingham East Midlands Airport.

LTP programme 2012/13 – 2014/15 5

The following section details the proposed LTP allocations for the next three years covering 2011/12 to 2013/14. Detail of the 2012/13 programme and indicative allocations against strategy areas for 2013/14 and 2014/15 is provided. 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 summary

The LTP programme allocations for the next three years for which this Plan covers are summarised in Table 5.1 with detailed schemes and initiatives listed in Table 5.2.

Table 5.1: Summary of proposed LTP allocations for 2012/13 – 2014/15 (£m)

Proposal	Annual allocations (£m)		
	2012/13	2013/14	2014/15
Asset management	2.073	2.000	2.000
Neighbourhood local transport improvements	1.250	1.250	1.250
Supporting economic growth	1.045	0.900	2.240
Promoting alternatives	0.843	0.845	0.945
Road safety	0.550	0.610	0.660
Network management	0.200	0.200	0.200
Other schemes	0.190	0.195	0.195
Total	**6.151**	**6.000**	**7.490**

5.2 Externally funded resources

In addition to LTP allocations, other funding is also levered in where possible to deliver local transport projects. As a result of successful bids made over the last twelve months and other sources, the external funding identified in Table 5.3 will be used to deliver specific additional elements in support of the programme.

5 LTP programme 2012/13 – 2014/15

5.3 LTP Programme

LTP programme 2012/13 - 2014/15

Table 5.2: Planned LTP expenditure (all figures £m)

Scheme	Description	2012/13 (£m)	2013/14 (£m)	2014/15 (£m)	Comments
Asset Management					
Maintenance - Carriageways					
Glaisdale Drive West	Jointing on Glaisdale Drive West (continuation from 2011/12 programme	0.100			Priorities determined from condition surveys
Woodborough Road	Wells Road to Alfred Street Central	0.100			
Cinderhill Road	Coventry Road to Leonard Street	0.095			
Broxtowe Lane	Rosslyn Drive to Aspley Lane	0.155			
Wilford Lane	Ashdown Close to 20 metres past Ruddington Lane junction	0.060			
Bath Street	King Edward Street to Carlton Road	0.105			
Daleside Road	Racecourse Road to Meadow Lane	0.145			
Green Lane	Southchurch Drive roundabout	0.029			
Further Schemes to be identified	To be identified from surveys in 2012/13		0.600	0.600	
Ring Road Major	Local maintenance contribution to £16 million Major Scheme		0.250	0.250	
Street furniture, structural drainage and road marking schemes	City wide programme maintaining upkeep of carriageway network	0.250	0.250	0.250	
Residential Roads	To be identified from surveys and neighbourhood priorities	0.500	0.500	0.500	
Condition Survey	Annual survey of highway condition	0.030	0.030	0.030	
Total - Maintenance - Carriageways		**1.569**	**1.630**	**1.630**	
Maintenance - Streetscape					
Trinity Square	Public realm improvements following earlier development	0.070			To upgrade the streetscape appearance of the City Centre and to support businesses/traders.
Broad Street	Interim shared surface scheme, in advance of final scheme	0.065			
Schemes to be advanced from prioritisation list		0.100	0.100	0.100	
Total Maintenance Streetscape		**0.235**	**0.100**	**0.100**	
Maintenance - Bridges					
Wilkinson Street bridge	Corrosion protection	0.050			Priorities determined from bridge inspections
Bobbers Mill bridge	Corrosion protection	0.050			
Moor Bridge	Corrosion protection	0.025			
Church Street	Corrosion protection	0.025			

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Scheme	Description	2012/13 (£m)	2013/14 (£m)	2014/15 (£m)	Comments
Bridge Inspections	Inspections to identify condition deterioration	0.065	0.065	0.065	
Further Schemes to be identified	To be identified from inspections in 2012/13	0.054	0.205	0.205	
Total Maintenance Bridges		**0.269**	**0.270**	**0.270**	
TOTAL ASSET MANAGEMENT		**1.830**	**2.060**	**1.905**	
Neighbourhood Management					
Local Transport Plan component of Area Capital Fund programme for highway related works, including footway upgrading, local parking, traffic management and local accessibility schemes.		1.250	1.250	1.250	Programme of improvements to be developed in consultation with Area Committees and Ward Councillors
TOTAL NEIGHBOURHOOD MANAGEMENT		**1.250**	**1.250**	**1.250**	
Supporting economic growth					
Station Redevelopment	Local contribution to £70m Nottingham Station Hub scheme	0.500			Regeneration of South side and links to NET Phase 2 and WPL. Additional £139k Detrunking funding towards development costs in 11/12 and 12/13
Ring Road Major	Part of Local Contribution towards £16million Major scheme	0.360	0.550	0.700	
City Centre Infrastructure	Linked to retail support and growth	0.185	0.200	0.550	
Highway Infrastructure	Schemes to be prioritised linked to development and growth		0.150	0.990	
TOTAL SUPPORTING ECONOMIC GROWTH		**1.045**	**0.900**	**2.240**	
Promoting Alternatives					
Bus Infrastructure Schemes					
Bus Purchases	Replacement of two life expired localink buses in Bulwell and Clifton.	0.210			Funding essential to sustain Local Link network. Links to Bus Quality Partnership agreements. Purchases support the Corporate Transport Review Stage 2 of reducing dependency of specialist transport to day centres, but ensuring that many users can get there by mainstream transport instead. Elements contribute to LSTF and Better Bus Areas Fund bids.
Real Time/Electronic Information (Displays in Top Valley, Bulwell and Bilborough	Additional displays in neighbourhoods to complement routes with bus tracking equipment	0.090			
Area Based Infrastructure Improvements	New shelters in neighbourhoods. Final part of order	0.100			
Bus Stop accessibility incl. lighting and CCTV	Bus shelter CCTV in neighbourhoods in response to incidents	0.100			
Schemes to be advanced from prioritisation list			0.500	0.500	

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Scheme	Description	2012/13 (£m)	2013/14 (£m)	2014/15 (£m)	Comments
Total Bus Infrastructure Schemes		**0.500**	**0.500**	**0.500**	
Cycling Schemes					
Commuter Routes (priority corridors to be advanced from priority list)	On-road cycle lanes, advanced stop lines, junction improvements, crossings and signing along strategic cycling routes.	0.150	0.150	0.250	Supports Manifesto Commitment of providing continuous on road cycle routes. Supports neighbourhood transformation. Supports Local Sustainable Transport Fund bids.
St. Andrews to Mansfield Road route	Lining and signing improvements, including link to Forest	0.013			
ASL city wide review	Provision of dedicated feeder lanes	0.013			
Secure/safe cycle parking at key sites	Sites advanced from priority list	0.010			
Clifton Lane route	Widen existing path on southern side	0.015			
Colwick Park/Racecourse Road links	Signed route from Sneinton Greenway to Gedling Border	0.006			
Wollaton Park cycle parking	Covered cycle parking shelter	0.006			
Schemes to be advanced from prioritisation list			0.070	0.070	
Total Cycling Schemes		**0.213**	**0.220**	**0.320**	
Walking schemes					
Continuation of Hucknall Road ROW Corridor	Continuation of surface and infrastructure improvements - section from Top Valley Way to Bestwood Park Drive West	0.020			
General improvements city wide	Signing, surface improvements, furniture, gates, fencing	0.020			
Elm Avenue/Corporation Oaks/Robin Hood Chase route	Interpretation boards setting out the history, destinations of these historic routes	0.010			
Colwick Park - construct bridge across "the Loop" (old course of the River Trent)	Links City to the ROW network at Swan Meadow, Gedling BC (joint project with Nottm City and Notts County Local Access Forums)	0.010			
Schemes to be advanced from prioritisation list			0.060	0.060	
Total Walking schemes		**0.060**	**0.060**	**0.060**	
Smarter Choices					
Support for green technologies	Development of electric vehicle charging network prioritising public transport and fleet operators	0.010			Electric charging points. Match funding for wider Plugged in Places bid
Behavioural Change including GNTP support	Programme of measures to influence travel behaviour including WPL business support package.	0.060	0.065	0.065	
Total Smarter Choices		**0.070**	**0.065**	**0.065**	
TOTAL PROMOTING ALTERNATIVES		**0.843**	**0.845**	**0.945**	
Road safety					

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Scheme	Description	2012/13 (£m)	2013/14 (£m)	2014/15 (£m)	Comments
Broxtowe Lane length treatment	Package of accident reduction measures	0.125			Completion of committed scheme to achieve accident savings
20mph Zone Programme	Implementation of Sherwood and development of Bestwood in 12/13	0.140	0.200	0.250	Supports neighbourhood transformation and LSTF bids
Cinderhill Road length treatment (Phase 2)	Continuation of package of accident reduction measures	0.100			Based on accident savings and rate of return. Supports neighbourhood transformation
Edwards Lane/Caythorpe Rise school crossing patrol site upgrade	Upgrade of crossing facilities at school crossing patrol site	0.050			
Schemes to be advanced from prioritisation list		0.135	0.410	0.410	
TOTAL ROAD SAFETY		**0.550**	**0.610**	**0.660**	
Network Management					
Advance Direction Signing (A6002 and A611 Corridors in 12/13)	Efficient route finding on priority routes to reduce unnecessary mileage	0.100	0.100	0.100	Reduces carbon savings and support Manifesto commitment of decluttering
Trowell Road/ Arleston Drive	Renewal of life expired traffic signals equipment to modern standards including priority of sites to implement new pedestrian facilities	0.020			Required to sustain highway assets
Bulwell High Road/Vere Street		0.030			
Bulwell High Road/Pilkington Street		0.030			
Hucknall Lane/Sandhurst Road		0.020			
Schemes to be advanced from prioritisation list			0.100	0.100	
TOTAL NETWORK MANAGEMENT		**0.200**	**0.200**	**0.200**	
Other Schemes					
Programme coordination/development	Staff costs and advance design that will inform future year's LTP programmes.	0.140	0.140	0.140	
Sustainable transport monitoring	Annual monitoring of LTP performance indicators.	0.040	0.055	0.055	
TOTAL OTHER SCHEMES		**0.190**	**0.195**	**0.195**	
GRAND TOTAL		**6.151**	**6.000**	**7.490**	

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Table 5.3: Externally funded elements (£m)

Scheme	Funding source	Amount £m	Element of work
Shakespeare Street access control and public realm improvements	Nottingham Trent University	0.300	Access control and pedestrian environment improvements linked to the redevelopment of Byron House. Design and Traffic Regulation Order preparation in 2012/13, with implementation in 2013/14.
Link road between Bath Street and Brook Street (Phase 2)	Growth Point – carried forward from 2011/12	0.150	Completion of the project, which commenced in 2011/12, linked to the regeneration of the Eastside Regeneration Zone.
Public transport and pedestrian/ cyclist improvements in vicinity of Perry Road.	Developer Contribution (Sainsburys, Perry Road) – carried forward from 2011/12.	0.225	Area wide pedestrian/cycle improvements contribution (0.045). Detailed design, procurement and potential Public Inquiry in preparation of the Ring Road Major Scheme commencing on site in 2013/14 (0.025). Pedestrian crossing improvements at the Valley Road/Ring Road junction as part of the Ring Road Major Scheme (0.150). Bus detection loop contribution (0.005).
Plugged in Places	Department for Transport (OLEV) administered through Centre of Excellence for Low Carbon Vehicle Technologies (CENEX) – carried forward from 2011/12.	0.057	Five EV charging points at Loxley House, one for the Locallink service at Sherwood Bus Garage and ten at strategic public transport interchanges including Queen's Drive and Racecourse Park and Ride sites. Match funding from LTP Programme (0.060) over two years, WPL Link Bus Programme (0.020) and City Council Facilities Management (0.015).
Ring Road	Highways Agency Detrunking funding – carried forward from 2011/12.	0.139	Detailed design, procurement and potential Public Inquiry in preparation of the Ring Road Major Scheme commencing on site in 2013/14.
TOTAL		**0.871**	