Appendix A

Option Assessment Report

Title	Nottingham and Derby TCF Tranche 2 – Option Assessment Report
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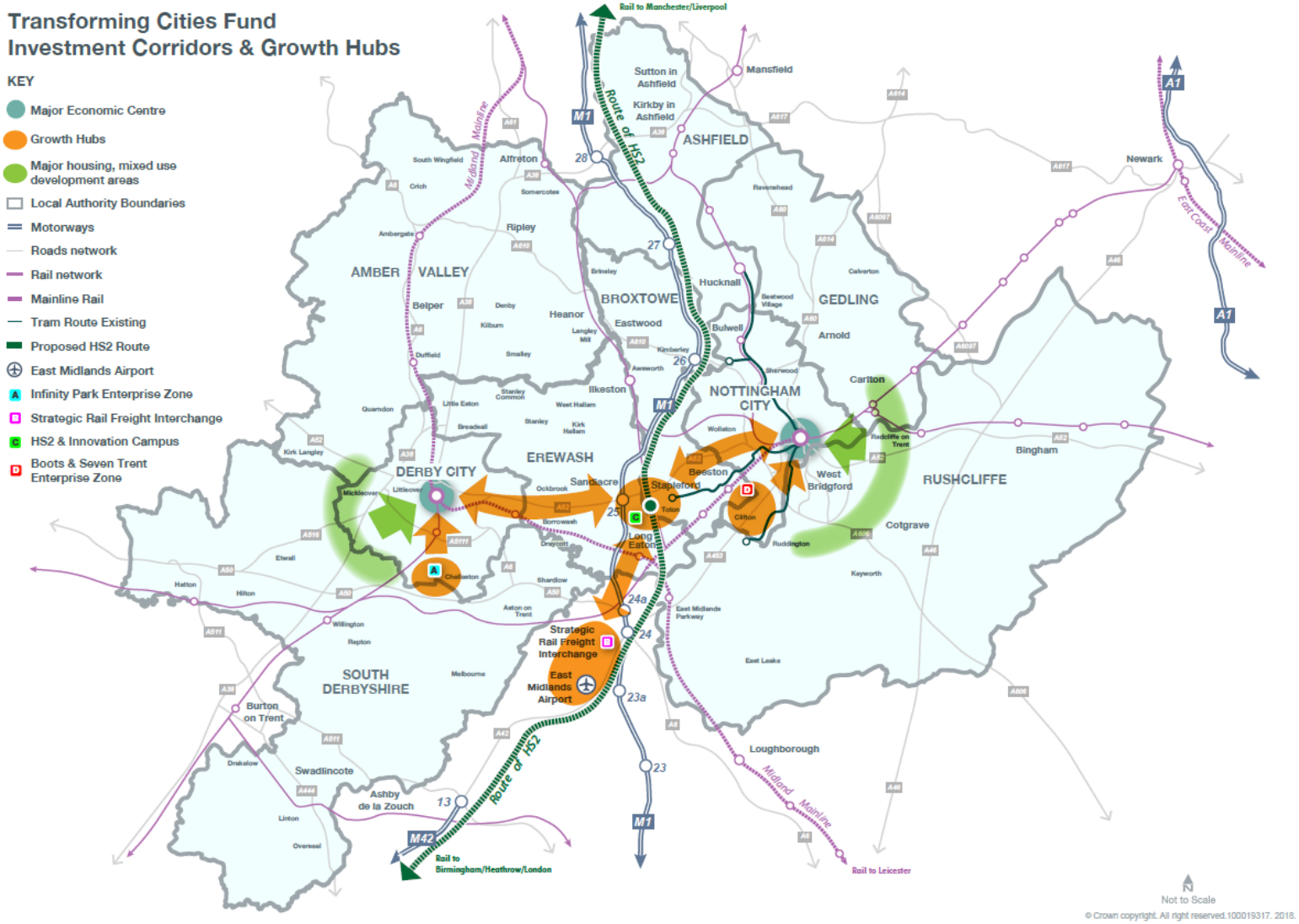
1. Introduction

1.1 Officers from Nottingham City Council and Derby City Council have prepared a joint submission to Tranche 2 of the Department for Transport's (DfT) Transforming Cities Fund (TCF). As set out in The Transport Appraisal Process (DfT, 2018) an Option Assessment Report (OAR) should be prepared to document the Stage 1 process of identifying the need for intervention and the process undertaken to identify and develop appropriate solution options.

1.2 This document is the OAR for Derby and Nottingham's TCF submission and summarises the stage 1 and stage 2 option development process which has been undertaken to identify and refine the proposed schemes in the study area shown in Figure 1-1 and combine them into sets of complementary packages. As such this document outlines the following:

- Need for intervention; and
- Option development and selection process.

Figure 1-1: Transforming Derby and Nottingham – study area



2. Need for intervention

2.1 The economies of the cities of Derby and Nottingham have experienced continued growth since 2010 but their ability to achieve their full potential as engines of employment and housing growth is restricted by several key transport issues. An assessment of the current and future transport issues and opportunities for the Derby and Nottingham urban areas, the corridors between the two cities and their key employment areas and the corridors connecting the two cities to East Midlands Airport / East Midlands Gateway, revealed that limited connectivity results in a greater reliance on private vehicle travel and higher transport-related carbon emissions for some everyday journeys. This assessment led to the development of three key transport objectives to address the issues and opportunities identified.

1	**Strong foundations for sustainably-connected future growth**
2	**Transport pressures from recent growth and past underinvestment**
3	**Improving access to employment, productivity and inclusivity**

2.2 These key objectives are evidenced and documented in considerable detail in Section 2 of the Final Strategic Outline Business Case prepared by the two authorities. They have been summarised in the remainder of this section, for the purpose of introducing the option assessment process adopted by the Councils when developing and refining their TCF Tranche 2 bid.

1. Strong foundations for sustainably-connected future growth

2.3 Derby-Nottingham is identified by the Midlands Engine as one of four priority areas with potential to drive forward the Midlands economy. It is home to major global businesses including Toyota, Rolls Royce, East Midlands Airport, Vision Express, Walgreens Boots Alliance, Experian and Capital One.

2.4 Significant economic growth is taking place in the Derby-Nottingham area. Employment growth hubs are emerging between the cities and there are plans to build approximately 50,000 new homes spread across 15 strategic Local Plan allocations. This growth presents an opportunity for sustainable development, building on the strong foundations of existing transport infrastructure by enhancing local and intra-urban connectivity.

2. Transport pressures from recent growth and past underinvestment

2.5 Road traffic congestion is a significant issue on the Strategic Road Network, as well as along the key routes into Derby and Nottingham, particularly during peak periods. Traffic congestion causes significant journey time variability for motorists and bus users on a daily basis, adversely impacts the economy and restricts economic growth. Schemes to tackle congestion by encouraging modal shift from car to public transport, cycling and walking will help to alleviate such issues.

3 Improving access to employment, productivity and inclusivity

2.6 A key challenge that existing major employers face is recruiting staff locally, despite high levels of unemployment in some parts of the two cities with this issue likely to worsen without intervention as key employment sites such as East Midlands Gateway expand. There is a clear need to improve connectivity to jobs in key growth locations and residential areas which are poorly served by public transport, particularly those which have higher levels of unemployment. If economic growth in Derby and Nottingham is to address unemployment and deprivation in both cities by improving access to employment, learning, healthcare and training opportunities is critical. As such, there is a clear need to expand and extend our existing mass transit systems, key bus corridors and associated linkages and feeder routes, as well as walking and cycling routes for local journeys, to link new and existing communities with the area's key employment growth locations.

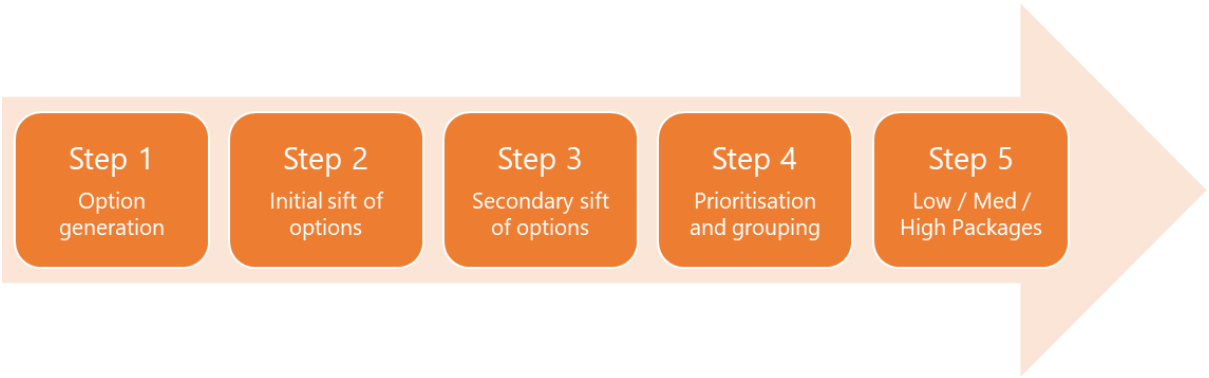
Key opportunities for transforming Derby and Nottingham

2.7 The outcome of the analysis presented in Section 2 of the Final SOBC submission to DfT was a clear understanding of the local opportunities for delivering transformative transport improvements in both Derby and Nottingham. These are summarised in Table 2-3 in the Final SOBC submission and guided the option assessment and sifting process explained in the remainder of this Appendix.

3. Option assessment

3.1 Initial work to develop the programme was undertaken between April and June 2019, building on the two Councils' ongoing delivery of 'quick win' TCF Tranche 1 interventions that received funding approval from DfT in January 2019. Consequently, steps 1-4 in Figure 3-1 were undertaken prior to submission of the Draft SOBC in June 2019. These initial steps were revisited based on co-development feedback received from DfT colleagues, following submission of the Draft SOBC and as refined scheme costings and designs were being developed by officers at the two Councils. The outcomes from this work informed Step 5, which was completed as part of the process of preparing the Final SOBC for submission to DfT in November 2019.

Figure 3-1: Programme development process



Step 1 - Option generation

3.2 Initial scheme generation was undertaken by DCC and NCC officers through a series of collaborative workshops. Officers also worked with stakeholders to identify potential ideas and solutions to the transport challenges and opportunities across the two cities (as documented in section 2 of the Final SOBC).

3.3 Ideas for transport schemes that could be included in the Transforming Cities programme were fed in to this process in a number of ways, including through:

- Each city's ongoing Local Cycling Walking Infrastructure Plan (LCWIP) development processes, which have included considerable engagement with the local cycling groups in Derby (Derby Cycling Group) and Nottingham (Pedals).
- Regular meetings with local public transport operators (including the Robin Hood network partnership group, which meets on a regular basis and was the mechanism through which bus network pinch points and other bus priority measures have been identified.

- Feedback from previous local residents' and advocacy groups – including public transport users, neighbourhood groups and Council Members in both Derby and Nottingham.

3.4 Whilst some of the options generated focused on improving sections of transport network within the Derby and Nottingham City Council administrative areas, a large number aim to improve capacity, journey times and the range of connectivity options into both city centres from outlying areas – including those which sit between Derby, Nottingham and the East Midlands Airport employment zone. As such it was essential that we liaised with officers at Derbyshire County Council, Nottinghamshire County Council and Leicestershire County Council to ensure a good strategic fit and compatibility with priority interventions they are currently taking forward.

3.5 At various stages throughout the option generation process, new schemes were identified. Mapping of each of the schemes also lead to the identification of additional schemes as well as developing existing ones.

3.6 Each new scheme was taken through this full option sifting process, with a long-list of the 121 schemes considered found in Annex A to this OAR. A Microsoft Excel spreadsheet containing the details of all the identified schemes was prepared to keep track of all the options generated and facilitate the multi-criteria appraisal. The long-list of scheme options considered covered the following range of intervention categories:

- Bus priority / reliability improvements;
- Cycling and walking schemes;
- Interchange improvements;
- Mass rapid transit (e.g. tram / BRT);
- Park and ride;
- Passenger information provision;
- Public realm enhancements;
- Road user safety;
- Public transport ticketing; and
- Other interventions.

3.7 The process of developing the long list of schemes identified interventions which were better aligned with the objectives of DfT's Future Mobility Zone (FMZ) fund. Several of the schemes identified were included in the joint Derby/Nottingham FMZ submission.

Step 2 – Initial sift of options

3.8 A scoring framework was developed to apply greatest weight to schemes which directly meet the two key TCF objectives defined by DfT. It also included a pass/fail assessment of deliverability, given the schemes must be completed by April 2023. The key criteria used for the initial appraisal and shortlisting of early scheme options are set out in Table 3-1, alongside the rationale behind each criterion and explains how they were applied to the prospective schemes included in the long, and short lists developed by DCC and NCC officers.

3.9 All 121 schemes were scored against the first three criteria through an initial sift, which resulted in 22 schemes being removed. These either:

- **Did not satisfy the pass/fail 'deliverability' criterion**, because considerable uncertainty existed over scope for delivery before Spring 2023. Some of these scheme proposals – such as tram network extensions in Nottingham – will be discussed separately with DfT to explore how they could be supported through longer-term funding.
- **Did not directly align with DfT's two core TCF objectives** and scored poorly against criteria 2 and 3. Some of these scheme proposals were included in Derby and Nottingham's Future Mobility Zone bid (submitted in late September), whilst others will be considered for other sources of local and national funding support.

3.10 The 22 schemes removed at the initial sift stage are shaded orange in the long-list found in Annex A to this OAR.

Step 3 – Secondary sift of options

3.11 A secondary sift was used to compare the remaining 99 schemes against all eight criteria which, taken together, generated a score for each scheme out of a possible 45. Table 3-2 shows how a maximum of 10 points were assigned to the first two 'core TCF' criteria, with up to five points available for each of the supplementary criteria.

3.12 The secondary sift sought to identify high priority schemes, based on their alignment with the core TCF and local objectives, and their anticipated impact/value for money. At this stage in the option assessment process a further eight schemes (shaded blue in the table in Annex A, and with the rationale documented in-line) were removed from consideration on the basis that they did not represent a good fit with TCF and local objectives. Several innovative elements, including those relating to the extension of rapid EV charging facilities for privately owned vehicles and Council operated fleets, were removed and included in the Future Mobility Zones bid submitted to DfT in September 2019.

Table 3-1: Option sifting framework applied to prospective schemes

Criterion	Description
Initial sift criteria	**(PASS/FAIL or scored out of 10 points)**
1: Deliverability within TCF timescales (PASS / FAIL)	This assessed deliverability, which is particularly relevant given the chosen schemes must be delivered by April 2023. A broadly similar criterion is included in EAST – practical feasibility. Scoring for this scheme was PASS/FAIL and determined based on aspects such as the status of the scheme (concept/outline/detailed design) and any potential land ownership issues which might prevent delivery.
2: Supporting commuting, employment, development and economic growth	Assessed the extent to which each proposed scheme supported the key objectives of commuting and development and employment, and economic growth in the study area. Given the importance attached to this objective in the DfT's TCF Tranche 2 guidance it was given a higher weighting than the majority of other selected criteria, scoring between 10 (excellent fit) and 2 (poor fit).
3: Reducing carbon emissions (low carbon sustainable modes)	Considered the degree that each proposed scheme would help to reduce transport-related carbon emissions in the study area. As with criterion 2 it was given a higher weighting than other criteria which were chosen as it is a key objective in the TCF Tranche 2 guidance.
Supplementary criteria applied to second sift	**(Scored out of 5 points)**
4: Improved connectivity between cities & suburbs	Considered the degree that each scheme would improve connectivity between Derby and Nottingham and the suburbs that lie between the two cities (which are highly susceptible to peak hour traffic congestion, public transport crowding and unreliable journey times).
5: Supports delivery of new homes / employment sites	Assessed the extent to which the scheme supports the development of new homes or employment growth sites based on comparative mapping.
6: Political and public acceptability	Public acceptability is included in DfT's EAST tool, which we merged with lead-officer's understanding of key local decision makers' views.
7: Local policy fit (LTP, LEP & LCWIP)	Considered alignment with existing local transport policies and aims defined in published/work-in-progress strategies.
8: Anticipated Value for Money	Assessment based on expected Value for Money (VfM) is a core requirement of DfT's EAST and its importance is also emphasised in the TCF guidance. We drew on local experience of the performance of different types of sustainable transport schemes, as well as programme evaluation evidence published by DfT from its Access Fund, Sustainable Travel Town and Cycle Demonstration Town investments to score schemes against this criterion.

Table 3-2: TCF scoring criteria applied to Derby and Nottingham scheme proposals

	Initial sift criteria			Score	Supplementary criteria applied to second sift					Score
	1 (PASS / FAIL)	2	3		4	5	6	7	8	
High	Low risk	Excellent fit	Excellent fit	**10**	Excellent fit	Excellent fit	Very high	Excellent fit	Very high	**5**
	Tolerable risk	Good fit	Good fit	**8**	Good fit	Good fit	High	Good fit	High	**4**
	Moderate risk	Reasonable fit	Reasonable fit	**6**	Reasonable fit	Reasonable fit	Medium	Reasonable fit	Medium	**3**
	High risk	Low fit	Low fit	**4**	Low fit	Low fit	Low	Low fit	Low	**2**
Low	Substantial risk	Poor fit	Poor fit	**2**	Poor fit	Poor fit	Very low	Poor fit	Very low	**1**

Key

1. Deliverability within timescales
2. Supporting commuting, employment, development and economic growth
3. Reducing carbon emissions (low carbon sustainable modes)
4. Improved connectivity between cities & suburbs
5. Supports delivery of new homes/employment sites
6. Political and public acceptability
7. Local policy fit (LTP, LEP & LCWIP)
8. Anticipated Value for Money

Step 4 – Prioritisation and grouping

3.13 Once the sifting exercise was completed, the remaining 91 schemes were grouped into themes, based upon their fit with local priorities and the extent to which they complemented one another. This process involved a series of workshops with officers from both Councils during which evidence of local transport network challenges and capacity constraints was used to iterate a series of spatially and thematically coherent themes. These workshops identified the following broad categories of schemes:

- Highest scoring schemes (or groups of schemes) were considered to reflect the highest priorities for the two Councils, and used to form the basis for each theme.
- Complementary schemes were identified which, although not necessarily high-scoring in their own right, could be delivered in tandem with high priority interventions to help broaden the benefits along key transport corridors serving Derby and Nottingham.
- Network-wide improvements emerged, through which investment in a single scheme could deliver widespread benefits for travellers in both Derby and Nottingham. Examples include improving back-office traffic control and real-time passenger information systems that are shared by both Councils.

3.14 These are discussed in greater detail, below:

High priority schemes

3.15 High priority schemes scored well across all eight of the appraisal criteria, particularly in relation to their fit with the core TCF objectives, their ability to directly address identified local transport pressures and improve connectivity to strategic growth locations. They are also expected to deliver high value for money and can be delivered within the TCF timeframes. These schemes included:

- Major public realm, walking and cycling investments focused on the delivery of allocated housing and employment developments in the immediate vicinities of Derby and Nottingham's main rail and bus stations – improving links from them to the city centre and new city centre developments.
- Improving and extending the degree of dedicated bus lane and traffic signal priority for urban and inter-urban bus services operating along key growth corridors between Derby, Nottingham and the East Midlands Airport employment zone, and within the two-cities' urban areas. This included upgrading and extending the network of tram and bus-based Park & Ride sites.
- Key strategic cycling improvements identified through the local LCWIPs. Priority schemes included lighting and widening the traffic-free Derby Riverside Path and

Canal Path routes, and the extension of Nottingham's 'southern growth corridor' cycle routes though the Boots Enterprise Zone and Beeston to the edge of the urban area. Through this process the scope to link these arterial urban cycle routes through green gaps between Derby, Nottingham and the airport, to form cross-boundary Cycle Expressways, emerged.

Complementary schemes

3.16 Complementary schemes achieved lower scores than high priority schemes, but which - in combination with high priority schemes – support a package of interventions along growth corridors where new homes and employment land are otherwise expected to increase pressure on wider transport networks. These schemes included:

- Electric vehicle charging infrastructure, to be delivered across a range of Park & Ride and smart-hub locations in Derby and Nottingham to encourage accelerated ULEV use and Park & Ride service uptake.
- Pinch point and level crossing improvements along target corridors, to improve journey time reliability and reduce delays to bus services.

Network-wide improvements

3.17 Network-wide improvements are those which complement the priority corridor and target growth locations by improving integration across multiple modes of travel across the Derby and Nottingham area. These schemes include:

- Upgrades to contactless smart ticketing and integrated fare systems across public transport networks and operators in the Derby and Nottingham area, helping to maintain existing investments in smart payment mechanisms while Transport for the North and Midlands Connect systems are developed; and
- Ticket vending machine upgrades enabling faster, off bus/tram ticket purchase and smartcard top-ups by passengers.

Grouping into themes

3.18 Through the process of identifying these three types of scheme, a total of 30 individual interventions originally identified by Officers (shaded grey in the table in Annex A) were merged with others to become components of larger interventions focused on specific locations/transport corridor/modes of travel. Based on identified high-scoring/high priority schemes, the TCF programme officer group from Derby and Nottingham identified four themes, which were used as the basis for merging and grouping the 61 scheme options shaded green in the table found in Annex A to this report, which have been summarised in Table 3-3.

Table 3-3: The Derby and Nottingham Area's Transforming Cities Fund investment themes/key schemes

Theme	Description	Key schemes
a) City Centre Connectivity and Integration	An inter-related package of walking, cycling and public transport access and interchange improvements focused on strengthening links between the primary bus and rail stations of Derby and Nottingham and key retail, employment and housing growth locations in each city centre.	i) Nottingham City Centre 'Hub' access and interchange improvements. These comprise city centre cycle routes that improve E-W and N-S links into/past Nottingham Station, wayfinding and highway priority improvements linked to the refurbishment of Nottingham Castle, enhanced rail and bus station passenger facilities, and the provision of EV charging facilities in the new Broadmarsh interchange.
		ii) Significant public realm and pedestrian area improvements which complement Ai schemes and focus on enhancing walking links and the attractiveness of the Nottingham rail station, Broadmarsh Bus Station and regenerated Broadmarsh shopping centre area. The creation of a new public square in place of an existing gyratory and the delivery of prioritised bus access into the new Broadmarsh bus station will help deliver allocated retail, employment and residential developments focused in this area.
		iii) Derby City Centre 'Hub' access and interchange improvements. These comprise new high-quality walking and cycling routes between Derby rail station, the Riverlights bus station, and the main Derby intu shopping centre. These are complemented by capacity and access improvements into the Riverlights bus station for buses entering from the Morledge/Corporation Street. A dedicated busway will be delivered alongside complementary public realm improvements. Both support delivery of new residential and employment developments on land between the station and the city centre, while establishing bus priority on a key route into the city centre.
		iv) Significant public realm and pedestrian area improvements to key locations in Derby's historic and retail cores, complementing Future High Street Fund proposals the City Council has been developing. These focus upon extending high quality pedestrianised areas from St Peter's Street to include The Spot, Victoria St, Albert St and the Becketwell area. These deliberately complement schemes included in Theme Aiii.

Theme	Description	Key schemes
b) Strategic Derby – Nottingham – EMA Connectivity	Corridor-focused improvements to cross-boundary strategic cycle routes, public transport corridors and public EV charging networks that link the cities of Derby and Nottingham with major employment sites located between them – including the East Midlands Airport	i) Cross-boundary cycle routes that will be delivered in partnership with Derbyshire and Nottinghamshire County Councils to establish continuous high-quality routes between Derby and Nottingham (linking Beeston and Spondon along the A6005 corridor), Derby and East Midlands Airport (via the Derby Canal Path) and Nottingham and East Midlands Airport (via the old A453 and East Midlands Gateway employment zone).
		ii) A jointly-procured public bike hire scheme that delivers a sustainable network of docked and dock-less bike hire locations across the Derby and Nottingham urban area. Comprising both conventional and e-Bikes, with hire locations targeted in central areas of both cities in locations where cycle network improvements are delivered, around transport interchange 'hubs' and major employment/education sites that may generate in both cities.
		iii) Inter-urban bus lane and traffic signal priority improvements on key roads (London Rd/A6, A52, A609) linking Derby, Nottingham and East Midlands Airport/Gateway employment area to speed-up bus peak hour bus journeys. Complementary upgrades to back-office systems for area-wide Real Time Information and contactless public transport payments will improve passenger experiences and the ease of multi-modal journeys across the area.
		iv) A brokerage system that enables existing local bus operators to introduce demand responsive operation to services passing East Midlands Airport, the East Midlands Gateway strategic rail freight interchange, and East Midlands Parkway station. This greater flexibility will enable people who work at these locations to reduce their reliance on car & taxi trips and improve access to new employment opportunities from lower income areas of the two cities.
		v) Expansion of the Derby and Nottingham EV charging network by up to 120 additional charging posts across ~20 new locations. These include new and existing Park & Ride sites (maximising scope for 'all electric' journeys), key employment growth sites along target corridors and community facilities in locations with limited off-street parking. The high investment package allows for creation of a satellite multi-point rapid charging hub on the west of Nottingham/east of Derby, to facilitate mid-journey charging for EV owners and fleet users.

Theme	Description	Key schemes
c) Nottingham Urban Growth Corridors	Improvements to key arterial cycling and public transport routes into Nottingham that are linked to major housing and employment growth sites on the north, east and south-western edges of the city. Expanded/new, Park & Ride sites, as well as capital grants for employers located along target corridors will complement these investments and support long-term changes in travel patterns.	i) Extension to Nottingham's 'southern growth corridor' bus and ULEV lanes to additionally link the Boots Enterprise Zone and Colwick/Netherfield growth areas to the city centre and each other, alongside improved rail level crossing signals (to reduce bus service delays) and improved real-time information displays at stops along this route.
		ii) Traffic signal priority improvements (for late-running buses) and linked traffic signal controls at 64 junctions across Nottingham's central and western bus corridors. This will be complemented by targeted bus lane extensions on approaches to junctions, extended real time information at bus stops/online, and upgrades to Bulwell and Victoria Centre bus stations.
		iii) Northern bus corridor improvements including: the signalisation of three new junctions and modernisation of signals at two NET/Rail level crossings, an extended bus lane enforcement camera network, bus access improvements to City Hospital, and targeted bus lane extensions on approaches to junctions along the A60, A610, A611 and B6004 bus corridors linked to the new Leapool Park & Ride site (see Civ).
		iv) Expansion of Park & Ride capacity focused on Phoenix Park (+340 spaces) and Hucknall (+460 spaces) tram stops, plus the delivery of a new bus-based Park & Ride at Leapool (A60/A614 junction, +750 spaces) and a new 240 space tram Park & Ride at Wilford Lane tram stop.
		v) Expanding Nottingham's safe + segregated cycle route network based on LCWIP priorities: a new/upgraded River Trent crossing in Lady Bay linked to a Waterside regeneration area, a new 'greenway' linking the City Hospital and Hucknall, upgrading existing river/canalside routes, cycle lane improvements close to the Harvey Hadden cycling circuit, and extending dedicated off-carriageway cycle lanes out to housing/employment growth areas in N & E Nottingham.
		vi) Capital funding made available as match-funded grants to local businesses wishing to improve sustainable travel facilities (shower and changing facilities, cycle parking, EV charging capacity) at their workplaces. Funding will be distributed in response to applications received from local businesses generated through a (separately funded) workplace travel engagement service.

Theme	Description	Key schemes
d) Derby Urban Growth Corridors	Improvements to key arterial cycling and public transport routes into Derby, linked to major housing and employment growth sites to the south and west of the city. New Park & Ride sites, as well as capital grants for employers located along target corridors complement these investments and support long-term adoption of more sustainable travel patterns.	i) Development of up to four new Park & Ride sites to the north (A61/A38), south (A50, Boulton Moor), east (A52 Megaloughton Lane), and west (Derby Hospital) aligned with complementary bus lane extensions and traffic signal priority for bus services operating from these sites into the centre of Derby. All sites are close to major existing employment/growth locations, which will themselves benefit from improved public transport services to the Park & Ride, as well as ped/cycle network improvements aimed at people walking and cycling to catch P&R buses.
		ii) An electric Rapid Transit (BRT) route linking Pride Park employment area and football stadium with the new Derby city centre busway (Aiii) and the Cathedral Quarter in central Derby - a focus for residential employment growth over coming years. This will be complemented by capital investment in extended bus service priority (achieved through targeted junction improvements and signalised priority) along seven 'Partnership corridors' and the city's ring road, to align with service improvements being agreed with local bus operators. It will also provide brokerage systems and back office support for a Demand Responsive bus service (similar to the Arriva Click model) to link the Infinity Park growth area to major employers in Sinfin (Rolls Royce) and Wilmorton (Bombardier) as well as the city's main rail and bus stations.
		iii) High priority cycle network improvements, which include a dedicated off-road route from the Mickleover housing growth area to Derby city centre and similar quality routes from the city centre to the Raynesway employment area to both the north (Chaddesden) and south (Pride Park/Wyvern Centre) sides of the A52 dual carriageway. This will substantially extend and improve existing traffic-free cycle routes between residential and employment areas in Derby.
		iv) Capital funding made available as match-funded grants to local businesses wishing to improve sustainable travel facilities (shower and changing facilities, cycle parking, EV charging capacity) at their workplaces. Funding will be distributed in response to applications received from local businesses generated through a (separately funded) workplace travel engagement service.

Step 5 – Definition of Low/Med/high investment packages

3.19 Many of the components which make up each theme can be scaled to reflect available funding. Based on co-development guidance received from DfT's officers post-submission of the Draft SOBC, the Derby and Nottingham TCF programme team worked to refine the range of schemes presented earlier in 2019 so they align more closely with the per-capita funding levels that have already been allocated to major metropolitan areas by DfT. The net-effect of this work, which coincided with firmer cost estimates becoming available for some schemes, was a reduction in the total value of the TCF bid value being sought by the two authorities.

3.20 As such, the scheme components in each theme were prioritised in order to achieve the following three overall 'DfT capital funding requirement' bid values[1]:

- Low: £100m (£71.42 per head of the Derby & Nottingham workday population)
- Med: £130m (£92.86 per head)
- High: £160m (£1.14 per head)

3.21 In each theme the highest priority / most deliverable schemes (as evidenced in Annex A) have been afforded greatest priority through their inclusion in the Low funding package. In many cases, these schemes are most closely linked to near-term growth proposals (e.g. the Derby and Nottingham city centre public realm improvements), so also attract higher levels of secured match funding from local and private sector sources.

3.22 Schemes which are considered marginally lower priorities, but which remain readily deliverable within TCF timeframes, have been included in the Medium investment package. The High investment package includes schemes which are currently less-well developed, and therefore come with higher degrees of cost and delivery uncertainty. If funded both Councils are confident in their ability to deliver the High package of investments, since many simple scale the extent of bus and cycle lane proposals included in the Medium Package over longer corridors, but the need for further scheme development in years 1 and 2 of the TCF programme is recognised.

3.23 Breakdowns of which schemes will be delivered in each of the Low/Med/High investment packages are provided on a theme-by-theme basis in Section 3 of the Final Strategic Outline Business Case (SOBC), under the sub-heading *'Finalised TCF investment packages, by theme*'. As such, they have not been replicated here.

[1] Excluding match funding contributions, but including contingency allowances for risks and inflation associated with delivery costs.

Annex A

Long list of schemes considered, grouped by theme

Long list of schemes, grouped by theme

Key:

Included in TCF bid | Scheme merged into others and included | Removed at secondary sift | Removed at initial sift

Ref	Derby or Nottm	Title	Details	Outline Cost Est. (max cost)	Delivery by Apr 2023 (pass/fail)	Supports commuting, employment & growth	Reduces carbon emissions	Improves links between cities & suburbs	Supports delivery of new homes / jobs	Political & Public Acceptability	Local Policy fit	Likely VfM	Total
Ai	N	Talbot St / Tolhouse Hill cycle network improvements	Group of Talbot Street / Poyton St / Wollaton St cycling improvements	£2.046m	PASS	10	10	4	3	4	4	4	**39**
Ai	N	Castle-Broadmarsh wayfinding + EV charging	Wayfinding signage for Nottingham Castle redevelopment + EV charging facilities for Broadmarsh area	£0.48m	PASS	8	8	2	2	5	5	2	**32**
Ai	N	Canal Street/Broadmarsh related cycle connections	Multiple Nottingham City Centre cycle schemes focused on improving connections between rail station, Broadmarsh and existing arterial cycle routes	£6.02m	PASS	10	10	4	5	4	5	5	**43**
Ai	N	Nottingham city centre hub	Station Street access + pax facilities + strategic cross-city cycleway (Canal St)	£10.02m	PASS	10	10	4	5	5	5	4	**43**
Aii	N	Broadmarsh Public Realm Stage 1 & 2	Public realm improvements to Carrington St North, Collin St East, Middle Hill, Canal St, Collin St West, Sussex St, Carrington St South	£20.0m	PASS	10	10	4	4	5	5	3	**41**

Ref	Derby or Nottm	Title	Details	Outline Cost Est. (max cost)	Delivery by Apr 2023 (pass/fail)	Supports commuting, employment & growth	Reduces carbon emissions	Improves links between cities & suburbs	Supports delivery of new homes / jobs	Political & Public Acceptability	Local Policy fit	Likely VfM	Total
Aiii	D	City Centre to Derby Rail Station Access Improvement Scheme	Cycling, walking and public realm improvements between Derby City Centre/ Bus Station and Derby Rail Station, improving the entire route along the Morledge, Siddals Road and Railway Terrace. Will connect to the Castleward Housing Development. Bus and Rail Station schemes will include EV charging and RTI for passengers.	£4.0m	PASS	10	10	4	4	5	5	3	**41**
Aiii	D	Bus station vehicular entrance/exit upgrades	Vehicular entrance/ exit onto Morledge and Holmes Bridge to be reconfigured to increase capacity and movements at the bus station and future development of an extension, which will provide r increased frequency, numbers of services and passenger journeys	£4.5m	PASS	10	10	4	2	4	4	2	**36**
Aiv	D	Public Realm work within the key areas of the city centre (The Spot, Becketwell, Vic/Alb Street)	Corporation St / Morledge / Victoria St / Albert St/The Spot - linked to various other schemes to reduce through traffic, improved multi modal travel and pedestrian facilities.	£6.5m	PASS	10	10	4	4	5	5	3	**41**

Ref	Derby or Nottm	Title	Details	Outline Cost Est. (max cost)	Delivery by Apr 2023 (pass/fail)	Supports commuting, employment & growth	Reduces carbon emissions	Improves links between cities & suburbs	Supports delivery of new homes / jobs	Political & Public Acceptability	Local Policy fit	Likely VfM	Total
Bi	D	Strategic cycle link development Derby - A6005 + Derby - EMA	Improvements to existing Sustrans, National Cycle Network Route 6 between Raynesway and Station Road (B5010) near Borrowash. Widen, resurface and street light the existing route. The is identified in the LCWIP and would provide a valuble improvement the this national cycle network and lin Derbyshire to the east and improves the network leading to East Midlands Airport	£2.6m	PASS	10	10	5	5	4	5	4	**43**
Bi	N	Strategic cycle link development Notitngham A6005 + A453 old road	High-quality cycleway connecting Derby and Nottingham providing a range of journey options for residents living on the corridor between the two cities.	£6.8m	PASS	10	10	5	5	4	5	4	**43**
Bii	D+N	Bikeshare programme (L: Hubs, M: Hubs + 300 bikes, H: Hubs + 600 bikes)	Procurement and delivery of a new joint Derby & Nottingham public bike hire/e-bike hire service based on well-defined specification linked to inter-operability with local integrated PT fares.	£4.0m	PASS	10	10	4	3	4	4	3	**38**

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Biii	D & N	Futureproofing of the Derbys - Notts Realtime System Back Office for disruption / information messages	Delivery of Realtime Back Office Improvements as outlined in the D2N2 Realtime Technical Road Map	£2.0m	PASS	10	10	3	2	4	4	2	**35**
Biii	D & N	Futureproofing of the Derbys - Notts HOPS Back Office for better reporting and journey matching	Delivery of HOPS improvements as outlined in the D2N2 Realtime Technical Road Map	£0.2m	PASS	10	10	3	2	4	4	2	**35**
Biii	N	Robin Hood Top-Up at Tram Ticket Vending Machines	Upgrade to Tram Platform Ticket Vending Machine to allow Robin Hood Card Top-up	£0.46m	PASS	10	10	3	2	4	3	3	**35**
Biii	N	EMV Card Validators and EMV Bus Ticket Machines	Integration of Ticketer and init back office	£0.465m	PASS	10	10	2	2	5	3	3	**35**
Biii	N	Derby Contactless EMV upgrades and RH integration	Integration of Ticketer and init back office	£0.3m	PASS	10	10	2	2	5	3	2	**34**
Biii	D & N	Inter-urban bus lane and traffic light priority on key approaches (London Rd/A6, A52, A609) to Derby, Nottingham and East Midlands Airport/Gateway employment	Additional provision of bus lane/junction bypass/traffic signal priority on key approaches to Derby and Nottingham along the London Rd/A6 (Derby), A52 (Derby and Nottingham), A609 (Nottingham), Nottingham Rd (Derby) approachaes to each city	£5.0m	PASS	10	9	4	2	3	3	3	**34**

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Biii	N	New Robin Hood fare products (including Student PAYG)	Integration of Ticketer and init back office	£0.2m	PASS	10	10	2	2	3	3	2	**32**
Biv	D & N	DRT operated EMG Gateway Shuttle	DRT system to support public transport connectivity to the East Midlands Gateway site	£1.0m	PASS	10	10	4	4	3	3	3	**37**
Bv	D & N	D2N2 charge point network expansion (L: 60 chargers, M: 90 chargers, H: 120 chargers)	Delivery of additional fast and rapid charge points, including Broadmarsh car park	£2.0m	PASS	8	10	3	3	4	4	3	**35**
Ci	N	Boots Enterprise Zone Bus and ULEV Priority Lane	Bus and ULEV lane connecting Boots Enterprise Zone and the new housing development to East - West bus priority across Nottingham	£2.09m	PASS	10	10	4	4	4	4	3	**39**
Ci	N	A612 Colwick Loop Road between Private Road No. 1 and Victoria Park Way Bus and ULEV Lane	Extension of A612 bus and ULEV lane towards Chase Farm and Victoria Park housing and employment growth locations east of Nottingham	£0.3m	PASS	10	9	4	4	4	4	4	**39**
Ci	N	Clifton Bridge junction improvements	Bus priority improvements to Clifton Bridge underpass, linked to improved PT connectivity to Boots EZ	£0.41m	PASS	10	9	4	2	3	3	3	**34**
Ci	N	Colwick crossing signal upgrade	Level crossing signal upgrade to reduce bus service delays in the local area	£0.05m	PASS	8	8	4	2	4	4	2	**32**

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Ci	D & N	Real-Time Information stop displays, totems and Private Mobile Radio to SIM Upgrade	Network-wide upgrade to RTI system displays and in-street totems, as well as data collection systems from bus vehicles	£1.0m	PASS	8	7	3	2	4	4	3	**31**
Cii	D & N	60 x RTI TFT screens + 6 x RTI totems	Upgraded RTI screens and totems across the bus network	£0.7m	PASS	8	7	3	2	4	4	3	**31**
Cii	D & N	Additional 6 x RTI totems	Further extension to RTI network	£0.3m	PASS	8	7	3	2	4	4	3	**31**
Ciii	N	Level Crossing Upgrades	3 level crossings which intermittently fail, impacting on the reliability of a number of high frequency bus routes on key strategic corridors will be upgraded in partnership with Network Rail: • Carey Road • Colwick Crossings • David Lane	£0.2m	PASS	8	9	3	2	3	3	3	**31**
Ciii	N	New Bus Lane Enforcement Cameras	New cameras will be installed at the following at the following locations along a number of key strategic bus corridors: • Derby Road outbound at Wollaton Hall Drive • Derby Road inbound at Wollaton Hall Drive • Hucknall Road inbound at Mansfield Road	£0.3m	PASS	8	8	3	2	3	3	3	**30**

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			• Hucknall Road inbound at Jenner Street • Nuthall Road outbound nr Western Boulevard • Arkwright St nr Embankment Public House										
Cii	N	Victoria and Bulwell bus station improvements	Improvements to Victoria & Bulwell Bus Station facilities and infrastructure	£0.25m	PASS	10	10	3	2	3	3	2	**33**
Cii	N	Pinch Point Bus Priority Package - B5010 Nottingham Rd - Bramcote	New bus lane along B5010 from Bramcote to A52 Bramcote roundabout	£1.2m	PASS	10	8	5	2	4	4	4	**37**
Cii	D	A609 Ilkeston Rd, A610, A60 central, A60 Mansfield Rd	Introduction of further solutions at traffic signals and key junctions to improve bus punctuality and reliability. Including inbound bus priority from A52/ Chequers Road. This includes the operator pinch points identified across the network. This work will include implementation of new TROs, reallocation of carriageway and kerb space	£3.78m	PASS	10	10	4	3	4	4	3	**38**

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Cii	N	Switch on traffic light priority at 64 existing SCOOT/MOVA junctions	Upgrade of signals equipment to accommodate bus priority	£0.359m	PASS	10	10	4	2	3	4	3	**36**
Ciii	N	Pinch Point Bus Priority Package - A610 Nottingham - Cinderhill + A60 Cross St to Sir Robinson Way	Review and implement solutions for pinch points across the city identified by the bus operators	£3.02m	PASS	10	10	3	2	4	4	3	**36**
Ciii	N	Bestwood and Arnold Bus Lane Package	New bus lanes on a key bus corridor to the north of Nottingham linked to housing growth sites	£2.33m	PASS	8	10	5	3	3	5	4	**38**
Ciii	N	Hucknall Road / Bestwood Road and Hucknall Road / Bestwood Park Drive installation of SCOOT	New traffic signals installed to improve traffic flow at a key junction and reduce bus service delays	£0.3m	PASS	8	9	4	2	3	4	3	**33**
Ciii	N	Arnold Road / Edwards Lane installation of MOVA	New traffic signals installed to improve traffic flow at a key junction and reduce bus service delays	£0.2m	PASS	8	9	4	2	3	4	3	**33**
Ciii	N	Nottingham University Hospitals Campus Road Improvements to support larger bus capacity on the Medilink service	Changes to the road and stop infrastructure on Nottingham University Hospitals Campuses to allow the operation of larger buses	£0.2m	PASS	10	10	2	2	3	3	3	**33**
Civ	N	Leapool Park and Ride	Creation of new Greater Nottingham Park and Ride Site	£2.4m	PASS	10	10	4	5	5	5	3	**42**

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Civ	N	Wilford Lane P&R	Wilford Lane new P&R – 240 spaces - £1.6m. Subject to land acquisition (cost included).	£1.8m	PASS	10	10	4	4	5	5	3	**41**
Civ	N	Hucknall P&R expansion	Hucknall expansion (surface car park) – 160 spaces - £1m (Alternative decked car park – 475 spaces - £4m). Surface car park subject to land acquisition (cost included).	£4.0m	PASS	10	10	4	3	5	5	3	**40**
Civ	N	Phoenix Park P&R expansion	Pheonix Park expansion – 330 spaces decked car park - £3m.	£3.0m	PASS	10	10	4	3	5	5	3	**40**
Cv	N	LCWIP East (A612 corridor)	Phase 1 of new cycle corridor beyond Colwick to Netherfield housing and employment growth areas	£2.43m	PASS	10	10	5	4	4	5	4	**42**
Cv	N	LCWIP South - Queens Drive (up to Thane Road via P&R)	Works would widen and enhance Riverside Way, Queens Drive, Park and Ride link, Lenton Lane (western side) and connect to Thane Road and the Ring Road.	£2.593m	PASS	10	10	4	4	4	4	4	**40**
Cv	N	LCWIP North West (Wigman/Beechdale Rd)	Delivery of dedicated cycle routes along key arterials from west of Nottingham to ring road	£2.58m	PASS	10	10	5	2	4	5	4	**40**
Cv	N	LCWIP North East (St Anns Well Rd)	Cycle lane along St Anns Wells Road linking city	£1.33m	PASS	10	10	5	2	4	5	4	**40**

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			centre with deprived locations in Nottingham										
Cv	N	Hucknall Rd Northern cycle corridor	Cycle lane along Hucknall Rd	£1.55m	PASS	10	10	5	2	4	5	4	**40**
Cv	N	Mansfield Rd South of Hucknall Rd cycle corridor	Cycle lane along Mansfield Rd south of Hucknall Rd	£0.561m	PASS	10	10	5	2	4	5	4	**40**
Cv	N	Trent River crossing and onward connections	Ahead of major expenditure, work would be undertaken to review options and deliverability such as new bridge (Waterside area), Lady Bay upgrades. Improvements would then be delivered over two years.	£8.605m	PASS	10	10	4	4	4	4	3	**39**
Cv	N	Ring Road improvement to cycle routes	Completion of Ring Road (Nuthall Road to Mansfield Road) shared path to include resurfacing and making major road crossings more cycle friendly on the full length of the road. Works are taking place at Edwards Lane and north of Edwards Lane to provide a new crossing and move fencing (ERDF funded) to enable these works to take place.	£1.375m	PASS	10	10	3	2	4	4	3	**36**

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Cv	N	LCWIP North (Hucknall Rd Greenway)	The Hucknall Road rail corridor/Greenway stops short of the Ring Road just north of the City Hospital. To ensure the future viability of upgrades to the Greenway by enabling connections to the off road network a section of cycle corridor is needed to connect the Greenway to the Ring Road.	£0.475m	PASS	10	10	4	2	4	4	4	**38**
Cv	N	River Leen Wilkinson Street P&R to Church St	Upgrade to River Leen cycle way	£0.53m	PASS	10	10	4	2	4	4	4	**38**
Cvi	N	Workplace Travel Grants	Continuation of Derby and Nottingham workplace travel support including grants for EV charge points and cycling provision at workplaces (Nottingham element)	£0.75m	PASS	10	10	2	2	3	3	3	**33**
Di	D	3 x P&R Smart Hubs, bus lanes and cycle lanes	Land acquisition and development of a transport hub to provide a park & ride facility on the north of the city. The work will include the development of a smart transport hub, including journey planning facilities, eBikes, car club and park & ride service to	£10.0m	PASS	8	8	4	3	3	4	3	**33**

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			the city centre. To ensure the service would be attractive there would be significant bus priority provided along the A61 from the development site to the city centre.										
Dii	N	eRT link Cathedral Quarter to Pride Park	New electric Rapid Transit bus service linking Pride Park employment area with city centre + residential growth locations	£11.5m	PASS	10	10	5	4	4	5	3	**41**
Dii	D	Derby bus partnership corridor improvements	Introduction of advanced partnerships for transport corridors, including bespoke corridor infrastructure to improve the bus passenger experience, including new bus shelters, digital information sources and Totem/TFT screens. Including touch screen destination finders to plan journeys and use of alternative modes of transport at key locations along the Nottingham Road and London Road corridors initially.	£0.6m	PASS	10	10	4	4	4	4	4	**40**

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Dii	D	DRT for Infinity Park, RR, Bombardier, bus/rail station, city centre	This scheme is intended to link edge of city suburban area, which is a mixture of students, affluent residential and pockets of deprivation to the rail station and potentially the bus station by a direct route across the city centre. At present public transport through the area is frequency but involves breaking journeys to link to the rail station.	£10.0m	PASS	10	8	4	4	3	3	3	**35**
Diii	D	City centre - Mickleover cycle route	Carry out implementation of pedestrian cycle route linking Friar Gate and Stafford Street with Station Road, Mickleover. Route follows former railway line identified in the Derby Local Plan as a future transport corridor. To be a high quality macadam surfaced and street lit route connecting the City centre, with Mickleover and pass close to a number of schools, link new housing development and improve the cycle network into Derbyshire to the south	£2.0m	PASS	10	10	4	3	3	4	4	**38**

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Diii	D	Pentagon Island - Spondon (Nottm Rd) cycleway	Create on-road and off-road cycle routes along the Nottingham Road corridor between Raynesway and Pentagon Island. Links existing Raynesway route with Chaddesden District Centre and provides an alternative route for cyclist's traveling from housing development to the north of Nottingham Road. Widen, resurface and street light the existing pedestrian cycle route between Raynesway and Chequers Road, involving improvements to the existing A52 overbridge and providing additional links to Chaddesden. Create an off road cycle route along Cheques Road located on the present grass verge between Chequers Road and the A52. Carry out cycle route resurfacing and junction improvements into city centre in line with LCWIP priorities.	£2.8m	PASS	10	10	4	2	3	4	4	**37**

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Diii	D	City Centre - Raynesway (A52) cycleway	Improve existing off-road cycle route between Raynesway and Meadow Lane. Works are to include widening, resurfacing and new street lighting. Links to nearby Chaddesden District Centre are also to be developed in addition to the route along Raynesway involving the raising of parapets to the A52 overbridge	£0.7m	PASS	10	10	4	2	3	4	4	**37**
Div	D	Workplace Travel Grants	Continuation of Derby and Nottingham workplace travel grants for EV charge points and cycling provision at workplaces (Derby element)	£0.15m	PASS	10	10	2	2	3	3	3	**33**
NA	D	Strategic cycle link development , Derby Canal Path	Merged into Bi - cycle expressway	£0.1m	PASS	10	10	4	4	4	4	4	**40**
NA	N	County Council area Enterprise Zone connections	Merged into Cv cycle packages	£0.15M	PASS	10	10	4	4	3	4	4	**39**
NA	N	Riverside Way/Crossgate Drive junction	Merged into Queens Drive cycle package (Cv)	£0.5M	PASS	10	10	4	3	4	4	4	**39**
NA	D & N	Links out to counties	Developed as part of LCWIP process and merged into Bi - cycle expressway	£2.0M	PASS	10	10	3	4	4	4	4	**39**

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NA	N	Connecting Eastside related such as Fisher Gate	Merged into Ai	-	PASS	10	10	4	3	4	4	3	**38**
NA	N	Hucknall Road former rail corridor	Merged into Cv and identified as a key off road corridor to the north of the City offering an alternative to Hucknall Road. As well as off road path upgrades the work would enhance cycle facilities at key junctions.	£2.75m	PASS	10	10	4	3	3	4	4	**38**
NA	N	Queens Bridge Road	Merged into Ai	£0.5m	PASS	10	10	3	2	4	4	4	**37**
NA	N	Mansfield Road south of Hucknall Road	Merged into Ciii Nottingham northern bus priority corridors	-	PASS	10	10	4	2	4	4	3	**37**
NA	N	Canal towpath and River Leen	Merged into Ai	£0.25m	PASS	10	10	3	3	4	3	3	**36**
NA	D	New park & ride transport smart hubs	Merged into Di	£7.0m	PASS	10	10	4	2	4	3	3	**36**
NA	D	Chequers Road cycle route scheme	Merged into Diii	£0.5m	PASS	10	10	3	2	3	4	4	**36**
NA	N	Southern Growth Corridor Cycle facilities and ECC cycle corridor extension.	Merged into Cv - Aligns with the Ecolink Bus and ULEV Priority Lane Extension (scheme 38).	-	PASS	8	8	4	4	4	4	4	**36**
NA	N	Handel Street	Merged into Ai	£0.15m	PASS	10	10	3	2	4	3	3	**35**
NA	D	Contactless ticketing for shared mobility	Merged into Dii	-	PASS	10	10	3	3	3	3	3	**35**

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NA	D & N	Dynamic demand responsive transport	Merged into Biv and Dii		PASS	10	10	4	4	2	3	2	**35**
NA	N	Public Realm Stage 1: Carrington Street north	Merged into Aii	£2.75m	PASS	10	6	3	4	5	5	2	**35**
NA	N	Public Realm Stage 1: Collin Street east	Merged into Aii	£2.82m	PASS	10	6	3	4	5	5	2	**35**
NA	N	Public Realm Stage 1: Middle Hill	Merged into Aii	£0.5m	PASS	10	6	3	4	5	5	2	**35**
NA	N	Public Realm Stage 1: Canal Street paving	Merged into Aii	£0.46m	PASS	10	6	3	4	5	5	2	**35**
NA	N	Public Realm Stage 1: Project fees	Merged into Aii	£0.35m	PASS	10	6	3	4	5	5	2	**35**
NA	N	Public Realm Stage 2: Middle Hill	Merged into Aii	£3.19m	PASS	10	6	3	4	5	5	2	**35**
NA	N	Public Realm Stage 2:Collin Street West	Merged into Aii	£1.88m	PASS	10	6	3	4	5	5	2	**35**
NA	N	Public Realm Stage 2:Sussex Street	Merged into Aii	£4.58m	PASS	10	6	3	4	5	5	2	**35**
NA	N	Public Realm Stage 2: Carrington Street South	Merged into Aii	£2.0m	PASS	10	6	3	4	5	5	2	**35**
NA	N	Public Realm Stage 2: Project fees	Merged into Aii	£0.25m	PASS	10	6	3	4	5	5	2	**35**
NA	D	Roll out of more Totem style information pillars at district centres	Merged into Dii	£0.15m	PASS	10	7	3	3	3	5	3	**34**

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NA	N	Maid Marian Way/Toll House Hill/Upper Parliament St	Merged into Ai	£0.25m	PASS	10	10	3	2	3	3	3	**34**
NA	D	Transport interchange information provision	Merged into Aiii	£0.5m	PASS	10	7	2	2	2	4	3	**30**
NA	N	Broadmarsh electric bus charging	Merged into Ai	£0.5m	PASS	6	10	2	2	4	3	3	**30**
NA	D	Roll out of more TFT screens along partnership corridors	Merged into Diii	£0.25m	PASS	10	10	2	2	3	3	3	**33**
NA	D	Metro card for residents to benefit from travelling between D & N	REMOVED - to be taken forward through Midlands Connect Smart Fare and Ticketing work	£0.32m	PASS	10	10	3	2	3	3	2	**33**
NA	D	Higher power charging for electric vehicles and bikes	REMOVED and included in FMZ bid	-	PASS	10	10	3	3	3	2	2	**33**
NA	D & N	Neighbourhood of the future	REMOVED and included in FMZ bid	£0.75m	PASS	6	8	3	2	4	4	3	**30**
NA	N	Ring Road south (T) Highways England section	REMOVED due to inclusion in TCF1 programme	-	PASS	8	8	4	4	4	4	4	**36**
NA	D	Alternative fuel buses for P&R services	REMOVED - Not a priority relative to other local scheme options	£1.0m	PASS	6	10	1	1	4	4	3	**29**
NA		Child cycle training/community facility	REMOVED - Doesn't fit with TCF criteria	£0.05m	PASS	2	10	2	2	3	3	2	**24**
NA		Pocket park	REMOVED - Not a priority relative to other local scheme options	-	PASS	6	6	2	2	3	3	2	**24**

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NA		360 Degree Bus Smart Vision	REMOVED - Not a priority relative to other local scheme options	£1.8m	PASS	2	2	2	2	3	3	1	**15**
NA		E bike expansion	Replaced with Bii owing to change in Derby eBike scheme operation	£0.2m	FAIL								
NA	N	NET extension through Clifton south	Removed on deliverability grounds within TCF timescales	£49.0m	FAIL								
NA	D	Formation of a cycle route through Network Rail Land and construction of a new bridge	Removed on deliverability grounds	£2.5m	FAIL								
NA	N&D	Ebike charging	Included in FMZ - higher innovation and delivery risk than TCF criteria permit	-	FAIL								
NA	N&D	Open access mobility as a service	Included in FMZ - higher innovation and delivery risk than TCF criteria permit	-	FAIL								
NA	N&D	Smart campuses	Included in FMZ - higher innovation and delivery risk than TCF criteria permit	£2.0m	FAIL								
NA	D	Footbridge linking Wyvern Retail Centre to Pride Park.	Removed on deliverability grounds - aligned to HE programme with uncertain timescales	£4.0m	FAIL								
NA	N	Depot of the future	Included in FMZ - deliverability and innovation less well aligned to TCF programme.	£3.0m	FAIL								

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NA	D	Footbridge linking Derby Riverlights and the bus station to North Riverside	Removed on deliverability grounds	£6.0m	FAIL								
NA	N&D	Mobility credits	Included in FMZ - higher innovation and delivery risk than TCF criteria permit	-	FAIL								
NA	D	Hydrogen Vehicle Trial	Removed on deliverability grounds	£0.2m	FAIL								
NA	N	Future mobility experience centre	Included in FMZ - deliverability and innovation level less well aligned to TCF programme Play on the MK Experience Centre. Using the top floor deck of new Broadmarsh car park or a vacant unit	-	FAIL								
NA	D	Mick-Mack RT route	Requires more development - not included in schemes to take forward	-	FAIL								
NA	D	Smart car parks	Deliverability risk and concern over TCF alignment	-	FAIL								
NA	D	Smart Tram	Deliverability risk and concern over TCF alignment	-	FAIL								
NA	N	Car club back to zone demonstration	Deliverability risk and concern over TCF alignment	-	FAIL								
NA	N	City centre clear zone demonstration	Deliverability risk and concern over TCF alignment	-	FAIL								
NA		Gedling tram extension	Removed on deliverability grounds within TCF timescales	-	FAIL								

Ref	Derby or Nottm	Title	Details	Outline Cost Est. (max cost)	Delivery by Apr 2023 (pass/fail)	Supports commuting, employment & growth	Reduces carbon emissions	Improves links between cities & suburbs	Supports delivery of new homes / jobs	Political & Public Acceptability	Local Policy fit	Likely VfM	Total
NA		Toton tram extension	Removed on deliverability grounds within TCF timescales	-	FAIL								
NA		Tram development	Removed on grounds of alignment with TCF objectives / timescales	£10.0m	FAIL								
NA		Foot/cyclebridge upgrade at A38/University	Removed on deliverability grounds	£6.0m	FAIL								
NA		Uttoxeter Road and Burton Road bus priority	P&R focused version included within Di - Full scheme not deliverable by 2023	£8.0m	FAIL								