

Executive Summary

The Local Transport Plan for Nottinghamshire (LTP) sets out how we aim to make transport improvements in Nottinghamshire during the period 1 April 2011 to 31 March 2026. The LTP consists of two separate documents:

- the local transport strategy which details the County's transport vision and the strategy to deliver the vision, and
- this document, the Implementation Plan, which details the transport improvements that will help deliver the strategy and where investment will be prioritised.

The package of measures detailed within this Implementation Plan is dependent upon the levels of funding available to the County Council. The duration of the Implementation Plan therefore runs for the same period as Central Government's capital funding allocations to ensure it takes account of realistic funding levels. Central Government has confirmed indicative funding levels up to 31 March 2020/21 and this third Implementation Plan will cover the three year period 1 April 2018 to 31 March 2021. This Plan has been reviewed to take account of revisions to funding amounts and their associated work programmes, national and local strategies, as well as County Council priorities. Implementation plans will be reviewed annually to ensure:

- the effective delivery of the local transport strategy and transport improvements in Nottinghamshire
- the effectiveness of the measures contained within it
- it reflects County Council priorities at the time of review
- it reflects feasibility work undertaken to identify transport schemes that help deliver the 'Opportunity Area' growth corridors detailed in the Place Departmental Strategy
- programmes are based on up to date levels of funding available to the County Council.

Transport priorities

The Plan discusses the methods used to identify its priorities for transport improvements, including:

- **The ability to deliver national, regional and local strategies and objectives** – e.g. the Industrial Strategy, Midlands Engine for Growth, D2N2 Strategic Economic Plan, and County Council Plan 2017-2021
- **The ability to help drive and deliver growth in the county** – particularly to bring new jobs, better housing, better connectivity and more prosperity for Nottinghamshire residents and businesses in the 'Opportunity Area' growth corridors set out in the Place Departmental Strategy
- **Consultation** with local residents, County Council members, businesses, and district/parish councils
- **Technical analysis** to identify locations/areas with the greatest need for different types of improvements
- **Value for money assessments** of suggested improvements.

The Implementation Plan also details how the above have helped identify the following transport priorities for delivery during this Implementation Plan period:

- **Reducing traffic congestion on our roads** – particularly along and adjacent to the growth corridors to attract inward investment and support existing businesses to grow
- **Maintaining a good quality road network** – including prioritising funding for improvements on the unclassified road network
- **Improving the safety of our roads.**

The Plan also recognises the likely future influences on transport priorities (and opportunities) that may arise from sources such as:

- sub-national transport bodies – Midlands Connect and the Midlands Engine – and the opportunities these may offer to make critical investments in infrastructure to improve transport and digital connectivity, support skills, unlock housing and business growth, and drive civic renewal
- Major Road Network for England (MRN) to try and rebalance the disparity between the funding and planning of the strategic road network (major roads and motorways that are managed by Highways England) and local authority category A roads
- The development of technical analysis tools to assist with scheme identification.

Funding

Transport improvements are funded through capital investment along with revenue support and the Plan details the funding sources and amounts (where known) for transport improvements during the Plan period, including:

- Central government block funding capital allocations for integrated transport and highways maintenance
- Additional County Council capital and revenue allocations for integrated transport and highways maintenance
- The Local Growth Fund (LGF) distributed through Local Enterprise Partnerships (LEPs)
- Central government capital funding for specific programmes such as for low-emission transport
- Central government revenue funding for specific programmes such as the Access Fund programme
- Other external funding sources, such as Network Rail, Highways England and developer contributions.

In order to help deliver the local priorities the County Council plans to invest an additional £20m of County Capital funding in highways improvements during the period 2018/19 to 2021/22, predominantly to address the backlog of structural maintenance (£17m for the period 2018/19 to 2021/22) and help address local journey time delay (£2.4m for the period 2018/19 to 2021/22), with the remaining £0.6m being spent in 2018/19 on schemes to help overcome perceptions around local safety concerns.

The additional funding available for highway maintenance will primarily be used to deliver improvements to residential unclassified roads (including those roads prioritised by the local members) reducing the impacts that deteriorated highway conditions have on local communities. The funding will be concentrated on the roads we know are going to deteriorate in the next few years, making the 'right repair at the right time' with the use of surface dressing and micro-asphalt treatments where appropriate. The additional funding available for integrated transport in 2019/20 to 2021/22 will primarily be used to deliver improvements that help address local journey time delay on routes that are on, or adjacent to, the strategic growth corridors identified in the Place Departmental Strategy

The Plan also identifies potential funding sources that may be available during this Implementation Plan period; such as the Maintenance Challenge Fund, National Productivity Investment Fund, Housing Infrastructure Fund, funding associated with the Major Road Network for England, and the Transforming cities fund.

Partnership working

The County Council is committed to working in partnership both at an operational and strategic level. A large number of partnership arrangements are already in place but the Council will seek to develop and grow these partnership arrangements in order to improve outcomes for the residents of Nottinghamshire.

The operating model set out in the Place Departmental Strategy reflects the Council's ability as influencers, such as our role in the D2N2 Local Enterprise Partnership, Midlands Engine, Safer Nottinghamshire Partnership and with culture and tourism partners. Through these partnerships the Council can achieve a great deal by brokering opportunities, attracting or unlocking investment, or influencing how/where other organisations invest funding to help meet priorities in Nottinghamshire.

In addition to delivery partners VIA EM Limited and AECOM (through the Midlands Highways Alliance), the County Council works with a range of stakeholders to identify and deliver transport improvements across the county including the public sector (other local authorities, Highways England, Network Rail, Midlands Service Improvements Group, etc.), the private sector (passenger transport operators, delivery groups etc.) and third sector/voluntary groups (interest groups, community groups etc.).

Maintenance and integrated transport highways improvements

The Plan details how transport improvements are identified and prioritised; and details the major highway schemes to be funded during this Implementation Plan period. The LGF funded transport schemes in Nottinghamshire prioritised for funding during this Implementation Plan period are:

- Gedling Access Road major transport scheme
- Completion of the cycle networks funded from the D2N2 Sustainable Transport programme and Nottingham Enterprise Zone sustainable transport package
- Midland Mainline Market Harborough rail speed improvements (whilst not specifically in Nottinghamshire it will deliver benefits for Nottinghamshire residents)
- Completion of the Newark Southern Link Road.

The Implementation Plan is underpinned by a programme of measures that is developed and reviewed annually. The annual highway programmes details the measures and schemes that will be implemented during any given financial year to provide transport improvements. The County Council allocates funding for highways as part of its budget each February and following confirmation of available funding the Highways capital programmes are approved at Communities & Place Committee. There is, however, a need to develop larger transport schemes and undertake advanced design of such schemes so that they are developed sufficiently to enable the Council to bid for funding to deliver value for money improvements as and when opportunities arise.

A number of major scheme priorities are therefore identified within the Implementation Plan for investment to help deliver the growth corridor 'Opportunity Areas' and further feasibility work will be undertaken on these where funding permits:

- Integrated programmes to address existing and forecast journey time delays along the A1/A46/A52 Highways England corridor
- Integrated programmes to address existing and forecast journey time delays along the A38/A617/A611 corridor – including Kelham bridge/bypass improvements
- Integrated programmes to address existing and forecast journey time delays along the A614/A6097 corridor – including Ollerton Roundabout improvements
- Transport links to the Toton HS2 hub (for all road users, including potential rail links to Mansfield and Ashfield) to maximise the economic opportunities HS2 will offer in the county
- Gedling Access Road
- Re-opening the Dukeries Rail to commercial rail services to extend the Robin Hood Line to Ollerton
- Provision of targeted bus/rail based 'park & ride' where feasible and they deliver value for money options to deliver journey time savings for all road users.

There is also a number of major transport improvements planned in Nottinghamshire on Highways England's network as detailed in the Road Investment Strategy (RIS). These include the development of the A46 Newark northern bypass scheme for delivery during the second RIS period (post 2020). The County Council will continue (in collaboration with partners) to press for the A46 Newark improvements to be included and delivered during the second RIS period.

Programme management

Detailed programme monitoring is undertaken (including progress, risk, current and anticipated spend on each project) on all highways schemes.

To ensure effective delivery and to cope with fluctuations in funding availability, or unexpectedly rapid or slow scheme progress, an overarching approach to programme management is taken. Flexibility is also required to take advantage of external funding opportunities, issues arising from consultation or legal processes, detailed design changes and variations to scheme estimates.

This is achieved by compiling a balanced programme with a range of scheme types and scale. Large scale schemes allow the efficient deployment of resources but are more vulnerable to scheme implementation delays and have a bigger impact on the programme if cost variations occur. Small scale schemes can be deployed quickly but tend to be more staff resource intensive. Reserve schemes are worked up so that if a scheme is delayed at any stage in the process, a replacement with a suitable state of readiness can be substituted.

To reduce the risk of surprise (e.g. consultation delays, issues arising through detailed design, and poor cost estimates) a significant element of the programme has already been designed. This is, and has been for a number of years, done on a rolling basis so that a proportion of the design work in any one year is for schemes to be undertaken in a future year.

Indicators

A strong set of monitoring measures and systems are essential to allow us to track and monitor the impact we are having against our priorities. Only by regular reporting and thorough evaluation can we understand where we are really making the difference we set out to achieve, and where we need to adapt, change or stop projects and services we're providing.

The County Council has selected a combination of indicators with a view to ensuring that all aspects of strategy delivery are monitored. This ensures that all programmes and individual projects can be justified in terms of their contribution towards achieving the local strategic objectives but also reinforces their contribution to national objectives. A hierarchy of indicators has been developed which is:

- **key outcome indicators** for the relevant national indicators and any other indicators that directly measure the achievement of transport objectives
- **intermediate outcome indicators** which represent proxies or milestones towards key outcomes and includes targets for some national indicators (e.g. bus punctuality), and
- **contributory output indicators** measuring the delivery of schemes, policies or initiatives that will contribute towards the achievement of targets in the two categories above. Targets have not been set for output indicators as these will only be used to monitor trends but the current levels have been included for reference and to use as a base year.