

Transforming Cities Fund

Call for Proposals



Department
for Transport

Application Form

Applicant Information

Bidding City Region: Derby – Nottingham

A 1.4 million population single economic region containing two vibrant and complementary cities connected together, to a growing international airport, the HS2 fast line to London and the North, set among world class heritage and natural capital assets, accessible from these cities.

Bid Manager Name and position:

Chris Carter, Head of Transport Strategy, Nottingham City Council.

Contact telephone number: 0115 8763940 **Email address:** chris.carter@nottinghamcity.gov.uk

Postal address: Loxley House, Station Street, Nottingham NG2 3NG

Additional evidence, such as letters of support, maps or plans should be included in an annex.

Documents appended to this EOI:

Appendix 1: References

Appendix 2: Plans of the area with key transport corridors and growth hubs

Appendix 3: Letters of support

Appendix 4: Derby-Nottingham Growth Board, membership and terms of reference

Appendix 5: A52 Corridor Journey Time Analysis

Appendix 6: Index of Multiple Deprivation, Derby-Nottingham

The use of statistics, from both government bodies and well-respected independent sources, is encouraged. The suitability and validity of these will be scrutinised as part of the bid.

SECTION A – Definition and challenges

This section will seek a definition of the bidding city. City regions should:

- Explain the city geography, with a clear city region identified
- Indicate workday population (the Fund seeks to target the larger city regions in England)
- Describe the key transport challenges across the city region at a high level. This could include a discussion of productivity, or how transport connectivity is affecting this.
- Further evidence to support this argument – such as congestion, air quality or journey time impacts.

A1. Constituent Local Authorities: Nottingham City Council & Derby City Council

(Partner transport authorities: Nottinghamshire County Council & Derbyshire County Council)

A2. Geographical area:

Please provide a short description of area covered by the bid (in no more than 100 words)

The strategic approach covers Derby and Nottingham conurbations and adjacent growth areas including proposed HS2 East Midlands Hub Station and around East Midlands Airport. The area is approximately 1,600 km², across local authorities: Amber Valley, Ashfield, Broxtowe, Derby, Erewash, Gedling, Nottingham, Rushcliffe and South Derbyshire¹ and also inside two county council boundaries.

It is within D2N2 Local Enterprise Partnership and is a priority Midlands Engine economic growth hub. A Metro Dynamics study² found this geography largely operates as an economic area with significant self-containment.

NOTE: East Midlands Airport falls within North West Leicestershire and is not included in population/area statistics.

A map showing the location of the area is included in Appendix 2.

A3. Population

Please include the **workday** population of the city region and relevant references.

- Workday population: 1.4 million³: Fifth largest urban area outside London and in European top 50⁴
- Predominantly urban (89% population⁵) with approximate urban density 2,000 people per km²
- High proportion of young people largely due to three highly rated universities (76,000 students)⁶
- Over 600,000 jobs⁷
- 55% jobs located within the Derby and Nottingham administrative boundaries⁷
- 635,000 residents are in work (72% of 16-64s)⁸
- 82% residents work and 83% of employees live in the area⁹
- Overall unemployment rate 2.1% but ranges from 5.7% (Aspley in Nottingham and Cotmanhay in Erewash) to 0.2% (South West Parishes in Amber Valley)¹⁰
- 72% residents have at least 5 GCSEs grade A* to C or equivalent compared to 75% nationally¹¹
- 33% people are qualified to degree level compared with 38% nationally but figures vary. In Ashfield 59% of working age people have 5 GCSEs and 18% a degree. Rushcliffe and Gedling have the highest proportions with 5 GCSE's and Rushcliffe, Broxtowe and Gedling the highest with a degree¹¹
- Over 8% projected population increase by 2029¹² with working age population to fall as a percentage of total.

- Up to an additional 50,000 houses are required over the next ten years²⁵
- Urban-rural divide in life expectancy. Nottingham and Derby significantly lower than England averages across all four life expectancy indicators. Males in the least deprived Derby areas live 12 years and females 8 years longer than those in the most deprived.¹³
- The 'window of need' gap between life and healthy life expectancy is marked, in Rutland males spend an average of 13% and females 17% of their lives in poor health. In Nottingham, this equates to 27% males and 30%6 females on average.¹³
- For each preventable cause, Nottingham, Derby and Leicester consistently have highest preventable mortality rates in the East Midlands. These are areas associated with the highest levels of deprivation in the region and people living here are more likely to suffer ill health and die prematurely.¹³

A4. Discussion of key transport challenges:

➤ An area with great potential

The Midlands Engine identifies Derby-Nottingham as one of four priority areas with potential to drive forward the Midlands economy¹⁴. Attractively located at the UK's heart, the Derby-Nottingham city region has attracted global businesses. We now have opportunities to fundamentally transform our economy. Significant out-of-town employment growth hubs are emerging between the cities (i.e. HS2 East Midlands Hub Station) with supporting plans to build approximately 50,000 houses²⁵.

To achieve effective connectivity we must continue to develop transport infrastructure and build on high quality public transport services such as Nottingham Express Transit and SkyLink bus network. This means evolving our mass transit system and key bus corridors and capitalising on planned investments, i.e. A52 and A38 road improvements, Derby rail and bus station upgrades, with new flexible public transport and active travel links. We must exploit new technology in key corridors connecting existing urban areas with emerging growth.

➤ Transport pressures

There are estimated over 425,000 daily commutes, 55% in and out of the cities², resulting in significant congestion on main approach routes and ring roads, particularly during peak periods. This causes significant journey time unreliability for motorists and bus users. An analysis of average journey times and speeds into Nottingham and Derby in the AM peak hour shows that the average inbound speed is 19mph while the average speed for the same journeys in the middle of the day is 32mph. This equates to an average delay for each vehicle of 11.2 minutes driving into Nottingham from the M1 and 7.2 minutes into Derby from the M1. Congestion adversely impacts our supply chains and just in time deliveries. Congestion is estimated to cost the East Midlands £825 million per annum with over half falling to business¹⁵. The recently upgraded Derby-Nottingham transport model forecasts 11% increase in trips to 2033.

Historic infrastructure investment has not matched growth. 2015-16 Government statistics demonstrate that the East Midlands had lowest levels of public expenditure on transport in total and per head¹⁶. This has contributed to the city regions not achieving full potential with productivity consistently below the national average. Both Nottingham and Derby have areas exceeding European air quality limits for nitrogen dioxide mainly due to traffic emissions. Although levels are falling, we are in the first wave of authorities required to comply in the shortest time.

Whilst public transport accessibility is generally very good, beyond the urban edges it is variable. Smart card ticketing systems operate but are fragmented and separate with no single integrated ticket. Many Nottingham residents do not own or have car access¹⁷ (0.76 cars per person) reflective of high public transport use. Derby has higher ownership¹⁷ (1.06 cars per person) and lower public transport use per head. The Nottingham tram system now carries over 18 million passengers/year but

is confined to just two cross-city routes¹⁸. Derby operates a predominantly hub and spoke public transport model that can result in long journey times, including interchange, for cross-city journeys particularly to out-of-town locations. Cycling is growing in popularity but networks of suitable safe, segregated routes are not yet comprehensive.

➤ **Social need**

Both cities are tightly bounded with constrained availability of housing and commercial sites. Development pressure has increased between cities and on the urban edges West and South of Derby and East and South of Nottingham - these have an older demographic and are relatively prosperous with lower levels of unemployment.

Existing employers, including East Midlands Airport, find it increasingly difficult to recruit locally and now advertise jobs more widely. Over coming years East Midlands Gateway and our Enterprise Zones will recruit substantially and will experience similar issues. Alongside this, both cities have higher unemployment areas where people need reliable work but who consistently fail to take opportunities in these out-of-town locations. Areas of need can be identified as areas of multiple deprivation (Appendix 5). If economic benefits are not to be lost to those living further afield we must extend the horizons of these residents and give access to employment, learning and health provision to increase employability and desire to take these new opportunities. Expanding and extending our mass transit system, key bus corridors and associated linkages and feeder routes is the logical, sustainable way to improve choice and access without adding to congestion.

Please limit responses in section A4 to 500 words.

SECTION B: Who & Where

This section will seek detail on the city's key priority areas to invest in, and motivations. City regions should:

- Identify and prioritise **the main corridors or places for investment**, and why. This could include highlighting where opportunities for growth, productivity or business are within these areas of the city region.
- Identify **who would be affected** by this investment and how user needs are recognised.

Maps identifying the priority areas can be appended as an annex to this section.

Please limit responses to 500 words.

➤ **Need to be more productive and inclusive**

A shared industrial history and close proximity means the cities have developed complementary economies, worth over £30bn pa², rather than in competition. They have distinct high value sectors. Derby is a UK centre of excellence for transport equipment manufacturing accounting for 30% of its GVA. Nottingham increasingly grows jobs in niche sectors such as lifesciences, digital and fintech. There are a range of business and professional services, with many in both cities. Lower productivity sectors (e.g. retail, health and care, visitor) provide significant employment and jobs growth is forecast over next decade.

➤ **Who do we want to benefit**

Transport infrastructure investment must join up economic and housing development to improve existing conditions and unlock transformational growth and productivity, including access to learning and health provision. Enhancing the user experience with new technologies is needed to tackle barriers and challenge aspirations. Our aims are therefore to:

- Improve productivity of existing businesses
- Advance sector strengths and maximise our complimentary economies
- Spread the benefits of growth - improving access to emerging opportunities for communities experiencing higher deprivation

➤ **Key places for investment**

Working closely with business and other partners we want to improve the corridors of access to our priority growth areas starting with our Enterprise Zones. Infinity Park Derby (100 ha) is being developed as a research and innovation park, complementing the adjacent Rolls-Royce Aerospace Campus. It is at the heart of the South Derby Growth Zone and has Science Park status through the University of Derby. The Nottingham Enterprise Zone (113 ha) is being developed to create a UK centre for innovation in health, beauty and wellness and is linked to the existing Boots campus and Nottingham Science Park and MediPark developments. Improvements including a new pedestrian and cycle bridge are currently under construction to connect it to the existing tram network as an example of connecting infrastructure to be developed further.

East Midlands Airport is a critical economic driver, generating an estimated £239m in GVA² each year. The Airport's Masterplan²⁰ aims to increase passengers from 4.2m to 10 million and increase freight from 320,000 to 1million tonnes by 2040 doubling employees to 14,000. The airport has amongst the lowest levels of public transport mode share at only 7.4%²¹ and no fixed public transport links. Improving connections to both cities and the HS2 Hub Station at Toton is essential to achieve forecast growth.

East Midlands Gateway (280 ha) includes a strategic rail freight interchange capable of handling up to 16 trains/day and will generate up to 7,000 new jobs²². Construction is on-site with major tenants contracted. Extensive infrastructure works are underway, including a proposed new public transport interchange acknowledging the need for the supply of labour.

HS2 is a once in a generation opportunity for the East Midlands. East Midlands HS2 Growth Strategy envisions an additional 74,000 jobs and £4bn of GVA by 2043, shifting regional growth above UK averages²³. An Innovation Campus of 180,000 m² commercial area generating 11,000 jobs supported by around 3,500 dwellings is the core to a string of 'garden village' developments. The East Midlands Hub could have the greatest economic uplift of any proposed HS2 stations, dependent on the development of rapid access to East Midlands Airport, cities and surroundings²⁴. Providing local bus and tram connections are vital to integrate and consolidate transport networks. An HS2 related Forward Fund Housing Infrastructure Fund bid has been agreed for co-development to help accelerate development.

Working with partners we want to improve the corridors to new housing sites giving local residents access to employment, learning and health provision. Proposed major housing sites could yield 7,000 homes West and South of Derby and 13,000 homes East and South of Nottingham²⁵. A short extension of the existing tram line from Clifton is an example of how the existing mass transit system can be extended to bring in such housing growth areas. In other locations, bus priority interventions and flexible demand responsive services will be explored.

Key links and growth hubs to be connected together are shown in Plan 1 (Appendix 2). Subject to consultation with partners, measures will be worked up in the following key corridors, informed by output from the emerging East Midlands Gateway Connectivity Study:

- Edge of Nottingham to HS2 Hub
- Derby to HS2 Hub (via Infinity Park)
- Derby to East Midlands Airport/East Midlands Gateway
- Nottingham to East Midlands Airport/East Midlands Gateway
- Urban extensions to Derby
- Urban extensions to Nottingham

SECTION C: Ambition for change

This section will seek evidence of how investment will tackle these challenges, and wider fit with existing plans. City regions should:

- **Articulate their vision for improved connectivity** from the Fund and how this links to the assessment of need outlined in the previous sections.
- **Demonstrate support from stakeholders** for investment in the identified areas, such as from the relevant Local Enterprise Partnership(s), employers and transport providers. This could also include **commitments of further local and private funding**.
- Highlight ambition to align with existing funding streams and to **utilise new approaches and powers available** to improve public transport.
- Demonstrate how the Fund would link to **wider long term plans** and spatial strategies around housing, local growth, productivity and air quality.

Supporting letters may be attached as an annex.

Please limit responses to 500 words.

➤ **Vision**

Our vision is to establish this part of the East Midlands as the national asset we know it is - creating a metropolitan area of 1.4 million people, containing two vibrant, complementary cities that are well-connected to a growing international airport and the HS2 fast track to London and the North. Set among world class heritage and cultural assets, iconic rivers, canals and forests, attractive towns and artisan villages – integrated and accessible to all. By drawing on these strengths, the city regions could boost output to match average English productivity, reaping an £11bn GVA dividend by 2030².

A critical component of driving economic growth through agglomeration is transport infrastructure and connectivity, linking people to business markets, housing, learning, skills and leisure, together with promoting well-being and a healthy environment. Nuremberg-Furth in Germany has benefited from formal agglomeration of business and transport hubs, increasing productivity through the second largest integrated public transport system in Germany, with an integrated fare system, daily commuter traffic and accessibility of local transport. This unites the cities with the wider region.

➤ **Our approach**

Exploiting mass transit is fundamental to unlocking the full potential of new land use and transport gateway opportunities. We have well-established successful modes that can be extended, such as the Nottingham tram, we could also use tram–train technology in existing rail corridors. Similarly high quality bus services like the Skylink network could be enhanced through guided bus and vehicle location technology to achieve priority through junctions and upgrade customer information.

To make the most of major investment in mass transit along key corridors we must tackle the challenge of the first and last mile to develop truly 21st century integrated mobility solutions for citizens. We will explore flexible public transport solutions and demand responsive technology to feed our core corridors. The potential of new and autonomous vehicle technologies may be used to serve areas where it is not efficient for a core route like East Midlands Gateway or Enterprise Zone campuses. Given the strength of these sectors locally there is the potential to trial such technologies in partnership with our manufacturers. Active travel solutions in the form of high quality walking and cycling routes with flexible bike hire and other sharing services will play their part also.

➤ **Support from Stakeholders**

Transport for the East Midlands has brought together local authorities, including County Councils, to provide collective leadership on strategic transport issues for the region. It works to identify the transport priorities that will improve the region's economy and wellbeing of its people and to influence key delivery bodies.

Local leadership and vision is also being provided through the East Midlands HS2 Strategic Board that is overseeing the development of the East Midlands HS2 Growth Strategy that also supports the Midlands Connect Strategy and Midlands Engine.

A Growth Board has been established which is an alliance of leading businesses, universities and local authorities to provide the power and profile to achieve our economic aims. They will develop and lead pioneering proposals and build dynamic cross-sector relationships to enable the area to make the step change in the prosperity it has the potential to achieve. They are committed to working with Government and providing resources if we are successful in this process. Members of the Board also sit on the D2N2 Local Enterprise Partnership Board and Midlands Engine structures, this will ensure strong challenge and championing of the strategic fit with wider initiatives.

Governance arrangements will be developed further with all relevant transport authorities involved.

Letters of support from organisations represented above are included as Appendix 3.

➤ **Alignment with wider long term plans**

The approach is strongly linked to wider long term plans and spatial strategies around housing, local growth, productivity and air quality. Improving access to East Midlands Airport and development of the HS2 Connectivity Strategy are two clear priorities of Transport for the East Midlands.

It is consistent with the Government's Industrial Strategy and Transport Investment Strategy as it will greatly improve local transport provision, improve productivity and help to rebalance the UK economy, improve competitiveness and local housing delivery.

It supports the Midlands Engine and associated Midlands Connect Transport Strategy in strengthening economic performance by bringing economic activity closer together, and widening access to labour markets, supply chains and customers.

The D2N2 Strategic Economic Plan identifies that investment in infrastructure will help unlock around 20,000 new jobs, 13,000 new homes and around £800m additional GVA by 2023²⁶. It also identifies connectivity as one of the key factors differentiating locations for investment.

The proposals will help accelerate delivery of housing and employment sites set out in local development plans.

The proposals are consistent with objectives for integrated transport set out in Local Transport Plans. It has the potential to deliver projects contained in the emerging D2N2 Local Cycling and Walking Investment Plan that is currently in preparation. Further major public transport investment will help improve air quality.

Working with public transport operators will be undertaken within the framework of strengthened partnership arrangements consistent with new bus powers.

When authorities submit a bid for funding to the Department, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department. The Department reserves the right to deem the business case as non-compliant if this is not adhered to.

Please specify the weblink where this bid will be published:

www.transportnottingham.com/transformingcities

Submission of proposals:

Proposals must be received no later than 2359 on **Friday, 8 June 2018**.

An electronic copy only of the bid including any supporting material should be submitted to:
TCFproposals@dft.gsi.gov.uk

Enquiries about the Fund may be directed to TCFenquiries@dft.gsi.gov.uk

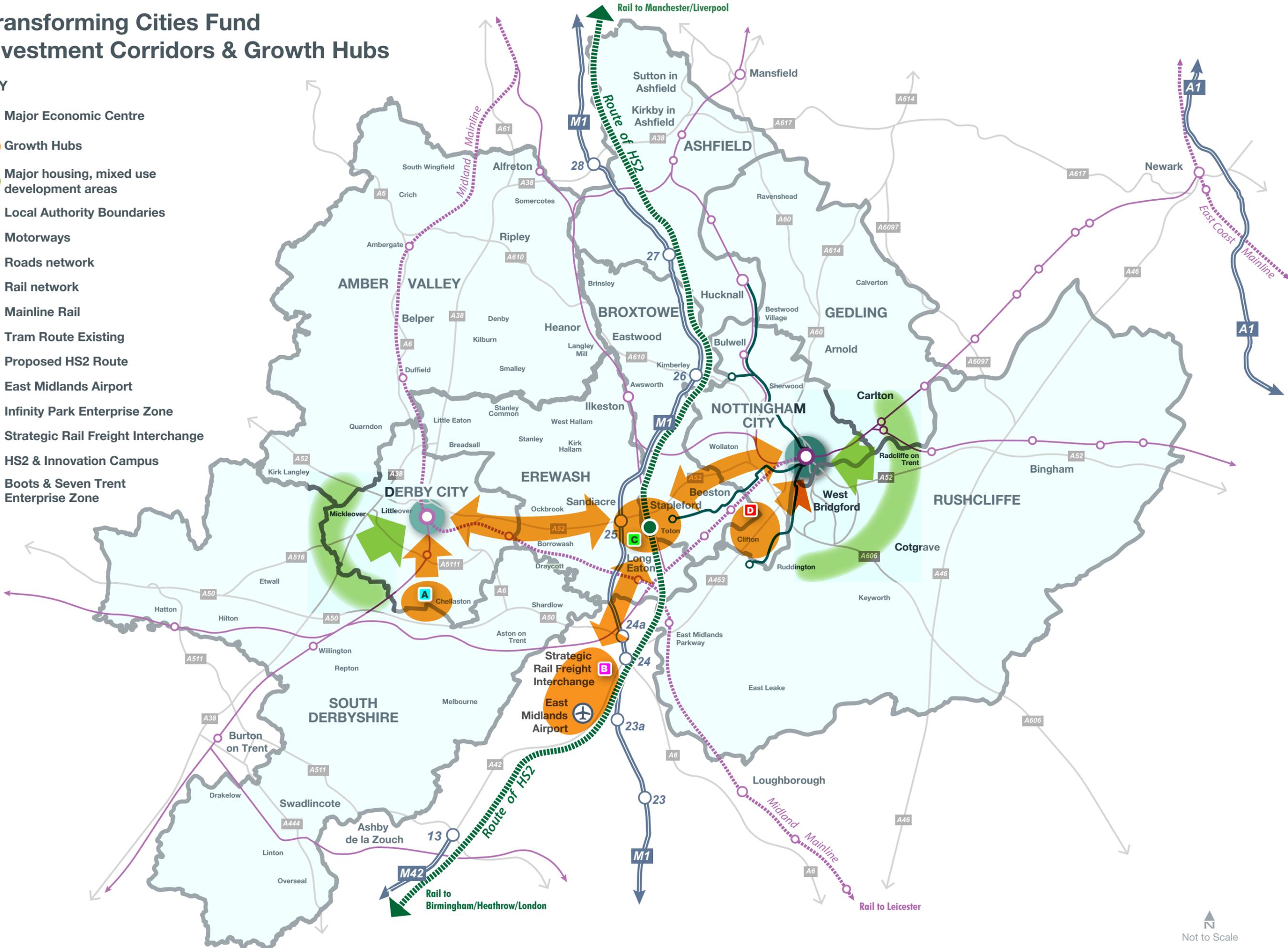
Appendix 1 - References

1	This geography was proposed by Metro Dynamics (2017). The basis for this designation was the use of Office for National Statistics (ONS) built up areas data. Metro Dynamics combined this methodology with Eurostat urban area data. The result aligns with economic evidence, built up areas and Strategic Housing Market areas. http://www.metrodynamics.co.uk/blog/2017/11/17/press-release-for-derby-nottingham-metro-economic-case-report
2	'The Economic Case for the Derby-Nottingham Metro' (Metro Dynamics 2017) http://www.metrodynamics.co.uk/blog/2017/11/17/press-release-for-derby-nottingham-metro-economic-case-report
3	Population Estimates (ONS 2016) https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates
4	Eurostat Database urban audit 2014: (Figure combines Derby and Nottingham urban areas with others) http://appsso.eurostat.ec.europa.eu/nui/submitViewTableAction.do
5	Census (ONS 2011) https://www.ons.gov.uk/census/2011census
6	ONS mid year population estimates 2016: Age profile: 260,000 aged 0-15; 890,000 working age including 76,000 students; 240,000 aged 65 or over www.nomisweb.co.uk
7	Business Register and Employment Survey (BRES) 2016 https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/bulletins/businessregisterandemploymentsurveybresprovisionalresults/previousReleases
8	Annual Population Survey Jan-Dec (ONS 2017) www.nomisweb.co.uk
9	'The Economic Case for the Derby-Nottingham Metro' (Metro Dynamics 2017) http://www.metrodynamics.co.uk/blog/2017/11/17/press-release-for-derby-nottingham-metro-economic-case-report
10	Claimant Count February (ONS 2018) www.nomisweb.co.uk
11	Annual Population Survey Jan-Dec (ONS 2017) www.nomisweb.co.uk
12	ONS 2014 based population projections www.nomisweb.co.uk
13	Health Inequalities in the East Midlands Evidence Report (Public Health England 2017) http://www.emcouncils.gov.uk/write/Health_inequalities_in_the_East_Midlands_Final.pdf
14	Delivering a Transport Strategy for the Midlands (Midlands Connect 2016) https://www.midlandsconnect.uk/media/1058/mc-transport-strategy.pdf
15	Economic Costs of Congestion in the East Midlands Study Report (Atkins 2008) http://irep.ntu.ac.uk/id/eprint/395/
16	East Midlands Council report: http://www.emcouncils.gov.uk/write/Levels_of_Public_Investment_in_East_Midlands.pdf
17	Buses in Urban Developments (CIHT 2018) http://www.ciht.org.uk/STUE
18	Nottingham Express Transit tram patronage figures (Nottingham City Council 2018) https://www.gov.uk/government/collections/light-rail-and-tram-statistics
19	Index of Multiple Deprivation (Department for Communities and Local Government 2015)
20	Sustainable Development Plan (East Midlands Airport 2015) http://www.eastmidlandsairport.com/about-us/development-plan
21	CAA Passenger Survey Report 2015 https://www.nwleics.gov.uk/files/documents/east_midlands_airport_surface_access_strategy/East+Midlands+Airport+Surface+Access+Strategy.pdf
22	Segro Logistics Park Masterplan https://www.slp-emg.com/c/masterplan.php
23	East Midlands HS2 Growth Strategy (East Midlands HS2 Strategic Board 2016) http://www.d2n2lep.org/write/Documents/growth-strategy/East-Midlands-HS2-Growth-Strategy.pdf
24	HS2 Regional Economic Impacts (KPMG for HS2 2013) http://assets.hs2.org.uk/sites/default/files/inserts/HS2%20Regional%20Economic%20Impacts.pdf

25	<p>Derby and Nottingham Housing Market Area Core Strategies https://www.derbyshire.gov.uk/environment/planning/planning-policy/land-availability/derby-hma/derby-housing-market-area.aspx (2011) https://www.nottinghamcity.gov.uk/media/361912/broxtowe-gedling-and-nottingham-aligned-core-strategies.pdf (2014)</p> <p>Major housing development sites:</p> <ul style="list-style-type: none"> • South Derby Growth Zone (Infinity Park Gardens) - 3,200 homes • Derby, Celanese site – 1,000 homes • Derby, Rykneld Road, Littleover - 900 homes • Derby, City Centre – Castleward Urban Village - 800 homes • Derby, Boulton Moor - 800 homes • Derby, Castleward site - 600 homes • Nottingham, Waterside development area, 1,500 homes • Nottingham, Island site - 600 homes • Nottingham, Boots campus – 1,100 homes • Broxtowe, Toton/Chetwynd Barracks – 1,000 homes • Gedling Colliery/Chase Farm – 1,000 homes • Gedling, Teal Close - 800 homes • Rushcliffe East of Gamston/north of Tollerton – 4,000 homes • Rushcliffe, Clifton south - 3,000 homes • Rushcliffe, Melton Road – 1,600 homes
26	<p>Strategic Economic Plan (D2N2 Local Enterprise Partnership 2014) http://www.d2n2lep.org/write/Documents/D2N2_SEP_March_31st.pdf</p>

Transforming Cities Fund Investment Corridors & Growth Hubs

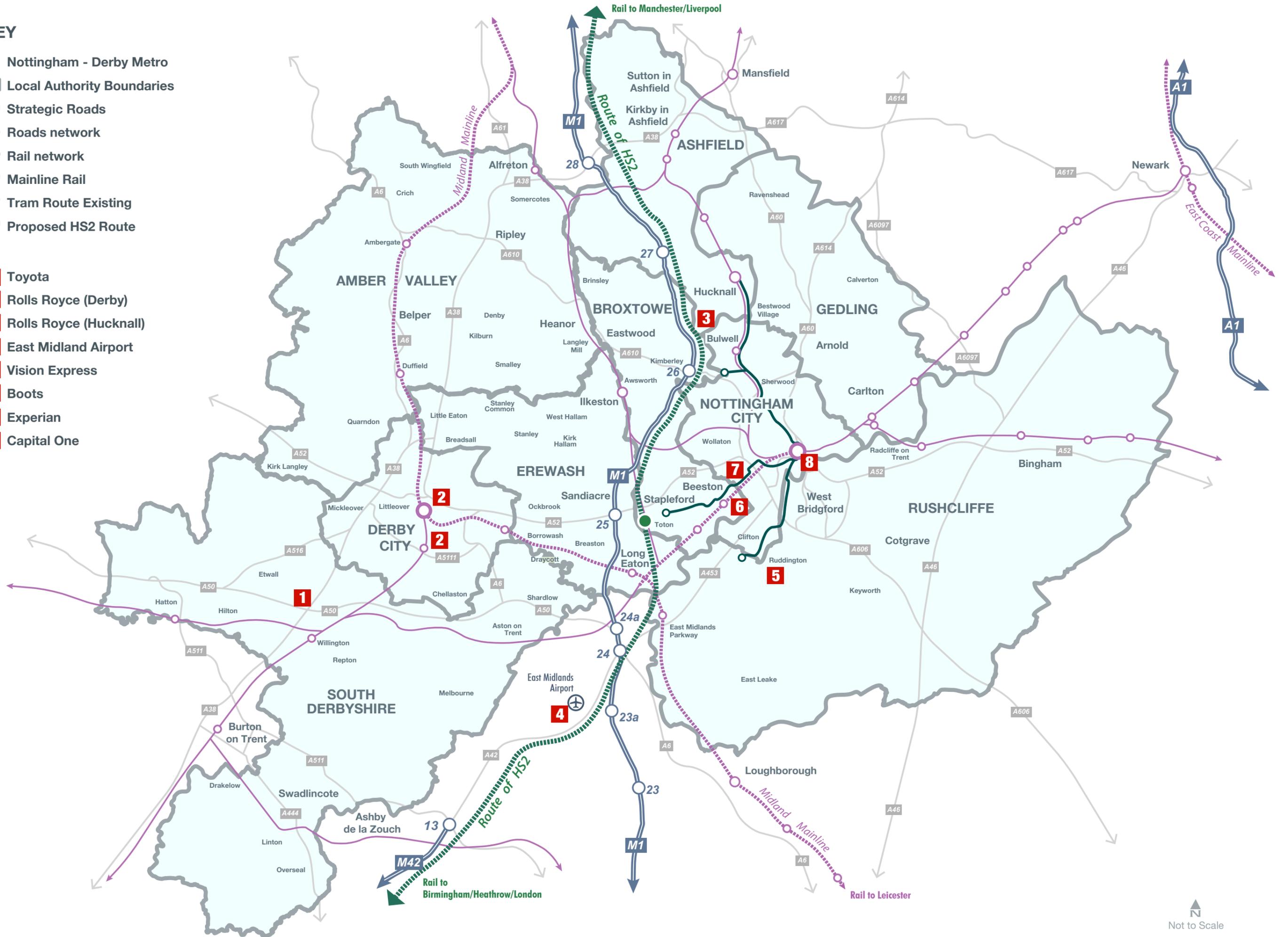
- KEY**
- Major Economic Centre
 - Growth Hubs
 - Major housing, mixed use development areas
 - ▭ Local Authority Boundaries
 - ▬ Motorways
 - ▬ Roads network
 - ▬ Rail network
 - ▬ Mainline Rail
 - ▬ Tram Route Existing
 - ▬ Proposed HS2 Route
 - ✈ East Midlands Airport
 - A Infinity Park Enterprise Zone
 - B Strategic Rail Freight Interchange
 - C HS2 & Innovation Campus
 - D Boots & Seven Trent Enterprise Zone



KEY

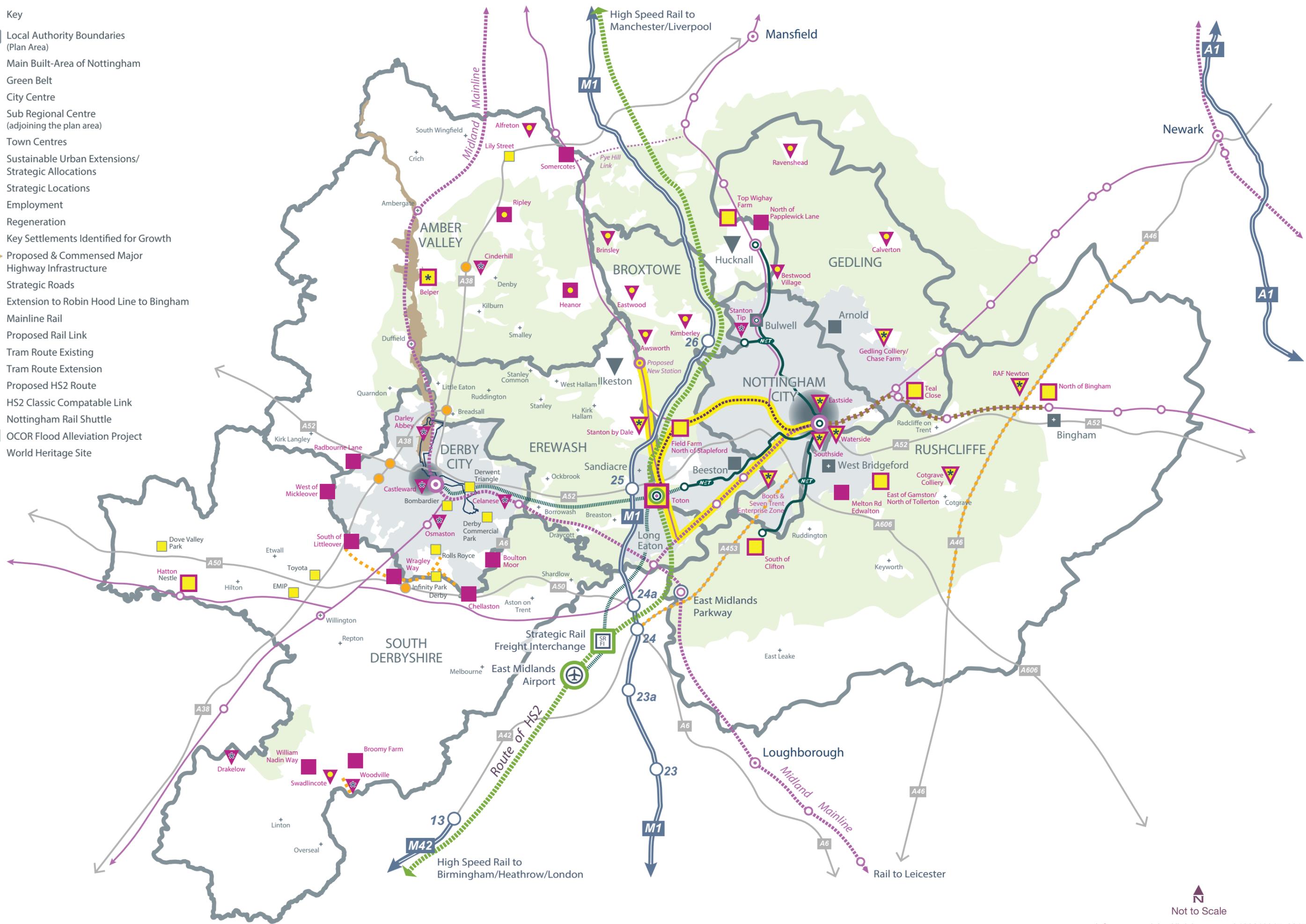
- Nottingham - Derby Metro
- Local Authority Boundaries
- Strategic Roads
- Roads network
- Rail network
- Mainline Rail
- Tram Route Existing
- Proposed HS2 Route

- 1** Toyota
- 2** Rolls Royce (Derby)
- 3** Rolls Royce (Hucknall)
- 4** East Midlands Airport
- 5** Vision Express
- 6** Boots
- 7** Experian
- 8** Capital One



Not to Scale

- Key
- Local Authority Boundaries (Plan Area)
 - Main Built-Area of Nottingham
 - Green Belt
 - City Centre
 - Sub Regional Centre (adjoining the plan area)
 - Town Centres
 - Sustainable Urban Extensions/Strategic Allocations
 - Strategic Locations
 - Employment
 - Regeneration
 - Key Settlements Identified for Growth
 - Proposed & Commenced Major Highway Infrastructure
 - Strategic Roads
 - Extension to Robin Hood Line to Bingham
 - Mainline Rail
 - Proposed Rail Link
 - Tram Route Existing
 - Tram Route Extension
 - Proposed HS2 Route
 - HS2 Classic Compatible Link
 - Nottingham Rail Shuttle
 - OCOR Flood Alleviation Project
 - World Heritage Site



North arrow symbol
Not to Scale

31st May 2018

To Department for Transport

Letter of Support Derby–Nottingham City Region: Transforming Cities Fund

The business strengths of our two cities provide a complementary metropolitan economy that includes a world-class advanced engineering cluster and a rich life-science eco system. The area is productive and our industries innovate through cutting-edge technology, University aligned research and development and globally competitive business practices. Local jobs are filled by a local workforce, 82% of those who work in the wider city region also live there, and over 40,000 commuters flow across it day by day.

In spite of this success, the area is not reaching its economic potential. We must address this if we are to continue to grow and respond to the challenge of both Brexit and greater economic inclusivity. That is why the Derby/Nottingham Metro Growth Board fully supports the joint Derby and Nottingham City Region expression of interest to the Transforming Cities Fund.

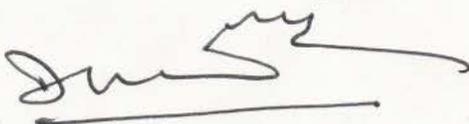
The Growth Board is a business led partnership. We recognise that enterprise has to go beyond business as usual and meet the challenges we face head on by creating an ambitious vision of the future. The Board has senior leaders from Rolls-Royce plc, Toyota Motor Manufacturing UK Ltd, Walgreens Boots Alliance, Trent Barton, East Midlands Airport and the Vice Chancellors of University of Nottingham, Nottingham Trent University and University of Derby. As business leaders we know it is vital that the area benefits fully from transformational projects such as HS2 and planned housing growth at the boundaries of our cities.

Connecting to these new opportunities and increasing our housing stock will raise demand on our already overloaded transport networks. We require an increase in transport capacity, particularly the extension and development of mass transit corridors to key sites and growth hubs including HS2 Toton, East Midlands Airport, East Midlands Gateway, Infinity Park and Nottingham Enterprise Zones and other significant employment and residential development. This must include increasing access to new areas of employment for communities in our deprived areas - improving information, journey times and number, looking at shift patterns and tackling other barriers. We want to use the bid to explore how best to exploit new technology to provide flexible demand response feeder services that can overcome the challenge of a convenient first and last mile including attractive walking and cycling links.

We are serious in our intention to achieve greater economic success for our city regions. Our vision and approach is consistent with wider plans, including the Midlands Connect Transport Strategy, D2N2 Strategic Economic Plan and HS2 Growth Strategy. Members of the Growth Board sit on the D2N2 LEP Board and are involved with the Midlands Engine.

Our area has a proud transport history and our Board has representatives from the current generation of mobility companies who will lead UK transport into the future. As a Growth Board we will provide our resources as part of the next phase of the Transforming Cities Fund.

On behalf of the Board I commend this expression of interest to you and look forward to working with Government, Local Highways Authorities and Councils, employers and local people to develop the infrastructure investment proposals that can unlock greater shared prosperity.



David Williams
Chair Derby Nottingham Metro Growth Board
Chair Geldards LLP
Pride Place,
Derby, DE24 8QR



Derby
Derbyshire
Nottingham
Nottinghamshire

www.d2n2lep.org

Tel: 0115 957 8757

Ian Curryer
Chief Executive
Nottingham City Council
Loxley House, Station Street
Nottingham
NG2 3NG

7th June 2018

Dear Ian,

TRANSFORMING CITIES FUND – LETTER OF SUPPORT

I am writing in support of the joint bid being submitted by Nottingham and Derby City Councils to the Transforming Cities Fund.

My Chair could not sign this letter due to also being the Chair of Tramlink, Nottingham. However, I am satisfied that the vision set out in the expression of interest has a strong strategic fit with the aims and objectives of the current and emerging Strategic Economic Plan developed by D2N2 and its partners and the East Midlands HS2 Growth Strategy. I therefore commend the bid to the Department of Transport for investment.

Improved public transport connectivity across the wider urban areas within the D2N2 area will help to unlock and accelerate the housing and jobs growth targets within the Strategic Economic Plan. In particular the specific locations of growth identified within the bid such as the Nottingham Enterprise Zone, Infinity Park Enterprise Zone and the HS2 Site at Toton are key strategic sites for both housing and employment, and as such improved transport infrastructure to these locations is a fundamental priority for the wider sub-region in order to maximise the impact and mitigate the pressure on the existing networks.

I am supportive of the collaborative approach set out in the bid and look forward to working with all partners involved with the bid including the transport authorities across the area to implement a joint and innovative sustainable transport solution.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'M Wheatley', with a long, sweeping underline.

Matthew Wheatley, (Interim) Chief Executive Officer

Chairman: Peter Richardson OBE
The Local Enterprise Partnership for Derby, Derbyshire, Nottingham and Nottinghamshire
8 Experia Way ng2 Business Park Nottingham NG2 1EP



Chris Carter
Nottingham City Council
Loxley House
Station Street
Nottingham
NG2 3NG

6th June 2018

Midlands Connect
16 Summer Lane
Birmingham
B19 3SD

MCadmin@Midlandsconnect.uk

0121 214 7119

Transforming Cities Bid

Dear Chris,

Midlands Connect is determined to improve productivity in the region by supporting and accelerating key regional infrastructure programmes, based on our 6 strategic corridors. Our early economic analysis demonstrated that improving transport links to speed up journey times across the Midlands can secure a £1 billion-a-year boost to the regional economy.

Midlands Connect is working with East Midlands partners developing the East Midlands Gateway Connectivity Study - a multi-modal connectivity strategy for the area around Toton Station. As part of this work we acknowledge the importance of delivering sustainable and effective connectivity linking key development sites and growth hubs in the area including HS2 and the Innovation campus, East Midlands Airport and the East Midlands Gateway.

The Transforming cities fund will provide the certainty required to achieve this and will be consistent with our wider long term plans in the area set out in our Midlands Connect Transport Strategy. We therefore fully support the advancement of this bid.

We look forward to continue working with our partners in the East Midlands and the wider region to capitalise on the benefits such bid will bring to both the Midlands and UK Plc.

Yours sincerely

Maria Machancoses
Director, Midlands Connect

Steve Tough
Nottingham City Council
Loxley House
Station Street
Nottingham
NG2 3NG

22 May 2018

Dear Steve

Transforming Cities Fund (TCF)

As the voice of business across the East Midlands, please treat this letter as confirmation of the Chamber's endorsement of the City Region's Expression of Interest to the TCF.

The Chamber acknowledges the benefits this would bring in terms of improving public access to employment sites and providing much-needed improvements in connectivity.

There is an obvious synergy with the wider strategic work of Midlands Connect, D2N2 and HS2 planning, as well as other hubs of economic significance such as East Midlands Airport, East Midlands Gateway, Infinity Park and Nottingham Enterprise Zone.

Working with likeminded stakeholders to enhance our competitive edge, the Chamber confirms its support; and is willing to act as an impartial conduit to bring together partner agencies to help bring this to fruition.

If the Chamber can be of any further assistance, please contact our Policy Team on 01246 212533.

Yours sincerely



Scott Knowles
Chief Executive
East Midlands Chamber

Department for Transport
Great Minster House
33 Horseferry Road
London
SW1P 4DR

4th June 2018

Dear Sirs,

Letter of Support Derby-Nottingham City Region: Transforming Cities Fund

I am writing on behalf of Marketing Derby in support of the Expression of Interest being submitted by the Derby-Nottingham Metro.

Marketing Derby is the investment promotion agency for Derby and Derbyshire, funded by our 350 business Bondholders, and supported by both Derby City and Derbyshire County Councils. We have been successful in attracting over 4,500 new jobs into the area and are seeking investors from the UK and beyond.

As you can imagine transport connections, and infrastructure are the key considerations for investors and in this context, we whole heartedly support the business case outlined in the EoI.

In truth, the Derby-Nottingham Metro area requires a step change in its transport infrastructure if the two cities are to continue to provide their contribution to the GVA of the East Midlands, Midlands Engine, and the wider UK. The arrival of HS2 at Toton could be the key catalyst for this step change, but will need supplementing by schemes that improve connections between, and within, the two cities and their wider hinterland.

Our 350 Bondholder members represent over 40,000 employees and we urge you to support this EoI.

Yours sincerely
John Forkin



Managing Director
Marketing Derby



JB/KS
(t) 01332 852852
karen.smart@eastmidlandsairport.com

4 June 2018

Steve Tough
Nottingham City Council
Loxley House
Station Street
Nottingham
NG2 3NG
Coalville
Leicestershire
LE67 3FJ

Dear Steve

The Transforming Cities Fund – Expression of Interest

Thanks for updating us on the preparation of an Expression of Interest that the City Council is developing for the Nottingham City Region for investment in a sustainable transport programme from the Transforming Cities Fund. We understand that the overall objective of the Fund is to drive up productivity and spread prosperity in some of the largest English city regions through investment in public and sustainable transport. The focus of the Fund is on intra-city connectivity and access to jobs. We support and welcome this overall objective.

Nottingham is one of the most important economic and employment centres in the East Midlands and the city is a key driver of growth across the region. Accessibility and connectivity to the other cities and key gateways is also important to capitalise on and to drive wider regional economic growth. Within the Nottingham City Region there are several growth hubs and key development sites. These include the City Centre, Infinity Park, the Enterprise Zone along with the important transport links to East Midlands Airport and in the longer term at the East Midlands HS2 station at Toton.

East Midlands Airport is a key UK airport. It is the UK's largest express freight airport, and the UK's second largest cargo airport after London Heathrow. It is also a significant regional passenger airport providing international connectivity for passengers across the East Midlands. It is estimated that the Airport annually generates some £440m of direct, indirect and induced GVA and it is also recognised as an important regional economic and employment asset. There are currently some 8,000 jobs within the Airport site and a further 6,000 jobs are expected to be created at the adjacent East Midlands Gateway Strategic Rail Freight interchange. Employment at and around the Airport is expected to grow substantially over the next decade.



Our strategic approach is to deepen the role that the Airport plays in the wider East Midlands and in the key City Regions of Nottingham, Derby and Leicester. Improving connectivity is important in growing the Airport's passenger catchment, it helps to capitalise on the unique national cargo asset and it provides fast and convenient access to jobs at the Airport and in the surrounding area. We are committed to continue working with our partners to help deliver a high quality and reliable transport infrastructure with sustainable travel choices for our passengers and for employees working on the Airport site. This will increase the efficiency and convenience for Airport users and improve access to work for existing and future employees.

We have strong partnerships with transport authorities and operators. Recently Transport for the East Midlands and Midlands Connect set out a shared vision and strategic transport priorities for the region. Improving access to the Airport is one of six key priorities. We are therefore happy support the expression of interest for investment from the Transforming Cities Fund and we look forward to working with our partners in the Nottingham City Region to improve transport links across the local area including connectivity to East Midlands Airport.

Yours sincerely

A handwritten signature in blue ink that reads 'Karen Smart'.

Karen Smart
MANAGING DIRECTOR

Our ref: kb/dmj/st

4 June 2018

Steve Tough
Team Leader, NET
NET Project Office
Nottingham City Council
Loxley House
Station Street
Nottingham
NG2 3NG

Dear Steve

NET Extension – East Midlands Gateway

Further to our recent discussions, I write to express Roxhill's support for your proposals to improve the mass corridors to key development sites and growth hubs in the East Midlands.

East Midlands Gateway is a strategic rail freight development with capacity to develop up to 6m sq ft of logistics and warehousing accommodation alongside a new rail freight terminal which will accommodate 16 freight trains per day.

The scheme covers a 700 acre area and when complete will deliver an estimated 7,250 direct jobs with a further 3,000 indirect jobs. Construction of the infrastructure to serve the site, and of the initial buildings, is underway, with over 800 construction jobs already on site.

We have recently announced that we are contracted to build:

- 1.3m sq ft for a leading internet retailer
- 630,000 sq ft for XPO
- 550,000 sq ft for Shop Direct
- 195,000 sq ft for Kuehne + Nagel

East Midlands Gateway enjoys support from both public and private bodies and aligns fully with the DfT aspirations for increasing modal shift from road to rail.

In order to facilitate our development we have formulated a comprehensive travel plan which naturally relies mainly on public transport and is consistent with the approach outlined in the Transforming Cities Fund. In particular the entrance to the scheme includes a public transport hub currently designed as a bus interchange which could also be served by NET.

The numbers predicted to be employed at East Midlands Gateway are approximately equivalent to those already employed at East Midlands Airport. We therefore welcome any initiatives that would naturally facilitate fast and reliable transport links into the area and improve connectivity for employees to our site, from the principle neighbouring conurbations.

Roxhill therefore wholeheartedly support the vision and possibilities presented by the Transforming Cities Fund in view of the potential benefits that an extension to the mass transit corridors could bring to the East Midlands Gateway and the whole EMG growth point.

Do let me know if I can provide anything further at this stage.

Kind regards.

Yours sincerely



Kate Bedson
Senior Development Director

Copy: Anne Marie Barclay



Rolls-Royce

PO Box 31, Derby DE24 8BJ, England
Telephone: +44 (0) 1332 242424
Fax: +44 (0) 1332 249936
www.rolls-royce.com

Department for Transport

Direct dial (01332) 248569
Date 6th June 2018
Our ref PJHghw005

Dear

Letter of Support for Derby-Nottingham City Region: Transforming Cities Fund Expression of Interest

I am writing to endorse the expression of interest submitted by the cities of Derby and Nottingham for the transformation of the integrated transportation system in the region.

As a major private sector employer, investor and customer of many smaller companies in the region, Rolls-Royce supports this initiative as it demonstrates the level of cooperation and ambition needed to allow the region to compete with other European and global regions seeking to grow, attract talent and stimulate private sector investment.

The concept of a 1.4 million population metropolitan area containing two vibrant and complementary cities connected together, to a growing international airport and the HS2 fast line to London and the North is of great interest. The fact that this area is set among world class heritage and natural capital assets, accessible from these cities further adds to its appeal. It is this level of ambition that is needed to attract particularly mobile digital and research talent into businesses and universities in the region and we are encouraged that our local cities are showing this ambition.

Without significant investment in sustainable, scalable transport infrastructure we see the growth of the region and our ability to invest here being constrained by a travel limited talent pool, increased costs of moving goods and a weaker supply chain.

We would therefore urge you to support this expression of interest and look forward to engaging with our local cities alongside a number of other private sector partners to progress these proposals to the next stage of maturity and investment.

Yours sincerely

Paul J Harris
Director of Economic Development
Rolls-Royce plc

TOYOTA MOTOR MANUFACTURING (UK) LTD

Burnaston, Derbyshire,
East Midlands,
DE1 9TA, United Kingdom
T 01332 282121 - F 01332 282801

8th June 2018

Nottingham City Council
4th Floor Loxley House
Station Street
Nottingham
NG2 3NG

To whom it may concern
Department for Transport

Dear Sir/Madam

Letter of Support: Derby – Nottingham City Region, Transforming Cities Fund

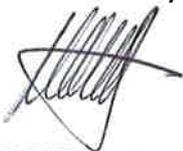
I would like to lend my support to the expression of interest in the Transforming Cities Fund as both Managing Director of Toyota Motor Manufacturing UK and as a member of the Derby/Nottingham Metro Growth Board.

In order to unlock the opportunities for growth that exist with the presence of East Midlands Airport, the East Midlands Gateway and in future, HS2 we require an increase local in transport capacity. In particular, to address the challenges of social mobility, both cities need improved transport links between the communities in deprived areas and new areas of employment.

Through improved transport links the potential exists to achieve greater economic success by improving productivity, enabling clean growth and at the same time, remove some of the barriers which result in social inequality.

Toyota Motor Manufacturing (UK) Ltd is supportive of this project and believes it will complement the revitalisation and growth of advanced manufacturing in the region and in the UK as a whole.

Yours faithfully



MARVIN COOKE
Managing Director – Toyota UK

cc: Dave Tantum

Department of Transport

Professor Edward W Peck PhD MA BA DHSM DipM
Vice-Chancellor
Direct: +44 (0)115 848 6571
edward.peck@ntu.ac.uk

7 June 2018

**Support for Derby–Nottingham City Region:
Transforming Cities Fund Expression of Interest**

I write to provide Nottingham Trent University's support for the Expression of Interest being submitted to the Transforming Cities Fund by the metro city region area that includes the cities of Derby and Nottingham

The business strengths of our two cities are undisputed and these are supported by world class Universities such as Nottingham Trent. That said, there is still work to do for the metro area to reach its economic potential. To help achieve this, it is vitally important that the area benefits fully economically from transformational projects such as HS2 and the planned housing growth at the boundaries of our cities.

Central to this will be connecting to these opportunities and increasing our transport capacity; particularly linked to the extension and development of mass transit corridors to key sites and growth hubs including HS2 Toton, East Midlands Airport, East Midlands Gateway, Infinity Park and Nottingham Enterprise Zones, and other significant employment and residential development.

The University intends to play a full part in supporting the delivery of the planned Transforming Cities Fund project. We will look to provide practical advice regarding increasing access and in improving information regarding optimised journey times and tackling other barriers. We also want help explore how best to exploit new technology to support this programme of activity.

I believe that, as a metro area, we have the capacity, capability and experience to deliver this exciting programme of infrastructure-based work, both efficiently and effectively. The vision and approach contained within the Expression of Interest is consistent with wider plans, including the Midlands Connect Transport Strategy, the D2N2 Strategic Economic Plan and our HS2 Growth Strategy.

I trust that you will look on this Expression of Interest favourably.



Professor Edward Peck
Vice-Chancellor





Metro Growth Board Terms of Reference

The Derby-Nottingham Metro is a vehicle to achieve demonstrable economic growth through formal collaboration, contributing to the economic aims of the, Metro area, D2N2 Local Enterprise Partnership Strategic Economic Plan, Midlands Engine Strategy for Growth and the national Industrial Strategy.

STATEMENT OF PURPOSE

The primary role of the Metro Growth Board is to provide strong and visible leadership to the Metro, challenging partners to increase their ambition of what can be achieved collectively and acting as advocates for the Metro area.

The Board will seek to maximise the opportunities for growth; set the Metro vision and strategy for economic growth; oversee its implementation; provide accountability for the delivery of agreed priorities; and oversee effective collaborative effort.

MEMBERSHIP

The Growth Board comprises a number of representatives from the business and the university sector alongside representatives from the Metro's constituent Local Authorities. Membership will be reviewed every 2 years Membership representation is set out below:

- Independent Chair (from business sector)
- 5 Business
- 3 Universities
- 1 Business Organisation representative
- Council Leader from each constituent Local Authority
- 2 Place Marketing Organisations

David Williams (Chair)	Geldards LLP
To be confirmed	Derby City Council
Natalie Gasson	Federation of Small Businesses
John Forkin	Marketing Derby
Cllr Jon Collins	Nottingham City Council
Prof Edward Peck	Nottingham Trent University
Paul Harris	Rolls-Royce plc
Marvin Cooke	Toyota Motor Manufacturing UK
Jeff Counsell	Trent Barton
Prof Kathryn Mitchell	University of Derby
Liz Fagan	Walgreens Boots Alliance
Brendan Moffett	Marketing Nottingham
Prof Shearer West	University of Nottingham

TERMS OF REFERENCE

The key functions of the Metro Growth Board are:

- i. Provide leadership and accountability for the Metro Economic Growth Strategy; defining vision, shared priorities and set challenges.
- ii. Ensure that the Metro Strategy is embedded in the D2N2 revised Strategic Economic Plan and a strategic focus of a localised industrial strategy.
- iii. Oversee progress of the Metro action plan by directing delivery, acting as a sounding board and critical friend to delivery partners and groups
- iv. Maximise visibility and promote the work of the Metro at national and international levels and develop a voice for the Metro with Government
- v. Make decisions in terms of, the strategic plan and governance, however individual commitments will need to be approved through each organisation's decision-making processes.

ACCOUNTABILITY

The Metro Growth Board will be chaired by an Independent Chair. It will be based on collaboration and conducted in the spirit of partnership working. All decisions will be made in accordance with the following principles:

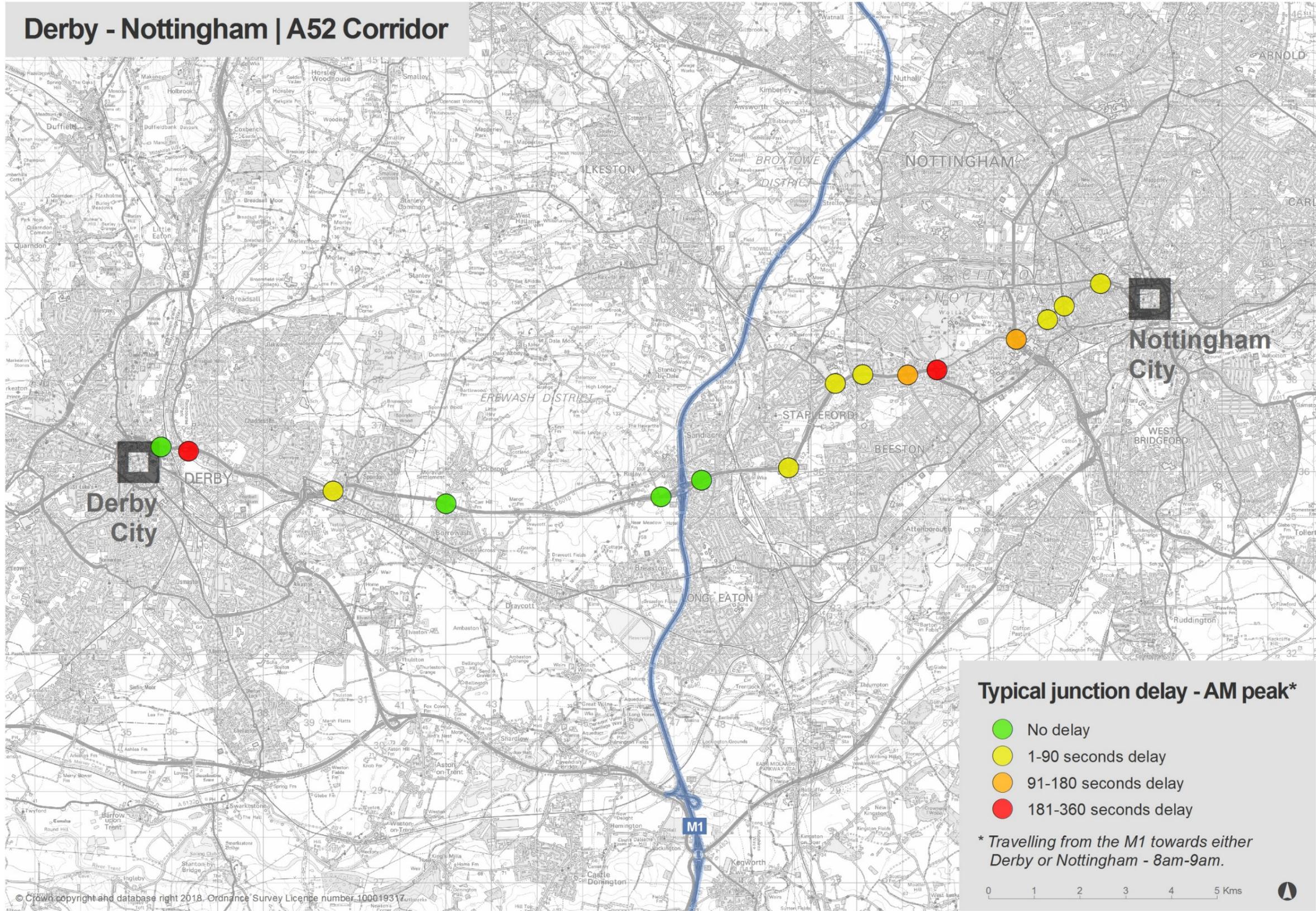
- Due consultation will be carried out where appropriate (including taking relevant professional advice from officers);

- there will be a presumption in favour of open and transparent decision making;
- there will be a clarity of aims and desired outcomes;
- All decisions will be taken as members of the Metro Partnership and not on behalf of specific organisations or areas.

Members of the Metro Growth Board are required to declare any interests, gifts or hospitality which they have or receive which could influence any decisions they may make as board members.

MEETINGS

- The Growth Board will meet on a bi-monthly basis
- Any meeting cannot be held without the attendance of the independent chair or elected vice chair
- Meetings will be consensus based and will include detailed discussions of matters that are of strategic importance.
- Meetings will be quorate when half of the membership attend



Journey Time and Delay Between Nottingham and Derby 2016/17

Route Name	From	To	Inter Peak Average Journey Time (11am-3pm)	AM Peak Hr (8am - 9am) Average Journey Time	PM Peak Hr (5pm - 6pm) Average Journey Time	AM Peak Hr Delay	PM Peak Hr Delay	AM Peak Hr: Average Speed (Mph)	Inter Peak: Average Speed (Mph)	PM Peak Hr: Average Speed (Mph)
Eastbound										
Eastgate	A601	Pentagon Island	00:01:00	00:01:00	00:01:20	00:00:00	00:00:20	18.00	18.00	13.50
A52 Brian Clough Way	Pentagon Island	A6005	00:03:36	00:03:36	00:04:30	00:00:00	00:00:54	36.67	36.67	29.33
A52 Brian Clough Way	A6005	Victoria Avenue, Ockbrook Jcn	00:02:00	00:02:00	00:02:00	00:00:00	00:00:00	48.00	48.00	48.00
A52 Brian Clough Way	Victoria Avenue, Ockbrook Jcn	M1 J25	00:04:00	00:04:00	00:04:00	00:00:00	00:00:00	49.50	49.50	49.50
A52 Brian Clough Way	M1 J25	B6003 Toton Lane	00:01:44	00:02:03	00:03:08	00:00:19	00:01:24	36.25	42.87	23.71
A52 Brian Clough Way	B6003 Toton Lane	A52 Brian Clough Way/A6007 Ilkeston Road Junction Rd	00:01:46	00:02:13	00:02:05	00:00:27	00:00:20	34.01	42.68	36.19
A52 Brian Clough Way	A6007 Ilkeston Road	Thoresby Road	00:01:04	00:01:57	00:01:18	00:00:54	00:00:14	13.32	24.34	19.97
A52 Brian Clough Way	Thoresby Road	B6006 Wollaton Road	00:01:12	00:03:20	00:01:25	00:02:07	00:00:13	11.25	31.26	26.48
A52 Brian Clough Way	B6006 Wollaton Road	A6464 Woodside Road	00:01:13	00:05:44	00:01:30	00:04:31	00:00:17	4.46	21.01	17.04
A52 Brian Clough Way	A6464 Woodside Road	A6514 Ring Road	00:02:56	00:04:46	00:03:33	00:01:51	00:00:38	14.77	24.00	19.83
A6200 Derby Rd	A6514 Ring Road	Triumph Rd	00:01:24	00:02:03	00:01:43	00:00:39	00:00:19	14.11	20.67	16.85
A6200 Derby Rd	Triumph Rd	Gregory St	00:00:13	00:00:14	00:00:18	00:00:01	00:00:05	17.10	18.41	13.30
A6200 Derby Rd	Gregory St	Lenton Boulevard	00:01:04	00:01:22	00:01:27	00:00:18	00:00:23	12.99	16.64	12.24
A6200 Derby Rd	Lenton Boulevard	Canning Circus	00:01:50	00:01:56	00:02:08	00:00:06	00:00:18	18.46	19.46	16.73
		TOTAL	00:25:01	00:36:15	00:30:26	00:11:13	00:05:24	23.16	33.56	27.58
Westbound										
A6200 Derby Rd	Canning Circus	Lenton Boulevard	00:01:59	00:02:21	00:02:46	00:00:22	00:00:47	15.36	18.20	13.04
A6200 Derby Rd	Lenton Boulevard	Gregory St	00:00:30	00:00:36	00:00:52	00:00:06	00:00:22	21.07	25.28	14.58
A6200 Derby Rd	Gregory St	Triumph RD	00:00:32	00:00:37	00:01:03	00:00:05	00:00:31	14.51	16.78	8.52
A6200 Derby Rd	Triumph RD	A6514 Ring Road	00:01:33	00:01:47	00:03:21	00:00:14	00:01:48	14.84	17.08	7.90
A52 Brian Clough Way	A6514 Ring Road	A6464 Woodside Road	00:02:51	00:03:45	00:06:16	00:00:54	00:03:25	19.21	25.28	11.50
A52 Brian Clough Way	A6464 Woodside Road	B6006 Wollaton Road	00:01:07	00:01:15	00:01:13	00:00:08	00:00:06	19.31	21.62	19.84
A52 Brian Clough Way	B6006 Wollaton Road	Thoresby Road	00:01:12	00:01:23	00:01:24	00:00:11	00:00:12	27.16	31.31	26.83
A52 Brian Clough Way	Thoresby Road	A6007 Ilkeston Road	00:00:57	00:01:05	00:01:21	00:00:09	00:00:24	22.55	25.71	18.09
A52 Brian Clough Way	A6007 Ilkeston Road	B6003 Toton Lane	00:02:08	00:02:08	00:02:08	00:00:00	00:00:00	36.13	36.13	36.13
A52 Brian Clough Way	B6003 Toton Lane	M1 J25	00:01:28	00:01:50	00:01:49	00:00:23	00:00:21	40.67	50.84	41.05
A52 Brian Clough Way	M1 J25	Victoria Avenue, Ockbrook Jcn	00:04:00	00:04:00	00:04:00	00:00:00	00:00:00	49.50	49.50	49.50
A52 Brian Clough Way	Victoria Avenue, Ockbrook Jcn	A6005	00:02:00	00:03:20	00:02:00	00:01:20	00:00:00	28.80	48.00	48.00
A52 Brian Clough Way	A6005	Pentagon Island	00:04:48	00:10:40	00:09:00	00:05:52	00:04:12	11.81	26.25	14.00
Eastgate	Pentagon Island	A601	00:01:00	00:01:00	00:01:00	00:00:00	00:00:00	30.00	30.00	30.00
		TOTAL	00:26:04	00:35:48	00:38:13	00:09:43	00:12:09	23.58	32.38	22.08

Source: NCC Analysis based on Traffic Master Data and Google maps Journey Planner

Appendix 5: Index of Multiple Deprivation, Derby-Nottingham

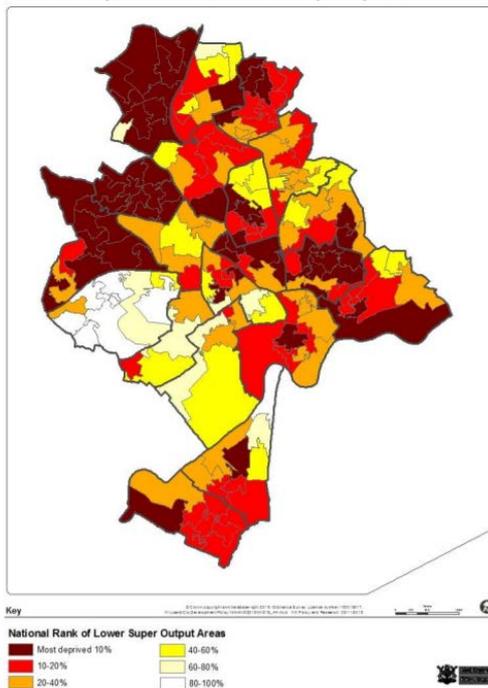
Deprivation score (IMD 2015) 2015

Area	Count	Value
England	-	21.8
East Midlands region	-	-
Nottingham	-	36.9
Leicester	-	33.1
Derby	-	27.8
Lincolnshire	-	20.6
Northamptonshire	-	18.9
Nottinghamshire	-	18.9
Derbyshire	-	18.5
Leicestershire	-	12.5
Rutland	-	9.6

Source: Department of Communities and Local Government (DCLG)

Although there is no overall regional score the IMD scores for areas within the East Midland show that deprivation is higher in the city areas unitary authorities compared to the rural counties and Rutland. The highest score in England for 2015 was Blackpool at 42.0 and Nottingham is the eight highest score after that. The lowest score in the country is Wokingham at 5.7 and Rutland is the 4th lowest score. This demonstrates the spread of deprivation across our region.

Indices of Deprivation 2015: Index of Multiple Deprivation



Indices of Deprivation 2015 >> Rank of IMD Score (where 1 is most deprived) (2015)

