

8 March 2018**Agenda Item: 5****REPORT OF CORPORATE DIRECTOR, PLACE****HIGHWAYS CAPITAL & REVENUE PROGRAMMES 2018/19****Purpose of the Report**

1. The purpose of this report is to seek Committee approval for the Highways capital and revenue programmes to be delivered during 2018/19 and to update Committee on current transport funding sources. The proposed programmes are detailed in this report with individual schemes included in the attached appendices. The programmes include work to be delivered as part of the Authority's additional £20m investment in highways over the next four years.

Information

2. The report (and its appendices) detail the proposed highways programmes utilising £30.8m of funding allocated to the integrated transport and highways maintenance programmes (this figure includes a proportion of the Authority's additional £20m investment in highways over the next four years). Having listened to local communities across the county, it is proposed that the additional funding is allocated to schemes to help address local priorities, predominantly addressing the backlog of structural maintenance, as well as helping address local journey time delay and local community safety concerns. The report also details the £18m external funding secured by the County Council and allocated in 2018/19 to deliver Gedling Access Road, the Southwell flood mitigation scheme, and DfT Access Fund initiatives.
3. The provisional capital and revenue Highways programmes were approved by Committee at its 9 November 2017 meeting; enabling the development of the programmes (e.g. advance design and consultation; publicity and media activity; and co-ordination of works) to start which in turn enables delivery of the programmes to start in April 2018. Following the approval of the programmes a number of additional schemes have been added to them to take account of additional funding allocated by the County Council, the completion of feasibility studies, as well as additional requests for schemes from members and local communities. All County Council elected members were invited to suggest maintenance and integrated transport schemes for delivery and the proposed 2018/19 integrated transport and highway maintenance programmes include 188 improvements that were requested by the local members (with a number of the suggestions still being investigated or carried forward for delivery in future years).

Capital Programmes

Local Growth Fund Major Transport Schemes

4. Currently funding for major transport schemes is allocated through the Local Growth Fund (LGF) Deal managed by Local Enterprise Partnerships (LEPs) – D2N2 for Nottinghamshire, Nottingham, Derbyshire, and Derby. In addition to this approximately 44% of the nationally available integrated transport funding is also allocated through the LGF.
5. The LEP bids to government for LGF have to be based on programmes to stimulate the local economy and create jobs. The bids will not necessarily prioritise major transport projects, or transport projects currently promoted through integrated transport blocks, and will be subject to competitive priorities across D2N2 determined by the LEP.
6. LGF contributions have, however, been successfully secured to help fund the delivery of a number of highway and transport improvements in Nottinghamshire during 2018/19, specifically:
 - Gedling Access Road major transport scheme
 - Arnold/Carlton strategic cycle network (as a part of the D2N2 Sustainable transport programme)
 - Midland Mainline Market Harborough rail speed improvements – £5m contribution towards £40m+ scheme to deliver line speed improvements which will benefit journey time from Nottingham
 - Nottingham Enterprise Zone sustainable transport package – to complete the £0.905m of cycling improvements in Beeston which forms part of a £6m package.
7. Gedling Access Road (GAR) is a proposed new access road bypassing Gedling village and is being provided as supporting infrastructure for the mixed-use residential and employment development on the former Gedling colliery/Chase Farm site (as detailed in the 'Gedling Access Road – Scheme Update' Communities & Place report on the agenda for this Committee meeting). Subject to the completion of all necessary funding arrangements, planning approvals and statutory processes the construction of the new £40.9m road is planned to commence in winter 2018. It is currently anticipated that the GAR would be fully complete and open to traffic in 2020. The current funding allocations for this scheme are shown in the table below.

	Funding contribution (£m)					
	2016/17	2017/18	2018/19	2019/20	2020/21	TOTAL
County Council		0.241	0.163	3.870	1.126	5.400
D2N2 LEP LGF		0.500	5.400	4.900		10.800
Developer contributions/Gedling BC			3.984	10.759	2.786	17.529
Homes and Communities Agency	0.138	0.206	4.144	2.058	0.624	7.170
TOTAL	0.138	0.947	13.691	21.587	4.536	40.899

8. The D2N2 LEP allocated £5.8m for a Sustainable Transport Programme in the D2N2 area for schemes that enable proposed development in the area to occur (e.g. by improving access and reducing congestion). The County Council successfully secured £2.15m towards the delivery of cycle networks in four locations. The West Bridgford cycle network was delivered during 2016/17 and 2017/18; and the Mansfield and Newark on Trent cycle networks are underway and due to be completed by the end of the first quarter of 2018/19. Detailed design

work on the Arnold/Carlton cycle network is underway with consultation on the proposals scheduled to be start before the end of 2017/18 and the scheme constructed during 2018/19 utilising funding contributions from the D2N2 LEP (£440,000) and developer contributions for sustainable transport schemes (£110,000).

9. Nottingham City Council secured £6m for an Enterprise Zone sustainable transport package as part of the 2015/16 LGF Deal. The Enterprise Zone (which comprises of part of the Boots site plus the Beeston Business Park, the Nottingham Science Park and the MediPark site) is located partly in the city and partly in the county. Officers from the City and County councils have therefore worked in partnership to develop a package of improvements to help people access the Enterprise Zone. This has resulted in the development of £0.905m of cycle route improvements in the county to join-up with proposals in the city to deliver continuous cycle routes across the administrative boundaries to enable people to access the employment opportunities the Enterprise Zone will deliver. Whilst the County Council is overseeing the approval of the proposals to ensure they don't negatively impact on the highway the funding will be passed from Nottingham City directly to VIA to deliver the schemes. The construction of these improvements is underway and will continue into 2018/19.
10. Each of the cycling schemes detailed above have been designed to ensure that they do not have a negative impact on vehicle capacity where the routes are providing on-road cycling facilities.

Safer Roads Fund

11. Analysis by the Road Safety Foundation has identified 50 specific sections of local 'A' roads where the risk of fatal and serious collisions is highest and the local highway authorities responsible for these roads were eligible to bid for funding from the Safer Roads Fund to improve the safety of these specific sections of road.
12. Two of the 50 local 'A' roads, where the risk of fatal and serious collisions is highest, identified by the Road Safety Foundation analysis extend into Nottinghamshire – the A634 (Blyth to Maltby) and the A161 (Beckingham to North Lincolnshire). The County Council were therefore invited to submit bids for road safety improvements on these roads to the DfT by 28 April 2017 for the A634 and by 29 September 2017 for the A161.
13. The outcome of the A634 bid and the A161 bid (which is being led by North Lincolnshire Council as the road lies predominantly within its responsibility) is still to be formally announced by DfT. The improvements on the A634 (Blyth to Maltby) consists of predominantly conventional safety engineering measures including roadside barriers, shoulder widening, skid resistance upgrades, shoulder rumble strips, removal of roadside hazards, lowering of speed limits, installation of traffic signals, and central hatching.

Additional Funding for Maintenance and Integrated Transport Improvements

14. Having listened to local communities across the county, in order to help address local priorities £20m of additional funding has been allocated to highway improvements to predominantly address the backlog of structural maintenance (£17m for the period 2018/19 to 2021/22) and help improve road safety and address local journey time delay (£3m for the period 2018/19 to 2021/22).

15. 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 where appropriate. This will enable the Council to deliver more than 100 additional highways maintenance schemes in 2018/19.
16. Surveys undertaken in Nottinghamshire show that both residents and local businesses in each of the seven districts consider the reduction of traffic congestion as their highest transport priority. In 2018/19 it is therefore proposed that £100,000 of the additional funding be allocated to develop a package of schemes to ease congestion in settlements adjacent to the growth corridors identified in the Place Departmental Strategy, reducing the impacts congestion has on local communities and the environment, as well as aiding productivity for local businesses. Additional funding available in 2019/20 to 2021/22 will then be used to deliver the schemes identified through this preparatory work. It is proposed that the remaining additional funding allocated to integrated transport schemes in 2018/19 is used as follows:
- a contribution to signal improvements on the A38 to help improve journey time reliability
 - an enhanced programme of interactive speed signs (including those that meet the speed but not the flow criterion so are not currently being prioritised for delivery) resulting in the delivery of 29 additional interactive signs
 - delivery of additional pedestrian crossings (including those that do not have sufficient numbers of pedestrians and/or traffic flow to currently be prioritised for inclusion in the integrated transport programme).

Integrated Transport Block

17. The Nottinghamshire Local Transport Plan and its accompanying Implementation Plan (which is due to be refreshed during 2018/19) sets out the County Council's long-term transport strategy and how it will be implemented. The funding for local transport improvements, such as improving accessibility, addressing congestion or road safety, and promoting sustainable travel, is called the integrated transport block.
18. The integrated transport block and highway capital maintenance block allocations were determined at the 28 February 2018 County Council meeting but the provisional 2018/19 allocation for integrated transport, based on the Department for Transport (DfT) allocation and additional funding for such schemes, as set out in the current Medium Term Financial Strategy, is detailed below:
- | | |
|--|----------------|
| • Integrated transport block | £4.416m |
| • Additional County capital allocation | £0.750m |
| • Additional road safety (County capital allocation) | £0.350m |
| • Contribution to enhanced rail services (Nottingham to Lincoln) | £0.050m |
| • D2N2 LGF sustainable transport programme (LGF and developer Contributions) | <u>£0.550m</u> |
| Total | £6.116m |
19. A balanced range of integrated transport measures has been developed that contributes to delivering corporate priorities; national transport priorities; and the local transport goals and objectives. The proposed packages of measures (and the individual schemes detailed in the appendices) reflect corporate commitments; a balance of member, public and stakeholder

requests and priorities; evidence of need and value for money; delivery of the County Council's vision and transport objectives; and the ability to draw in external funding.

20. The County Council receives requests for many more schemes than available funding is able to fund. Scheme requests are therefore prioritised to ensure that the County Council and Nottinghamshire residents get the greatest benefit from the funding available. For example, requests for:
- New crossings are prioritised based on the number of people crossing and the volume of traffic at the proposed crossing location
 - Bus improvements are provided at targeted locations to increase bus patronage by improving journey times and reliability of services, as well as the passenger transport experience
 - Capacity improvements are prioritised based on junction delay
 - Cycling schemes are prioritised based on their ability to deliver a strategic cycle network consistent with the Cycling Strategy Delivery Plan
 - Environmental weight limits are only delivered where there are high levels of HGVs and are prioritised based on the class of road and the number of HGVs using a road
 - Residents' parking schemes are only delivered where people do not have off-street parking and where a scheme won't negatively affect nearby streets and town centres, or increase rat running or traffic speeds. Schemes are prioritised based on the level of non-resident parking throughout the day
 - Safety schemes are prioritised at locations with a history of reported road casualties
 - Speed limit reductions are only delivered where they meet DfT guidelines and are prioritised based on traffic speeds, traffic volumes, reported road casualty accidents, population size, and the road purpose/use
 - Interactive speed signs are only provided where the speed of traffic exceeds police enforcement guidelines and are prioritised based on the speed and volume of traffic.
21. The detailed provisional integrated transport programme (including the £350k additional road safety funding) is set out in **Appendix 1**
22. of this report.
23. All County Council members were asked for integrated transport and maintenance scheme suggestions and this resulted in 232 integrated transport scheme suggestions and 293 maintenance scheme suggestions from County Council members. Whilst the 2018/19 programmes are not able to accommodate all of the requests (and some are not feasible), a number of schemes have been included in the programmes and these are annotated in the attached programmes. Those schemes which are feasible but have not been included will be considered for inclusion in a future years' programme. Further feasibility work is underway on a number of additional scheme suggestions; and any schemes subsequently added to the attached programmes will be subject to approval at a future Communities & Place Committee.
24. The County Council has been successful in securing significant amounts of external funding for a number of highway schemes, including those detailed in paragraph 6 above. In order to help continue to secure this funding for the benefit of Nottinghamshire residents, and to be ready to bid for funding as and when opportunities arise, the County Council will need to develop a range of schemes to a point where the Council can demonstrate they offer value for money and can be delivered within the funding timescales. The County Council, as part of its new Nottinghamshire Place Departmental Strategy, has identified a number of important growth corridors in the county which will be used to help prioritise future major transport

schemes. The County Council is looking to undertake feasibility work to determine what, if any, transport improvements can be made to improve conditions for all road users along these corridors. The proposed integrated transport programme therefore includes an allocation of £175,000 within the 'Traffic monitoring and advanced development/design of future schemes' sub-block towards the development of future schemes (e.g. feasibility, business case assessments, and advance design) on these corridors.

Miner to Major Landscape Partnership Scheme

25. Following a successful Stage 1 Heritage Lottery Fund (HLF) Bid the County Council has led on further work undertaken to develop a full Stage 2 Bid for the 'Miner to Major Landscape Partnership Scheme' (M2M). The 11 January 2018 Communities & Place Committee approved the submission of the Bid which, if successful, will result in a five year programme of strategic projects prioritised on working with a number of audiences that do not traditionally engage in heritage projects within Sherwood. If successful, M2M will attract c. £3.5m of investment to the wider Sherwood area over the five year period with the HLF grant providing just under 70% of the total. The remainder of the funding will be made up of match funding in the form of both cash and in-kind contributions. As one of the four themes of the Bid is 'Connecting Sherwood', which includes improved access for all, it is proposed that £60,000 of integrated transport funding is allocated towards the improvement of footpaths identified through the project.

Capital Maintenance Block

26. The highway capital maintenance block accounts for 82% of the discretionary capital transport funding (excluding major schemes) and is used to carry out planned structural maintenance across a range of highways assets throughout the seven districts in Nottinghamshire. Prioritisation of the maintenance works programme involves analysis of technical condition survey data utilising the Horizons Pavement Management software, supplemented with local knowledge/ judgement.

27. In addition to the formal process of identifying schemes through a planned asset management approach to highway maintenance, each County Council member has been asked to identify the locations within their division that they think should be a priority for considering maintenance works, resulting in 293 suggested locations. Whilst the 2018/19 programmes are not able to accommodate all of the requests, a number of schemes have been included in the programmes and these are annotated in the attached programmes.

28. Road maintenance is delivered through two programmes. The first programme consists of schemes that are primarily identified through asset management principles (as detailed in para. 25 above) and are identified in this report under the initial classified and unclassified road maintenance programmes, along with the surface dressing programme. The second programme which started in 2017/18 consisting of sites primarily on the unclassified road network which are funded through a combination of the additional capital and revenue maintenance allocations and the DfT Pothole Fund. This programme is known as the 'special patching and resurfacing scheme' programme (SPARS) where repairs are undertaken using mechanised means on the simpler sites. The large number of members' requests have been considered for the 2018/19 SPARS programme should they meet the criteria.

29. The 2018/19 capital maintenance allocations based on the DfT allocation and the current Medium Term Financial Strategy, is detailed below:

• Highway capital maintenance (DfT allocation)*	£12.006m
• Additional County capital allocation for road maintenance	£ 4.250m
• Highway capital maintenance (DfT Incentive Fund allocation)**	£ 2.501m
• Highway revenue maintenance (DfT Pothole Fund allocation)***	£ 1.174m
• Street lighting renewal/Energy saving (Salix)	£ 1.567m
• Additional energy saving funding (ACE and LAEF)	£ 1.600m
• Flood alleviation and drainage (County capital allocation)	£ 0.600m
• Street lighting renewal (County capital allocation)	<u>£ 1.000m</u>
Total	£24.698m

**This figure is indicative as the final allocation value is still to be confirmed*

*** This figure is based on the Authority being assessed as band 3 (previously band 2 in 2017/18) as the final allocation value is still to be confirmed*

****This figure is based on the Authority's 2017/18 allocation as the final allocation value is still to be confirmed*

30. Nationally many of the roads in the country contain tar bound materials within their construction layers due to past working practices. Tar has been classed as a hazardous material and as such any material excavated which contains a prescribed level of contamination must either be recycled or disposed of through special designated routes. Given the nature of the material, disposal costs are very high and hence where possible, recycling has to be the more environmental and cost effective option. Where material is recycled it is reused within the maintenance process but can only be incorporated into the lower levels of construction. This means that it is only suitable on sites where it can be laid below the surface course. As many sites in the annual programme do not have treatment below the surface course level this is posing an issue. Fortunately, not all sites contain tar and hence by careful programming the associated issues can be avoided, however, this new constraint does have cost and logistical implications.

31. To ensure utility providers adhere to the stipulations placed on them whilst working on our roads, an additional resource will be provided to support them to deliver these conditions. This inspection function will ensure the network continues to flow smoothly whilst the utility companies carry out their necessary work, and that the reinstatements to our roads are in accordance with the required specification.

Street lighting energy saving

32. There are approx 94,000 street lights in Nottinghamshire. Prior to the energy saving project the stock consisted of a 50/50 split between low-pressure sodium (SOX) and high-pressure sodium lanterns (SON). The SOX lanterns are the oldest and least efficient assets so these were highlighted to be replaced with LED alternatives.

33. Salix offer interest free loans to local authorities for energy saving projects and this was utilised to secure a 4-year spend to save programme of LED lantern upgrades on the network. To date we have now replaced 37,500 SOX with LED which has resulted in the assets being more efficient to run and maintain. As part of the programme we have also been updating the remaining SON lanterns with new lamps and gear to improve efficiency and extend their lifecycle.

34. Conversion works are complete in Ashfield, Broxtowe, Rushcliffe, Gedling & Newark areas, and works are currently taking place in Bassetlaw. The Mansfield area is programmed for LED upgrades in 2018/19, funding has been secured for 8,000 LED's and these works are due to be complete by December 2018. It is, however, intended to extend these works and utilise currently available energy reduction funding streams to treat the remaining 5,500 lanterns in Mansfield so that all the stock in Mansfield will be addressed. These works will be combined with some column replacement works to improve the stock condition and limit risk of column failure. The extended works should be complete by the end of April 2019.
35. A bid has been agreed with the NCC Energy Team for the additional £1.6m required to extend the project which will comprise of 50:50 contribution from the ACE (Additional Capital for Energy Fund) and LAEF (Local Authority Energy Finance) recycling fund £800,000 repayable loan. Agreement was given at the Communities and Place Committee on the 11 January 2018.

Maintenance Incentive Fund

36. The purpose of the DfT Maintenance Incentive Fund allocation is to ensure that highway authorities are using best practice in asset management. Individual authorities' allocations are based on the results of a questionnaire which demonstrates how the authority is using best practice and has to be submitted to DfT in January of each year. Local authorities score themselves against 22 questions, and place themselves into one of three bands on the basis of the available evidence. To achieve the highest band, band 3, an authority has to be at the top level for 18 of the 22 criteria. Whilst the DfT will not necessarily want to see the supporting evidence from every local highway authority and reserves the right to undertake sample audits, it is the responsibility of the County Council's Section 151 Officer to ensure that they are satisfied that the evidence is sufficient to sign-off the overall submission and total score. In 2017/18 Nottinghamshire was assessed as being in 'band 2' and with the creation of Via East Midlands and advancements in other areas it is anticipated that the Council will progress to band 3. The Council has undertaken the 2018/19 assessment and has developed the highways maintenance programme based on advancement to band 3 pending the announcement of the final allocation. For reference, should Nottinghamshire be successful in attaining band 3 the difference in funding between band 2 (£1.152m) and band 3 (£2.501m) is £1.349m.

Pothole Action Fund

37. The Pothole Action Fund was announced in the 2015 Budget Statement and totals £250m for the period 2016-2021, which the DfT estimates to be sufficient to repair over 4.7m potholes, or to stop them forming in the first place. This funding is allocated to local highway authorities in England, outside London, by formula. DfT are yet to announce the level of funding available in 2018/19 but the County Council has developed the provisional highways maintenance programme based on the 2017/18 Nottinghamshire allocation of £1.174m pending the announcement of the final allocation.

Local Highways Maintenance Challenge Fund

38. The Local Highways Maintenance Challenge Fund has historically been available to enable local highway authorities in England to bid for major maintenance projects that are otherwise difficult to fund through the normal 'needs based formula' funding they receive. In 2017/18

the County Council successfully secured £5m from this Fund to undertake major maintenance works as a whole route treatment along the A38/A617 Mansfield & Ashfield Regeneration Route, as detailed in the 13 September 2017 'Maintenance Challenge Fund and Safer Roads Fund Bids' Policy Committee report.

39. The DfT is yet to announce if any Local Highways Maintenance Challenge Fund funding will be available during 2018/19 but should funding become available the County Council will look to make an appropriate bid (based on the bidding timetable and guidelines/criteria for bids); although it is anticipated that any bid will once again focus on specific strategic roads in the county.

Nottingham Go Ultra Low Programme

40. The County Council (along with Nottingham and Derby City Councils) is a partner in the successful £6.1m Nottingham Go Ultra low City Bid to the Office of Low Emission Vehicles (OLEV) which aims to deliver a step-change in the number of ultra-low emission cars and vans. The objectives of the funding are to deliver significant air quality benefits, reduce carbon emissions and create ultra-low emission vehicle (i.e. electric vehicles) related growth opportunities for car manufacturing and businesses both locally and beyond. The successful Nottingham, Nottinghamshire, Derby Bid focuses on a number of work programmes (as detailed in the Nottingham Go Ultra low City Bid to the Office of Low Emission Vehicles (OLEV) Transport & Highways Committee reports of 8 October 2015 and 17 March 2017) which will be funded from the successful Bid funding allocation of £6.1m and there is currently no local funding commitment required. It is intended that each of the programmes will be extended into the county whenever possible, particularly those relating to:

- Grants, loans and advice to support businesses to introduce low-emission vehicles and electric charging at workplaces;
- Expansion of the Council's electric vehicle fleet (e.g. pool cars and vans and associated charging facilities at County Council sites) should this be feasible;
- Expansion of the public electric vehicle charging infrastructure to create an area-wide network of charging infrastructure;
- Expansion of the existing car club into the county;
- A programme of targeted promotional events in areas where data highlights the residents and/or businesses are more likely to transfer to ULEVs.

Flood Risk Management

41. To maximise the £0.6m capital allocation for flood risk management a number of successful match funding opportunities have been realised. These include £1.48m from Local Levy, £4.6m Flood Defence Grant In Aid (FDGID) plus district council and community contributions. Flood risk management schemes led by the County Council due to commence delivery in 2018/19 include schemes in Southwell, Daybrook, Calverton, Eglington, Newthorpe, and Titchfield Park Brook, Hucknall. Schemes supported by the County Council but being progressed by the Environment Agency include schemes in Gunthorpe, Lowdham and Carlton on Trent.
42. The Southwell flood mitigation scheme and Natural Flood Management scheme is due to commence delivery in 2018/19, having received National Project Assurance Board sign off in January 2018, jointly securing £5.3m of investment from DEFRA. The scheme has a number of other funding partners including the Environment Agency, Newark and Sherwood District

Council, Southwell Town Council and community partners. The proposed scheme will benefit 240 properties and 60 businesses.

43. Nottinghamshire's Local Levy revenue contributions for 2017/18 of £275,199 to support the work of the Regional Flood and Coastal Committee (RFCC) to facilitate investment into mitigating surface water flooding is subject to an annual review at the RFCC meeting in January 2018. The County Council is represented at this meeting by Councillor Roger Jackson. The Local Levy is subject to an increase in line with previous years (1.99% which would equate to £5,476). At the RFCC meeting in January 2018 this was agreed and voted through. This annual fund allows the County Council to bid for scheme contributions especially for smaller schemes that are subject to a lesser cost benefit requirement of 1:1 rather than the more substantial 8:1 requirement for significant schemes. This allows greater flexibility to finance schemes which protect smaller communities that would not otherwise be eligible.

2018/19 Capital Allocations

44. The proposed capital spending levels for different integrated transport and highway maintenance sub-blocks, based on the 2018/19 allocations, are set out in the table below, along with details of the 2017/18 allocations for comparative purposes. The detailed integrated transport and highway capital maintenance programmes, listing the proposed schemes to be delivered during 2018/19 are attached as appendices 1 and 2 respectively to this report.

Integrated transport programme	2017/18 (£m)	2018/19 (£m)
Access to local facilities (e.g. footway improvements and new crossings)	1.136	*1.300
Bus improvements (e.g. bus stop infrastructure and bus stop clearways)	0.370	0.416
Capacity improvements (e.g. traffic signal and junction improvements to reduce congestion)	0.113	**0.400
Match funding for predominantly externally funded cycling networks (as part of £2.15m LGF Sustainable Transport Programme)	0.725	0.300
Environmental weight limits (e.g. HGV weight limits and HGV route signing)	0.050	0.075
Traffic monitoring and advanced development and design of future schemes	0.450	***0.575
Parking (e.g. review of parking in town centres, and delivery and review of new residents' parking schemes)	0.124	0.075
Rail improvements (e.g. small scale improvements to services and stations as well as feasibility studies on large scale improvements)	0.030	0.055
Safety improvements (e.g. local safety schemes and £100k for the provision of crossing facilities on routes to school)	0.720	0.820
Smarter choices (e.g. measures to help people access work by bus or walking and support for businesses developing travel plans)	0.076	0.150
Speed management (e.g. addressing local speed concerns, 20mph speed limits and interactive signs)	0.153	****0.250
Integrated transport measures	3.219	4.416
Additional County capital allocation	0	0.750
External contributions to cycling schemes	2.615	0.550
Additional road safety	0.350	0.350
Nottingham to Newark rail service enhancements	0.050	0.050

TOTAL	6.234	6.116
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*£500k of the additional County capital allocation will be included in the access to local facilities sub-block

**£50k of the additional County capital allocation will be included in the capacity improvements sub-block

***£100k of the additional County capital allocation will be included in the traffic monitoring and advanced development and design of future schemes sub-block

****£100k of the additional County capital allocation will be included in the speed management sub-block

Highway maintenance programme	2017/18 (£m)	2018/19 (£m)
Bridges (including condition assessments)	1.267	1.267
Carriageway maintenance (A, B & C, Unclassified roads)	7.970	*7.999
Surface dressing (added protection to the carriageway surface, sealing it from the ingress of water while also enhancing its skid resistance, including pre-patching)	3.100	3.100
Footway maintenance	1.175	1.175
Structural drainage	0.500	0.500
Flood alleviation (5year allocation)	0.600	0.600
Street lighting renewal and improvement	1.000	1.000
Street lighting energy saving (including Salix & ACE grant funding, and LAEF loan)	1.567	3.167
Traffic signal renewal	0.320	0.320
Safety fencing	0.320	0.320
Network structural patching	1.000	1.000
Capital maintenance	18.819	18.848
Additional County capital maintenance allocation	1.008	4.250
TOTAL	19.827	24.698

*The DfT Pothole Funding is already included in the carriageway maintenance figure detailed in the table above. Similarly, the additional County capital maintenance allocation will be included in the carriageway maintenance sub-block allocation

Revenue Programmes

Traffic management revenue programme

45. The County Council has historically prioritised a small amount of revenue funding for the delivery of small-scale transport improvements such as lining schemes (e.g. junction protection), signing improvements (e.g. warning signs), and other minor improvements such as hand rail or bollards. The Council has allocated £315,000 in 2018/19 for such schemes which is distributed equally between the seven districts in the county. A significant number of these small-scale schemes are requested each year, which are prioritised for consideration within each district; and the attached **Appendix 3** details the schemes provisionally prioritised for delivery using this funding during 2018/19. An element of the funding has been retained for in-year requests such as for disabled parking bays.

Access Fund

46. As detailed in the 9 February 2017 'Personal Travel Planning' Transport & Highways Committee report, the County Council has been successful in securing funding from the DfT to deliver the following travel planning work during 2018/19 and 2019/20:

- £845,000 to develop a marketing and communications strategy and materials; and undertake personal travel planning work with businesses, jobseekers, residents and school

leavers in Mansfield and Newark on Trent (£377,000 in 2018/19). This work will be undertaken throughout the financial year in both towns

- £150,000 to undertake personalised travel planning with residents in Daybrook and West Bridgford to further address air quality issues in these two areas (£75,000 in 2018/19). It is currently planned that this work will be undertaken in West Bridgford during April and May 2018; and undertaken in Daybrook during 2019/20.

47. The travel planning will be also be used to promote active leisure activities such as using the countryside access network in the county which provides opportunities for walkers, cyclists and horse riders. There are over 4,000 paths and byways in the county for members of the public to enjoy. In 2013 the County Council produced an A5 free publication called 'Routes and Rides' which detailed six self-guided walks and rides. This leaflet has been well received by both residents and visitors to the county. The leaflet has recently been promoted through the Authority's County Life magazine which generated increased demand for the guide. Therefore on the back of this success the Countryside Access Team propose to produce a second edition in the same format with six walks and rides geographically spread throughout the county. The publication will also be promoted and distributed as part of the travel planning undertaken as part of the Access Fund.

Road safety education, training and awareness

48. The benefits of a broad, multi-disciplinary approach to casualty reduction have been long recognised by the Council. In addition to the highway infrastructure local safety schemes detailed in **Appendix 1** the County Council therefore, working in partnership with stakeholders such as the DfT, emergency services, and neighbouring authorities, also develops and delivers an annual programme of road safety education, training and promotional activities. The education, training and awareness raising programme is based on the concept of lifelong learning to ensure that it encompasses the issues faced by people of all ages at the appropriate time. This programme includes a range of evidence led road safety education and awareness raising activities to support national campaigns and to address identified local road safety and travel awareness issues; and the proposed draft programme is attached as **Appendix 4**.

Further Scheme/Programme Development, Design and Consultation

49. Each of the schemes detailed in this report and the attached appendices is still subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, and design. This will involve consultation and/or proactive information provision on the majority of schemes. For most individual schemes detailed within appendices 1, 2 and 3 statutory or non-statutory consultation will be undertaken with affected households and businesses only (i.e. households or businesses along the route of a proposed scheme).

50. Formal consultation will be undertaken on all schemes that require statutory consultation. These include any schemes that require a formal Traffic Regulation Order and include the introduction of (or changes to) parking restrictions, environmental weight limits, changes to mandatory speed limits, and changes that ban traffic movements (e.g. the introduction of a one-way system). Whilst not legally required the County Council also undertakes formal consultation on bus clearways.

51. Non-statutory consultation, or information provision (i.e. informing people that works will take place) will also be undertaken with households and businesses immediately adjacent to schemes that fall wholly within the highway boundary such as maintenance schemes, new crossing facilities, or new footways and cycleways.
52. Several proposed schemes in the programmes included in this report and its appendices will require more pro-active communications with local residents, including:
- The Access Fund which will require pro-active engagement with residents, businesses, jobseekers and schools/colleges throughout the year; and a marketing and communications programme for this programme is currently being developed. This will also include pre and post-programme monitoring and wider surveys on transport options
 - The road safety education, training and awareness programme (as detailed in **Appendix 4**) which will require pro-active engagement with targeted groups/road users throughout the year. Some of this work may require support from the media
 - The Go Ultra Low programme which involves pro-active engagement with businesses to promote the grants, loans and advice available to support businesses to introduce low-emission vehicles and electric charging at workplaces; and targeted promotional events to encourage the take-up of electric vehicles
 - Strategic parking reviews which require discussion with local district/town councils, residents and businesses to determine the parking requirements of all of the community and the most effective ways of implementing them
 - Flood risk management schemes led by the County Council in Boundary Brook, Stapleford, Daybrook, Calverton, Newthorpe, Southwell and Titchfield Park Brook, Hucknall which will require consultation with local communities on the recommended options
 - Arnold/Carlton cycle network which will require consultation with the wider local public, all road users, local businesses and service providers to help develop and prioritise the scheme proposals. This consultation is scheduled to take place during quarter 4 of 2017/18 and quarter 1 of 2018/19.
53. The project manager responsible for the delivery of the scheme will ensure that County Council members are also advised of any proposed consultation prior to it occurring; and will liaise with communications and marketing colleagues where appropriate.
54. Work is also ongoing to identify, secure and maximise external funding opportunities for transport improvements (such as developer contributions) and this report and the attached appendices include the schemes utilising external funding where it has already been secured (e.g. the Access Fund and Arnold/Carlton cycling network).

Other Options Considered

55. Other options considered are set out within this report. Whilst the highway capital programmes are detailed within the appendices to this report, scheme development work is underway for future years' programmes as well as feasibility work on schemes which have been included as reserve schemes in the 2018/19 financial year's programme. Reserve schemes could potentially be delivered during the 2018/19 financial year should other schemes become undeliverable or if other funding sources become available enabling schemes to be brought forward for delivery.

Reason/s for Recommendation/s

56. The capital programmes detailed within this report and its appendices have been developed to help ensure delivery of County Council priorities, national priorities and local transport goals and objectives. The packages of measures and the programmes detailed in the appendices have been developed to reflect a balance of member, public and stakeholder requests and priorities, evidence of need (including technical analysis), value for money (including the co-ordination of works) and delivery of the County Council's vision and transport objectives.

Statutory and Policy Implications

57. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

58. The financial implications, including budget allocations, are set out within the report and are in line with allocations determined at the 28 February 2018 County Council meeting. The allocations are made up of a combination of capital grant, borrowing and successful external funding bids totalling £24.698m for capital maintenance and £6.116m for integrated transport.

59. The additional County capital funding investment represents a budget increase of over 20% of the funding allocated for capital maintenance and integrated transport schemes in 2018/19 (24% increase in funding available for capital maintenance schemes; and 14% available for integrated transport improvements).

Public Sector Equality Duty implications

60. All programmes detailed within this report comply with the Public Sector Equality Duty. An equality impact assessment was undertaken on the Nottinghamshire Local Transport Plan 2011/12-2025/26 in March 2011 to ensure that the strategy and its capital programmes to deliver it met the duty.

61. Equality impact assessment of individual significant and major transport schemes (schemes costing more than £250,000) and Bid programmes are also undertaken by project managers to ensure that they comply with the Public Sector Equality Duty, based on advice from the policy and equality officers. Such assessments include those undertaken on the Access Fund programme (undertaken in September 2016) and the A634 Safer Roads Fund programme (undertaken in April 2017).

Implications for Sustainability and the Environment

62. Surveys undertaken with the public and local businesses identified reducing traffic congestion as the highest transport priority for both of these groups. The County Council also has a statutory obligation to address air quality issues resulting from road traffic on its managed roads (there are currently two air quality management areas on County Council managed

roads). All of the programmes and measures contained within this report have therefore been developed to address congestion, its knock on effects on air quality and its impacts on local communities. The recycling of materials and aggregates is also considered when delivering highways schemes whenever possible.

RECOMMENDATION/S

It is recommended that Committee:

- 1) approve the proposed integrated transport block programme for implementation as contained in this report and detailed in **Appendix 1** subject to the provisions set out in paragraph 48;
- 2) approve the proposed highway capital maintenance programme for implementation as contained in this report and detailed in **Appendix 2** subject to the provisions set out in paragraph 48;
- 3) approve the proposed highway traffic management revenue programme for implementation as contained in this report and detailed in **Appendix 3** subject to the provisions set out in paragraph 48;
- 4) approve the road safety education, training and awareness programmes as contained in this report and detailed in **Appendix 4** subject to the provisions set out in paragraph 48;
- 5) approve the proposed consultation and information provision required to deliver each of the schemes and work programmes detailed in this report and its appendices.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact:

Sean Parks – Local Transport Plan manager Tel: 0115 9774251

Constitutional Comments [SLB 12/02/18]

63. Communities and Place Committee is the appropriate body to consider the content of this report.

Financial Comments [GB 08/02/18]

64. The financial implications are set out in the report from a capital perspective.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- Nottinghamshire Local Transport Plan Implementation Plan 2015/16-2017/18
- Nottinghamshire Local Transport Plan Evidence Base 2010
- Draft Highways Capital & Revenue Programmes 2018/19 – 9th November 2017
Communities & Place Committee

- Gedling Access Road – Scheme Update – 8th March 2018 Communities & Place Committee report
- Place Departmental Strategy – January 2018
- Street Lighting Energy Saving – 11th January 2018 Communities & Place Committee report
- Maintenance Challenge Fund and Safer Roads Fund bids – 13th September 2017 Policy Committee report
- Highway Infrastructure Asset Management Plan (HIAMP) – 12th November 2015 Transport & Highways Committee report
- Nottingham Go Ultra Low City Bid to the Office of Low Emission Vehicles
- Nottingham Go Ultra low City Bid to the Office of Low Emission Vehicles (OLEV) Transport & Highways Committee – 8th October 2015
- Nottingham Go Ultra low Bid to the Office of Low Emission Vehicles (OLEV) Transport & Highways Committee – 17th March 2016
- Nottinghamshire Access Fund Bid to the Department for Transport
- Access Fund 2017-2020 Funding Bids – 20th October 2016 Transport & Highways Committee report
- Personal Travel Planning – 9th February 2017 Transport & Highways Committee report
- Highways Infrastructure Programmes 2017/18 Update – 20th July 2017 Communities & Place Committee report
- Flood Risk Management Update – 16th March 2017 Transport & Highways Committee report
- Miner to Major: The Real Sherwood Forest Stage 2 Application– 11th January 2018 Communities & Place Committee report.

Electoral Division(s) and Member(s) Affected

- All