

**20<sup>th</sup> July 2017****Agenda Item: 11****REPORT OF CORPORATE DIRECTOR OF PLACE DEPARTMENT****HIGHWAYS INFRASTRUCTURE PROGRAMMES 2017/18 UPDATE****Purpose of the Report**

1. The purpose of this report is to seek Committee approval for the highways infrastructure capital programmes to be delivered during 2017/18. The proposed programmes are detailed in this report with individual schemes included in the attached appendices.

**Information and Advice**

2. The capital programmes were approved at the 16<sup>th</sup> March 2017 Transport & Highways Committee meeting. The current administration, however, proposes to allocate additional funding to improve the condition of the county's road networks and therefore the highway capital programmes have been reviewed, and amended, to enable these proposals to be implemented.

**Review of capital programmes and reallocation of available funding**

3. In January 2017 the DfT published the Roads Funding: Information Pack providing further details on the funding available to highway authorities in England, outside London, from the National Productivity Investment Fund (NPIF). The NPIF includes an allocation of £185m in 2017/18 *"for improvements in transport projects to reduce journey times and help deepen labour markets through improved travel links"*, i.e. highways schemes that will improve local road networks, to reduce congestion and aid productivity. The 2017/18 funding has been allocated on a formulaic approach and £3.008m has been allocated to Nottinghamshire for such improvements in 2017/18. It is proposed that this funding is not allocated for congestion related integrated transport improvements as planned but is allocated for road maintenance improvements. The £3.008m funding must be used to deliver schemes during 2017/18 and it is therefore proposed that the capital maintenance funding that it replaces is reallocated over the three year period 2017/18 to 2019/20 (effectively increasing the funding available for capital maintenance by approximately £1m per year for the next three years).
4. 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. In 2017/18 £319,000 of the integrated transport block funding has been reallocated to

help fund the Hucknall Town Centre Improvement Scheme, therefore reducing the budget book allocation for integrated transport to £4.347m. It is proposed that £270,000 of the integrated transport block budget book allocation is reallocated to maintenance of the highways assets in 2017/18. It has been possible to allocate this funding with little impact on the previously proposed programme by utilising the funding usually used for in-year scheme suggestions; and the delay of the delivery of four schemes previously included in the integrated transport programme (as highlighted in appendix 1). It does, however, mean that it is very unlikely that any schemes will be able to be added to the integrated transport programme during the 2017/18 financial year.

5. It is proposed that this additional funding will be used for carriageway maintenance of the A, B, C, and unclassified road networks – taking the additional capital allocation to £1.27m.

### Revenue maintenance funding

6. At the Finance & Major Contracts Management Committee meeting on 19<sup>th</sup> June 2017 the Council allocated £1m of revenue funding to help address the deteriorating condition of the unclassified road network.
7. It is proposed that the extra £1m funding will be targeted at a planned mechanised patching programme focused on the unclassified road network. The proposed programme will be formed around sites which have previously received multiple visits (potholes/small areas of hand lay patching) to keep them in a safe condition. It is expected that in excess of 25,000m<sup>2</sup> patching/resurfacing will be undertaken through the effective use of this additional funding. The works involved will consist of either large inlay patching or full width resurfacing to restore the surface material. The planned outcome of this programme of works is that street sections will be left in a condition where either no further works are necessary or they are fully prepared for future surface dressing. It is proposed that this additional funding is allocated using the road condition indicator (RCI) value for each district so the funding is allocated based on needs/condition. The provisional programme of sites is currently being prepared for approval.

### Detailed allocations

8. The proposed revised capital spending levels for different integrated transport and highway maintenance sub-blocks are set out in the table below, along with details of the original allocations for comparative purposes.

#### 2017/18 allocations

<b>Integrated transport programme</b>	<b>Previous 2017/18 (£m)</b>	<b>Revised 2017/18 (£m)</b>
Access to local facilities (e.g. footway improvements and new crossings)	1.280	1.136
Bus improvements (e.g. bus stop infrastructure and bus stop clearways)	0.412	0.370
Capacity improvements (e.g. traffic signal and junction improvements to reduce congestion)	0.100	0.113
Cycling and health (e.g. multi user routes and cycling improvements)	0.020	0.000
Environmental weight limits (e.g. HGV weight limits and HGV route signing)	0.050	0.050

Traffic monitoring and advanced development and design of future schemes	0.450	0.450
Parking (e.g. review of parking in town centres, and delivery and review of new residents' parking schemes)	0.050	0.124
Rail improvements (e.g. small scale improvements to services and stations as well as feasibility studies on large scale improvements)	0.050	0.030
Safety improvements (e.g. local safety schemes and safer routes to school)	0.720	0.720
Smarter choices (e.g. measures to help people access work by bus or walking and support for businesses developing travel plans)	0.110	0.076
Speed management (e.g. addressing local speed concerns, 20mph speed limits and interactive signs)	0.250	0.153
<b>Integrated transport measures</b>	<b>3.492</b>	<b>3.219</b>
<b>Local Growth Fund and associated match funding</b>	<b>2.705</b>	<b>2.705</b>
<b>Additional road safety</b>	<b>0.350</b>	<b>0.350</b>
<b>Nottingham to Newark rail service enhancements</b>	<b>0.050</b>	<b>0.050</b>
<b>National Productivity Investment Fund</b>	<b>3.008</b>	<b>0.000</b>

<b>Highway maintenance programme</b>	<b>Previous 2017/18 (£m)</b>	<b>Revised 2017/18 (£m)</b>
Bridges (including condition assessments)	1.267	1.267
Carriageway maintenance (A, B & C, Unclassified roads)	6.700	7.970
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 – and may include carry forward value)	0.600	0.600
Street lighting renewal and improvement	1.000	1.000
Street lighting energy saving (including Salix Grant Funding)	1.567	1.567
Traffic signal renewal	0.320	0.320
Safety fencing	0.320	0.320
Network structural patching	1.000	1.000
<b>Total capital maintenance allocation</b>	<b>17.549</b>	<b>18.819</b>
<b>Additional revenue maintenance allocation</b>	<b>0.000</b>	<b>1.000</b>

9. The detailed integrated transport and highway capital maintenance programmes, listing the proposed schemes to be delivered during 2017/18 (excluding fees elements) are attached as appendices 1 and 2 respectively to this report. Schemes which are yet to be delivered are still subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, design and consultation. The list of maintenance schemes to be funded from the £2.27m additional funding (listed on pages 8 to 13 at the end of appendix 2) have been identified from the Highway Asset Management system and are those sites where there are known issues and/or they have been the subject of higher reactive maintenance costs and/or repeat visits. This list is still the subject of further review for prioritisation and costing. It is proposed that the additional funding is allocated using the road condition indicator (RCI) value for unclassified roads in each district so that the funding is allocated based on needs/condition.

10. Work is ongoing to identify, secure and maximise external funding opportunities for transport improvements (such as developer contributions) and the attached appendices also include the schemes utilising external funding.

### **Development of future highways programmes**

11. County Council members will be contacted in the coming months to help identify their maintenance and integrated transport priorities so that these can be considered (alongside evidence of need, value for money and delivery of County Council objectives considerations) for inclusion in a future years' programme.
12. Members of the Communities and Place Committee will also be invited to attend a highways maintenance workshop to be held after the summer recess. The workshop will look at topics such as how the highways assets are managed; how highways improvements are funded; and how such improvements are currently prioritised as well as options for future prioritisation.

### **National Productivity Investment Fund**

13. In April 2017 DfT invited local highway authorities to bid for a share of the £490m National Productivity Investment Fund available in 2018/19-2019/20 with a deadline for their submission of 30<sup>th</sup> June 2017.
14. The purpose of the Fund is to increase and rebalance productivity, by relieving congestion and delivering upgrades to local roads and public transport networks. NPIF local road network projects are therefore required to promote or facilitate one or more of the following aims:
- to ease congestion and provide upgrades on important national, regional or local routes
  - to unlock economic and job creation opportunities, or
  - enable the delivery of new housing developments.
15. The DfT guidance also states that preference will be given to projects that primarily increase the efficiency of the existing space allocated for transport use rather than add to it; and that bids that are primarily focussed on congestion will be particularly welcome if they are about improving the efficiency of the existing space allocated to transport, or congestion that affects the productivity of areas.
16. To ensure strong local commitment, promoters will be encouraged to contribute something in the order of 30% of the total project costs
17. The County Council has submitted a £2m bid to deliver improvements on the A611 at the Shoulder of Mutton/A611 and A611/Coxmoor Road junctions. These schemes were selected given their ability to meet the funding criteria; the proposed improvements will be contained within the existing highway and will improve the efficiency of the existing highway network; and their deliverability within the funding timescales. The County Council, in partnership with Ashfield and Mansfield district councils, is currently undertaking a transport study on the economic impacts of journey time delay on the A608/A611 corridor between its junctions with A60 and junction 27 of the M1. Whilst this study is still to be completed the findings to date

were used as evidence to support the NPIF bid. The outcome of the Bid is expected in Autumn 2017.

## **Other Options Considered**

18. 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 2017/18 financial year's programme. Reserve schemes could potentially be delivered during the 2017/18 financial year should other schemes become undeliverable or if other funding sources become available enabling schemes to be brought forward.

## **Reason/s for Recommendation/s**

19. 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**

20. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

## **RECOMMENDATION/S**

It is recommended that Committee:

- a) approve the proposed integrated transport block programme for implementation as contained in this report and detailed in Appendix 1
- b) approve the proposed highway capital maintenance programme for implementation as contained in this report and detailed in Appendix 2.

**Adrian Smith - Corporate Director Place Department**

**For any enquiries about this report please contact:**

Sean Parks – Local Transport Plan manager

### **Constitutional Comments (SJE 11/07/2017)**

21. This decision falls within the Terms of Reference of the Communities and Place Committee to whom responsibility for the exercise of the Authority's functions relating to the management, and maintenance of highways has been delegated.

### **Financial Comments (GB 07/07/2017)**

22. The financial implications are set out in the report. Any variation to the capital programme arising from this report will be reported through the usual processes.

### **Background Papers and Published Documents**

- 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
- Highway Infrastructure Asset Management Plan (HIAMP) – 12<sup>th</sup> November 2015 Transport & Highways Committee report
- Roads Funding Information Pack – Department for Transport, January 2017
- Highways Infrastructure Programmes 2017/18 – 16<sup>th</sup> March 2017 Transport & Highways Committee report
- National Productivity Investment Fund for the Local Road Network - Guidance on the Application Process – Department for Transport, April 2017
- National Productivity Investment Fund for the Local Road Network – A611 Ashfield/Mansfield Corridor Junction Improvements Scheme application form

### **Electoral Division(s) and Member(s) Affected**

- All