

8 November 2018**Agenda Item: 7****REPORT OF CORPORATE DIRECTOR, PLACE****HIGHWAYS CAPITAL & REVENUE PROGRAMMES 2018/19****Purpose of the Report**

1. The purpose of this report is to update Committee on the current Highways capital and revenue programmes to be delivered during 2018/19 and to seek approval for variations to the programme. 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. Following the highways capital funding allocations approved at the 28 February 2018 County Council meeting, the highways capital and revenue detailed programmes utilising £30.8m of funding allocated to the integrated transport and highways maintenance programmes were approved at the 8 March 2018 Communities & Place Committee meeting (this figure includes a proportion of the Authority's additional £20m investment in highways improvements over the next four years). This report (and its appendices) proposes various amendments to those programmes following completion of feasibility, design work, local member / community consultation, recent deterioration, and accident investigations, all as set out in the appendices to this report. The report also provides an update on the external funding secured by the County Council and allocated in 2018/19 to deliver Local Growth Fund schemes, the Safer Roads Fund schemes, Southwell flood mitigation scheme, and DfT Access Fund initiatives.

Capital programmes**Local Growth Fund transport schemes**

3. Local Growth Fund (LGF) contributions have been successfully secured to help fund the delivery of three transport improvements in Nottinghamshire (as well as Midland Mainline line speed improvements) during 2018/19. An update on the delivery of each of the LGF funded schemes are detailed below:
 - Gedling Access Road – 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

- Arnold/Carlton strategic cycle network (as a part of the D2N2 Sustainable transport programme) – Consultation has been undertaken on a number of potential cycle routes. The consultation results/comments received are currently being analysed and will help identify the preferred routes which are scheduled to be constructed later during 2018/19
- Nottingham Enterprise Zone sustainable transport package – work is underway to complete the cycling improvements in Beeston which form part of a £6m package and these are expected to be completed during 2018/19 as planned
- Midland Mainline Market Harborough rail line speed improvements – works to construct a car park will be undertaken first followed by station improvements and the line speed improvements. Works commenced in Spring 2017 and are due to be completed in Summer 2019.

Safer Roads Fund

4. Analysis by the Road Safety Foundation 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. Two of the 50 local 'A' roads 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 and in June 2018 the DfT announced that both of the bids had been successful. £2.18m DfT funding was secured for A634 improvements (of which £1.204m will be spent in Nottinghamshire (the remainder funding improvements in Rotherham MBC); and . The improvements on the A634 (Blyth to Maltby) are underway and predominantly consist of 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. The funding for the improvements on the A161 (£1.36m of which is allocated to improvements in Nottinghamshire) is currently allocated by the DfT to be made available in 2020/21.

Southwell flood mitigation scheme

5. 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.

Highways maintenance and integrated transport blocks

6. Following completion of feasibility, design work, local member/community consultation, recent deterioration and accident investigations, a number of schemes have been added to the highways programmes approved at 8 March 2018 Communities & Place Committee. The detailed programmes, including the additions to the programmes are included in appendix 1 (integrated transport) and appendix 2 (highways maintenance) to this report. Proposed amendments to the programmes have been added to each sub-block appendix.
7. Details of the approved programmes, including the financial year quarter during which each scheme is scheduled to be constructed, will be published on the County Council's website

following Committee approval. Whilst it is hoped that all of the schemes detailed in the appendices will be delivered during 2018/19 past experience has shown that, due to the ongoing feasibility and consultation undertaken on each scheme, delivery of some schemes will unfortunately likely slip to 2019/20.

8. Following completion of the detailed design of the integrated transport and maintenance programmes a review of their delivery (considering available resources) has been undertaken to determine if any schemes will need to be considered for deferment to 2019/20. In such cases, where a scheme deferment is approved by the County Council, the delivery project manager will advise the affected County Council member of any such schemes as soon as they are made aware of any delay.
9. During the delivery of the 2018/19 capital maintenance programme a large amount of material containing coal tar has been discovered. This material must be treated as contaminated waste making its disposal significantly more expensive. It is possible to mitigate these additional disposal costs by recycling this material, however, there are only a limited number of locations where this is practicable. Suitable locations have been investigated and these have been highlighted in Appendix 2 in a new block which is additional to the schemes approved by Committee in March 2018. Where possible treatments to the existing programme of schemes have been enhanced to allow the accommodation of the recycled tarbound material, however, this has had a marked impact on the overall programme delivery with many sites now being proposed for deferment due to the increased costs of treatments.

Revenue programmes

Traffic management revenue programme

10. 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. A small number of these additional small-scale schemes have been added to the 2018/19 programmes and these are detailed within Appendix 3 to this report.

Access Fund

11. 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 travel planning with a number of residents during 2018/19 and 2019/20. This work started in April 2018 and to date travel planning has been undertaken with:
 - six businesses, 150 jobseekers, 1,800 residents and 200 school leavers in Mansfield and Newark on Trent
 - 1,200 residents in West Bridgford.

Road safety education, training and awareness

12. 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

13. 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 pro-active 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).
14. 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.
15. 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.
16. 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 has been 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.
17. 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.
18. 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

19. 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

20. 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

21. 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

22. 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.
23. The funding amounts detailed in the attached appendices do not include underspend/overspend carried over from previous financial years, and only include schemes

that were wholly carried over from 2017/18 (i.e. they don't include all of the schemes that started in 2017/18 but will be completed during 2018/19).

24. 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

25. 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.
26. 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

27. 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 13;
- 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 13;
- 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 13;
- 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 13;
- 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.

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Constitutional Comments (SLB 08/10/2018)

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

Financial Comments (GB 25/10/18)

29. The financial implications are set out in the report. Any proposed variations required to the capital programme will be included for formal approval at Full Council as part of the Annual Budget Report 2019/20.

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
- Highways Capital & Revenue Programmes 2018/19 – 8th March 2018 Communities & Place Committee report
- 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