



REPORT OF CORPORATE DIRECTOR OF PLACE

REVIEW OF TRANSPORT SCHEMES IN NOTTINGHAMSHIRE WITH SAFEGUARDED ROUTES

Purpose of the Report

1. The purpose of this report is to seek Committee approval for the outcomes of the 2017 review of major transport schemes in Nottinghamshire which require safeguarded or protected routes and to develop a transport prospectus for growth.

Information

2. The County Council is responsible for the delivery of a range of transport schemes across the county and has historically had more far schemes than it has had the resources to deliver. Periodically therefore reviews have taken place to ensure that only those schemes that are likely to be implemented remain on future infrastructure delivery lists. This review of schemes has been developed to align current transport priorities to the Departmental Place Strategy such that priority is given to schemes that are aligned with identified growth corridors.
3. At locations where the County Council may potentially deliver a large-scale transport improvement in the future, the County Council can 'safeguard' the land along the alignment of its potential route to protect the route from future development that may prevent the scheme from progressing. The proposed routes of such schemes must be declared and the County Council could be liable to significant claims for blight, resulting in obligations to purchase land or property along the proposed route or having to pay significant compensation to land/property owners.
4. During the development of the third Local Transport Plan (LTP3) for Nottinghamshire, a review was undertaken of the significant and major transport schemes which historically had land safeguarded along their proposed route, or would require the County Council to safeguard a route. The purpose of this review, undertaken in 2011, was to identify those schemes which would not be deliverable during the LTP3 period (up to 2026) as they were considered to no longer meet LTP3 strategic aims; or would not be deliverable on affordability, value for money, feasibility, or public acceptability grounds. The abandonment of these schemes removed the potential liability to the Council.

5. The 2011 safeguarded transport scheme review resulted in the safeguarding of the proposed routes of 13 transport schemes; and determined that further feasibility work would be required on an additional 20 schemes. The 2011 review also resulted in the abandonment of the safeguarded routes of 21 historical transport schemes. To ensure that the County Council is not liable to unnecessary risk the review also recommended that the transport schemes with safeguarded routes would be periodically reviewed. The last review was undertaken and reported to Committee in September 2016 and this abandoned a further five schemes, added one for further investigation, as well as committing to review this position annually.

2017 Review of Transport Schemes which require Safeguarded Routes

6. The County Council receives suggestions for transport schemes from a number of sources including Members, local communities, district councils, developers etc. and currently a total of 13 'major' transport schemes (over £2m) have been identified that either have a route safeguarded or would require a protected route. These 13 schemes include two new corridors A38/A617, and A46 to A1 via A6097/A614. This corridor approach has been taken to be more strategic and will allow a range of options to be considered to find the most suitable solution depending on funding availability and wider benefits. This has in effect reduced the number of individual schemes as some have been combined into one corridor study.
7. The 13 schemes have been assessed on their likely ability to deliver the County Council's strategic aims, particularly those relating to supporting economic growth, tackling climate change and reducing congestion. This approach is consistent with the new Departmental Place Strategy, recently approved at Policy Committee (January 2018). This Place Strategy identifies priority growth corridors which have been used to help prioritise these major proposals. These schemes are detailed in **Appendix 1**. It is intended to actively work up these priority schemes to a state of readiness for delivery. This will involve putting together a document to act as a prospectus for growth and commissioning more detailed studies, including additional scheme feasibility and design work. This review and the resulting advanced design work will help inform and shape the LTP implementation programmes for the period 2018/19 to 2020/21.
8. In addition to the 13 'major' transport schemes there are a number of significant but smaller schemes (16), typically £0.5m to £2.0m, as detailed in **Appendix 2**. These are predominantly transport schemes to support growth and identified in partnership with the relevant district council partner. As the overriding objective currently is growth, these have not been reviewed on an individual basis. Such schemes are typically funded through the Local Transport Plan integrated transport block monies or other County Council capital funding sources, to match district and / or developer funding or funding through the D2N2 or SCR Local Enterprise Partnerships (LEPs). This transport scheme review does not consider schemes being promoted by Highways England on the trunk road network nor does it consider highway improvements being considered to support individual private developments.

Other Options Considered

9. Other options considered are to retain all, some, or none of the currently safeguarded transport schemes. To do so may, however, increase the risk of a financial claim against

the County Council for blight, resulting in obligations to purchase land or property along the proposed route or having to pay significant compensation to land/property owners; or alternatively prevent a potential scheme from being delivered in the future.

Reason/s for Recommendation/s

10. The safeguarded transport schemes detailed within this report and its appendix have been developed to help ensure delivery of County Council priorities, Local Enterprise Partnership priorities, national priorities and local transport goals and objectives. The schemes to be retained have been assessed to ensure that they reflect the delivery of these priorities.

Statutory and Policy Implications

11. 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 services), the public sector equality duty, safeguarding of children and adults at risk, 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.

Financial Implications

12. The proposed integrated transport programme includes an allocation of £175,000 within the 'Traffic monitoring and advanced development/design of future schemes' sub-block 2018/19 towards the development of future schemes (e.g. feasibility, business case assessments, and advance design).

Human Rights Implications

13. The human rights implications will be considered as schemes are progressed through the statutory process and are being prepared for delivery.

Public Sector Equality Duty Implications

14. Equality impact assessment of individual significant and major transport schemes (schemes costing more than £250,000) and Bid programmes will be undertaken by project managers as necessary to ensure that they comply with the Public Sector Equality Duty, based on advice from the policy and equality officers.

Implications for Sustainability and the Environment

15. A sustainability and environmental impact assessment will be prepared to support each major transport scheme, to comply with relevant legislation. These assessments will be undertaken to accompany any necessary planning applications for major projects. The environmental impact will be considered and where detrimental impacts are forecast mitigation measures will be implemented. Opportunities will be taken to fully mitigate adverse impacts with the aim of providing, wherever possible, net betterment for the environment.

RECOMMENDATIONS

It is recommended that Committee:

- 1) approve the outcomes of the safeguarded 'major' transport schemes review as contained in this report and detailed in **Appendix 1**; including the recommendation to proceed with additional work to ensure that there are a number of schemes ready for delivery as and when funding is available;
- 2) approve the preparation of a prospectus for growth.

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Constitutional Comments [SLB 12/02/18]

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

Financial Comments [GB 06/02/18]

17. The financial implications are set out in the report.

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.

- 'None'

Electoral Division(s) and Member(s) Affected

- All