

7 November 2019

Agenda Item:5

**REPORT OF CORPORATE DIRECTOR, PLACE****HIGHWAYS CAPITAL & REVENUE PROGRAMMES 2019/20 UPDATE****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 2019/20 and to seek approval for variations to the programmes. The proposed programmes detailed in this report and its appendices set out how the Council proposes to use the £45.59m it is investing in Nottinghamshire's highways during 2019/20. This figure includes successful external funding bids as well as a proportion of the Authority's additional £21.4m investment in highways improvements during the period 2018/19 to 2021/22 to help deliver local highway priorities.
2. The report also updates Committee on potential future transport funding sources.

**Information**

3. The proposed programmes to improve our transport networks form part of the County Council's strategy to help deliver its objectives related to supporting:
  - The economy – by improving access to jobs, training, local centres, and visitor attractions; by reducing the impacts of journey time delay; and to help deliver growth in the county
  - Health and wellbeing – by making our networks safer for all road users; encouraging and enabling more active lifestyles; and by reducing harmful emissions from transport
  - Thriving place and communities – by better connecting communities to each other, as well as to work, training, leisure activities and essential services.
4. The proposed 2019/20 highways programmes, comprised of £44.82m capital and £0.77m revenue funding, include:
  - £22.41m allocated to capital maintenance schemes to improve local roads and other highway assets – which includes £5m of additional County Council funding. Having listened to local communities across the county, in order to help address communities' highest priorities the additional funding available for highway maintenance will primarily be used to deliver improvements to residential unclassified roads;
  - £7.34m allocated to integrated transport schemes (e.g. pedestrian crossings, capacity improvements, speed management schemes) – which includes £0.75m of additional County Council funding for schemes that address journey time delay for motorists, and £0.35m of additional County Council funding for road safety schemes; as well as allocations to fund enhanced rail services and major transport scheme business cases;
  - £15.07m of funding secured to deliver Gedling Access Road, Southwell Flood Risk Alleviation scheme, and street lighting upgrades.

- £0.77m of revenue funding to deliver the traffic management revenue programme and the DfT funded Access Fund programme (£0.452m secured from the Department for Transport to deliver travel planning during 2019/20).

## **Capital Programme Updates**

### **Capital Maintenance and Integrated Transport Schemes**

5. This report (and its appendices) proposes various amendments to the capital maintenance and integrated transport schemes programmes approved in March 2019 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. Amendments to the programmes (i.e. schemes added or removed from the programmes since previous Committee approval) are highlighted within the appendices.
6. As reported in the 9 May 2019 'Highways Capital Programme 2019/20 Additional Schemes' Communities & Place Committee report, given the scale of the additional investment and the need to co-ordinate work programmes, the delivery of the capital and maintenance programmes is likely to over-run into the 2020/21 financial year. The attached appendices also highlight the schemes which it is considered are likely to over-run in to 2020/21.

### **Local Growth Fund projects**

7. Local Growth Fund (LGF) contributions have been successfully secured to help fund the delivery of Gedling Access Road as well as Midland Mainline line speed improvements (which will improve journey times between Nottingham and London) during 2019/20:
  - 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. The scheme is pending the notice of the outcome of the public inquiry into the scheme which took place in June 2019 but subject to a positive outcome, as well as the completion of all necessary funding arrangements, planning approvals and statutory processes the construction of the new £40.9m road is planned to commence during winter 2019/20
  - Midland Mainline Market Harborough rail line speed improvements – the works involving track realignment, signalling alterations, structures, earthworks and station improvements are underway and are due to be completed in December 2019.

### **Flood Risk Management**

8. To maximise the £0.6m capital allocation for flood risk management several successful external funding opportunities have been realised and are now being delivered. These include £1.48m from Local Levy, £4.6m Flood Defence Grant In Aid plus district council and community contributions. The Southwell flood mitigation scheme and Natural Flood Management scheme commenced delivery in 2018/19, having received National Project Assurance Board sign off, jointly securing £5.3m of investment from DEFRA. The schemes have several other funding partners including the Environment Agency, Newark and Sherwood District Council, Southwell Town Council and community partners. The proposed mitigation measures are scheduled to be completed by Spring 2021 and will benefit approximately 240 properties and 60 businesses. The delivery of the £1m individual property level resilience work is scheduled to complete in December this year. The Council has also secured £0.985m from DEFRA to protect properties from flood risk in the Titchfield Park, Hucknall catchment, and this project is programmed for completion by March 2020.

9. In addition to the Southwell mitigation scheme detailed above, flood risk management schemes led by the County Council currently in delivery include schemes in Daybrook, Calverton, Sutton on Trent, Egmonton, Normanton on Soar, Newthorpe, Mansfield, Clarbrough and Hucknall. Schemes supported by the County Council but being progressed by the Environment Agency include schemes in Gunthorpe, Lowdham and Carlton on Trent.

## **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 2019/20 programmes and these are detailed within Appendix 3 to this report.

### **Access Fund**

11. Delivery of the travel planning funded by the DfT's Access Fund, which aims to address local congestion and help people access jobs and training, is underway. The travel planning will also be used to promote active leisure pursuits such as using the countryside access network in the county which provides opportunities for walkers, cyclists and horse riders. Up to the end of Q2 2019/20 travel planning has been undertaken with:
- 3,365 employees at 72 businesses, 1,075 jobseekers/college students, 4,175 residents and 546 school leavers in Mansfield and Newark on Trent
  - 1,300 residents in West Bridgford
  - 1,250 residents in Daybrook.

### **Road Safety Education, Training and Awareness**

12. In addition to the highway infrastructure local safety schemes detailed in Appendix 1 the County Council therefore, working in partnership with stakeholders develops and delivers an annual programme of road safety education, training and promotional activities. 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 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).
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 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.
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).

## 2020/21 Capital and Revenue Funding Allocations

19. Development of the 2020/21 highways programmes is underway and the provisional programmes are scheduled to be considered at 9 January 2020 Communities & Place Committee. Whilst the highways allocations are scheduled to be determined at the 27 February 2020 County Council meeting, the programmes are being developed based on the provisional 2020/21 allocations set out in the current Medium-Term Financial Strategy as detailed below (note, the 2020/21 allocations from the additional £20m County Council funding [available over the period 2018/19 to 2021/22] are still to be determined and are therefore not included below).

<b>Capital maintenance funding</b> <i>*Indicative allocations</i>	<b>£m</b>
Highway capital maintenance (DfT allocation)	£12.006
Highway capital maintenance (DfT Incentive Fund allocation)*	£ 2.501
Highway maintenance (DfT Pothole Fund allocation)*	£ 1.000

Flood alleviation and drainage (County capital allocation)	£ 0.900
Street lighting renewal (County capital allocation)	£ 1.000
<b>Total funding available for capital maintenance improvements</b>	<b>£17.407</b>

<b>Integrated transport funding</b>	<b>£m</b>
Integrated transport block allocation	£4.416
Additional County Council capital allocation for road safety	£0.350
County Council allocation for enhanced rail services	£0.055
<b>Total funding available for integrated transport improvements</b>	<b>£4.821</b>

<b>Externally funded schemes</b>	<b>£m</b>
Gedling Access Road	£25.421
Southwell Flood Risk Alleviation scheme (figure includes £500k contribution from the County Council)	£ 1.000
Salix street light fund	£ 1.100
<b>Total external funding available for specific improvement schemes</b>	<b>£27.621</b>

<b>Revenue funding</b>	<b>£m</b>
Traffic management revenue	£0.315
Public health reserves (travel planning)	£0.165
<b>Total external funding available for specific schemes</b>	<b>£0.480</b>

## Future Funding Opportunities

20. The DfT has recently announced two future funding opportunities for highways improvements.
21. In July 2019, the DfT announced the next tranche of the Maintenance Challenge Fund which will be available for 2019/20 and 2020/21, with a total of £198m on offer (£98m in 2019/20 and £100m in 2020/21). Local authorities can bid for projects that will carry out improvements to the quality of roads and surrounding infrastructure (including bridges and viaducts) to benefit the local economy and make driving safer. Local authorities will be required to fund a proportion of the total scheme cost, the proportion is not specified but could include both local authority and third party (e.g. developer) funding.
22. Each local highway authority is eligible to submit one bid for up to £5m for 2019/20. DfT is also seeking expressions of interest – but not bids – for larger projects to be delivered in 2020/21 with a minimum DfT contribution of £5m. The deadline for authorities to submit bids for 2019/20 schemes and expressions of interest for larger schemes with funding available in 2020/21 is 31 October 2019. The DfT intends to notify the successful 2019/20 bidders by the end of December 2019. By the end of December 2019, the DfT also intends to identify which of the larger schemes (to be funded in 2020/21) will be invited to submit a DfT business case assessment.
23. The Budget 2018 announced a competitive Pinch Point Fund for local authorities to bid for high-impact schemes to help address congestion pinch points and to reduce congestion on local roads. The fund is £150m in total, with £75m in each of the 2021/22 and 2022/23 financial years. The funding is available to all local highway authorities in England outside London to deliver capital infrastructure improvements supporting economic growth by tackling barriers on the local highway network that may be restricting the movement of goods and people. The first stage of the application process asks for authorities to make brief expressions of interest

by 31 January 2020. Officers are currently identifying potential locations/deliverable schemes that are likely to be eligible for the funding. Members will be updated following these investigations and it is proposed that a report will be scheduled to consider and approve any Pinch Point Fund bid at 9 January 2020 Communities & Place Committee.

### **Other Options Considered**

24. 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 2019/20 financial year's programme. Reserve schemes could potentially be delivered during the 2019/20 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**

25. 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**

26. 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**

27. The financial implications, including budget allocations, are set out within the report and are in line with allocations determined at the 28 February 2019 County Council meeting. The allocations are made up of a combination of capital grant, borrowing and successful external funding bids.

28. The additional County capital funding investment represents a budget increase of over 28% of the funding allocated for capital maintenance and integrated transport schemes in 2019/20 (31% increase in funding available for capital maintenance schemes; and 17% available for integrated transport improvements).

### **Public Sector Equality Duty implications**

29. 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.

30. 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.

### **Implications for Sustainability and the Environment**

31. 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, subject to the provisions set out in paragraph 13, Committee:

- 1) approve the proposed integrated transport block programme for implementation as contained in this report and detailed in Appendix 1;
- 2) approve the proposed highway capital maintenance programme for implementation as contained in this report and detailed in Appendix 2;
- 3) approve the proposed highway traffic management revenue programme for implementation as contained in this report and detailed in Appendix 3;
- 4) approve the road safety education, training and awareness programmes as contained in this report and detailed in Appendix 4;
- 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:**

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### **Constitutional Comments (SJE 12/09/2019)**

32. This decision falls within the Terms of Reference of the Communities & Place Committee to whom responsibility for the exercise of the Authority's functions relating to the provision of passenger transport services including bus / rail initiatives; relating to flood risk management and scrutiny; the planning, management and maintenance of highways (including traffic management and residents' parking schemes); and the development of integrated transport systems, has been delegated

### **Financial Comments (GB 29/10/2019)**

33. The 2019/20 capital allocations are set out in paragraphs 4 and 8 of the report. The 2020/21 indicative allocations are set out in paragraph 19. Any proposed variations required to the

capital programme will be included for formal approval as part of the Annual Budget Report 2020/21 to Full Council in February 2020.

## **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 2019/20 – 8 March 2019 Communities & Place Committee report
- Gedling Access Road – Scheme Update – 8 March 2018 Communities & Place Committee report
- Place Departmental Strategy – January 2018
- Street Lighting Energy Saving – 11 January 2018 Communities & Place Committee report
- Highway Infrastructure Asset Management Plan (HIAMP) – 12 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 – 8 October 2015
- Nottingham Go Ultra low Bid to the Office of Low Emission Vehicles (OLEV) Transport & Highways Committee – 17 March 2016
- Nottinghamshire Access Fund Bid to the Department for Transport
- Access Fund 2017-2020 Funding Bids – 20 October 2016 Transport & Highways Committee report
- Personal Travel Planning – 9 February 2017 Transport & Highways Committee report
- Flood Risk Management Update – 16 March 2017 Transport & Highways Committee report
- Miner to Major: The Real Sherwood Forest Stage 2 Application– 11<sup>th</sup> January 2018 Communities & Place Committee report
- Alternative Road Repair Techniques – 7 February 2019 Communities & Place Committee report
- Update on the Southwell Flood Mitigation Scheme – 4 April 2019 Communities & Place Committee report
- Nottingham Go Ultra Low programme – 5 September 2019 Communities & Place Committee report.

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

- All