

**26th September 2022****Agenda Item:****REPORT OF SERVICE DIRECTOR COMMUNITIES & PLACE****2022/23 HIGHWAYS CAPITAL & REVENUE PROGRAMMES****Purpose of the Report**

1. The proposed programmes detailed in this report and its appendices set out how the Council proposes to use the £55m it is investing in Nottinghamshire's highways during 2022/23 and includes funding secured through successful external funding bids.
2. This is a Key Decision because it will result in expenditure of £1 million or over and it will have significant effects on two or more electoral divisions. The key decision was published on the 19<sup>th</sup> August 2022.
3. Transport & Environment Committee approved the provisional highways programmes at its 23 March 2022 meeting. Following publication of the March 2022 Committee papers the Department for Transport (DfT) has notified the County Council of additional funding allocations for the delivery of specific highways work programmes/schemes. Further scheme development has also been undertaken since approval of the provisional programmes, resulting in proposed revisions to the previously approved programmes. The purpose of this report is therefore:
  - to update the Cabinet Member (Transport & Environment) on the recent DfT highways funding allocations which will be available during 2022/23
  - to recommend to the Cabinet Member (Transport & Environment) the revised highways revenue and capital programmes to be delivered during 2022/23.
4. The proposed programmes detailed in this report set out how the Council proposes to use the £55m it is investing in Nottinghamshire's highways during 2022/23. The additional funding has resulted in the following amounts now being available for the 2022/23 highways infrastructure programmes:
  - £22.6m allocated to capital maintenance schemes to improve local roads and other highway assets
  - £4.8m allocated to integrated transport schemes (e.g., pedestrian crossings, capacity improvements, speed management schemes) which includes £0.35m of additional County Council funding for road safety schemes; as well as allocations to fund major transport scheme business cases
  - £5.6m of County Council revenue funding to deliver the traffic management revenue programme; as well as additional Council funding towards highway maintenance, street lighting energy savings programmes, and public health reserves for travel planning

- £22m of funding secured to deliver Gedling Access Road; Southwell Flood Risk Alleviation scheme; active travel programmes; feasibility work on a potential Mini-Holland scheme in Stapleford; Local Electric Vehicle Infrastructure funding; and potential bus improvements through the Transforming Cities Fund.

## Information

5. In late March 2022 the Department for transport (DfT) issued grant award letters to highway authorities for the Active Travel Fund (capital) grant, the Local Transport Plan capacity (revenue) grant, and the Mini-Holland feasibility study (revenue) grant. In July 2022 the DfT also confirmed a funding contribution in 2022/23 for development work on the A614/A6097 corridor improvement scheme, including the production of its Full Business Case. Details on each of these programmes is detailed in the relevant paragraphs below.

### 2022/23 capital and revenue funding allocations

6. The 2022/23 capital and revenue allocations for highways improvements are in line with future allocations determined at the 24 February 2022 County Council meeting as part of its 'Annual Budget 2022/23' report. The 2022/23 allocation for integrated transport and capital maintenance are based on DfT allocations and additional County Council funding for such schemes as set out in the current Medium-Term Financial Strategy (M-TFS). Following the recent DfT funding allocations the revised funding available in 2022/23 for highways capital infrastructure and revenue programmes is detailed in the tables below.

<b>Capital maintenance funding</b>	<b>£m</b>
Highway capital maintenance road maintenance and renewals (M-TFS allocation)	£18.630
Flood alleviation and drainage (M-TFS county capital allocation)	£ 2.993
Street lighting renewal and energy saving programme (M-TFS county capital allocation)	£ 1.000
<b>Provisional total funding available for capital maintenance improvements</b>	<b>£22.623</b>

<b>Integrated transport funding</b>	<b>£m</b>
Integrated transport block allocation (based on 2021/22 DfT and M-TFS allocations)	£4.447
Additional County Council capital allocation for road safety (M-TFS allocation)	£0.350
<b>Provisional total funding available for integrated transport improvements</b>	<b>£4.797</b>

<b>Revenue funding</b>	<b>£m</b>
Traffic management revenue	£0.315
Additional County Council funding for maintenance and patching	£3.000
Proposed additional County Council funding for street lighting energy saving programme	£2.100
Public health reserves for travel planning	£0.162
<b>Provisional total revenue funding available for specific programmes</b>	<b>£5.577</b>

<b>Externally funded capital and revenue funding</b>	<b>£m</b>
A614/A6097 corridor improvement scheme development work	£1.500
Active Travel Fund Tranche 2	£1.708
Active Travel Fund Tranche 3	£4.630
Gedling Access Road (figure is County Council contribution)	£5.000
Local Transport Plan capacity (revenue) grant	£0.179

Mini-Holland feasibility (revenue) grant	£0.079
Southwell Flood Projects (figure includes County Council contribution)	£0.559
Transforming Cities Fund bus improvements	£7.527
Local Electric Vehicle Infrastructure funding	£0.774
<b>Total external funding available for specific programmes/improvement schemes</b>	<b>£21.956</b>

### **Future of local transport funding**

7. The DfT has announced, most recently in the Transport Decarbonisation Plan, that they are planning significant changes to how future local transport funding will be made. The new approach aims to support and incentivise local authorities to bring about the step change needed to decarbonise transport to meet the UK's carbon reduction ambitions, and to cope with significantly increased demand for road-space the government considers such measures will require.
8. The DfT expect that these changes will apply changes to local transport capital funding currently allocated by formula (the capital maintenance and integrated transport blocks) from 2024/25. From 2024/25, a proportion of each authority's annual highways maintenance funding will be granted or withheld by the DfT depending on an authority's performance. The metrics used to assess an authority's performance will be developed this year, but the DfT currently intend to focus the assessment on LTP development, as well as development and delivery of active travel, bus, and electric vehicle (EV) charging infrastructure. The DfT has announced that future funding from the Department for active travel schemes will be adjusted to take account of the level of an authority's ambition and any earlier schemes that fail to deliver, do not meet quality requirements, or are removed prematurely or without proper consultation. In due course, a similar approach is expected to be applied to bus and EV charging infrastructure.
9. Changes to the way active travel funding currently awarded through bidding rounds (the Active Travel and the Capability & Ambition funds) is, however, to start from 2022/23. From 2022/23 active travel funding allocations will be determined by Active Travel England (ATE) based on each local authority's ambition and delivery to date, using an annual LA self-assessment as well as information the DfT and ATE holds on delivery of such schemes to date. Further detail on this is included in the Active Travel Fund section of this report.

## **Capital programmes**

### **Capital maintenance and integrated transport programmes**

10. The provisional capital maintenance and integrated transport programmes were approved by Transport & Environment Committee at its 23 March 2022 meeting. Following the approval of the provisional programmes several additional schemes have been added to them following the completion of feasibility studies, as well as additional requests for schemes from members and local communities. Similarly, as a result of scheme development and programming works several schemes originally programmed for delivery during 2022/23 will now be delivered during later financial years or will not be progressed further (and these schemes are highlighted within the appendices to this report). Where such delays to schemes have occurred, they have been discussed with the relevant local County Council member. This report and its appendices therefore update the Cabinet Member on the amended capital

maintenance (appendix 1) and integrated transport (appendix 2) programmes and seeks approval for their delivery.

11. As detailed in the 23 March 2022 Transport & Environment Committee 'Provisional Highways Capital & Revenue Programmes' report, following the Highways Review Panel recommendation, and subsequent Committee approval, to move to a multi-year capital programme, a three-year rolling capital maintenance programme has been introduced and appendix 1 details the first of these programmes covering 2022/23 to 2024/25. The capital programme places an increased emphasis on the unclassified local road network, footways, and drainage, taking a 'whole street' approach where it is prudent to do so, as these were priorities identified by the highways review panel. The indicative programme for year 2 (2023/24) currently utilises 75% of anticipated funding, and year 3 (2024/25) utilises 50% of anticipated funding. The remaining anticipated funding is to allow for future member requests and any unforeseen impacts on the network that may emerge. In 2022/23 the highway capital maintenance block accounts for 81% 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 Nottinghamshire districts.

#### **A614/A6097 junction improvements**

12. The County Council submitted an Outline Business Case (OBC) to the DfT in December 2020 and it was granted Programme Entry in June 2021. The scheme proposes to make improvements to six junctions on the A614/A6097 Major Road Network (MRN) corridor in Nottinghamshire. The junction improvement locations are Ollerton Roundabout, the Mickledale Lane/A614 junction in Bilsthorpe, the White Post Roundabout, the A614/A6097 Warren Hill junction, Lowdham Roundabout and the Kirk Hill/A6097 junction in East Bridgford. The A614 is an important north-south route from Nottingham in the south towards Worksop and Retford and beyond in the north. The A6097 provides a spur from the A614 to the A46 (which is a trunk road linking Leicester with Newark and Lincoln). Between the bid area junctions, the A614 is a two-way single carriageway road; and the A6097 is two-way single carriageway which becomes a dual carriageway through Lowdham.
13. The planning application for the A614/A6097 scheme was submitted to the Local Planning Authority in February 2022 and a determination decision is expected at the end of September 2022. The Compulsory Purchase and Side Road Orders required for the scheme will also be advertised at the end of September 2022 which may in turn trigger a Public Inquiry next year. The Full Business Case (FBC) for the scheme will be submitted to the DfT in the summer of 2023 following the completion of the Compulsory Purchase and Side Roads Order process. The anticipated construction start date for the project is Winter 2023. The County Council received its first funding contribution of £1,500,000 from the DfT in August 2022 for development work on the scheme, with a further £22.8m scheduled over future years subject to FBC approval.

#### **Active Travel Fund Tranches 2 and 3**

14. At its 1 September 2021 meeting, Committee approved "*the proposed Active Travel Fund Tranche 3 bid and its delivery should the DfT allocate funding for its delivery*". The proposals included in the Council's ambitious Active Travel Fund Tranche 3 bid totalled £6.5m and the DfT has allocated £4.63m towards the proposals, specifically for improvements to:
  - A611 Derby Road (West Notts College), Mansfield
  - A612 Colwick Loop Road (Private Road #1 to A6211), Netherfield
  - B6021 Kirkby Folly Road, Sutton in Ashfield.

15. The grant award requires the funding to be committed by the end of the 2022/23 financial year, with all schemes funded through this allocation to be completed by no later than 2023/24. The next steps in the delivery of these schemes will be undertaking feasibility work and liaising with Active Travel England to identify potential schemes that meet the required national cycling design standards. This will form part of the feasibility work undertaken on the proposed improvements which are also still subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation and design, and value for money considerations. Any proposals will also be subject to the necessary Cabinet Member approvals prior to their construction, following the aforementioned development work.
16. As the feasibility work on each of the above Active Travel Fund schemes will determine their costs or may mean they do not proceed to construction it is proposed to also continue development work on the Randall Way, Retford segregated cycle scheme. The Randall Way scheme formed part of the Active Travel Fund Tranche 2 programme approved by the DfT and subsequently Transport & Environment Committee but has not been progressed due to funding constraints and land ownership delays impacting on its delivery. Continuing the development of the Randall Way scheme would therefore enable the Council to potentially seek DfT approval to use any underspend in the Tranche 3 programme for its delivery should the available funding permit.

#### Tranche 2 update

17. An update on each of the schemes included in the Active Travel Fund Tranche 2 infrastructure programme is detailed below:
- **High Pavement, Sutton in Ashfield** cycleway/footway improvements – delivery of the two-way cycle route on the south-eastern side of High Pavement, between Station Road and Silk Street and on the northern side between Langton Road and Mill Street was approved by Transport & Environment Committee at its 13 October 2021 meeting. Construction of the scheme was completed in May 2022
  - **Regatta Way, West Bridgford** segregated cycleway/footway – delivery of the fully segregated two-way cycleway between A6011 Radcliffe Road and Adbolton Lane was approved by Transport & Environment Committee at its 13 October 2021 meeting. Construction of the scheme was completed in August 2022
  - **Dovecote Lane, Beeston** point closure – the introduction of a point closure on Dovecote Lane, Beeston as an Experimental Traffic Regulation Order was approved by Transport & Environment Committee at its 5 January 2022 meeting. Following its approval, a number of concerns about the proposals were raised by the local community. In response to these concerns the Council negotiated an extension to the scheme's delivery timescales with the DfT enabling additional consultation to be undertaken to further consider concerns from the local community prior to the introduction of a scheme; and undertaking the additional consultation was approved by Committee at its 9 February 2022 meeting. The results of the consultation undertaken in March/April 2022 will be considered at a future Cabinet Member meeting following completion of the analysis of the responses and subsequent discussions with the local County Council elected member, local MP, and DfT as necessary
  - **Randall Way, Retford** segregated cycleway/footway – Unfortunately, this scheme has not yet progressed to construction due to funding constraints and land ownership delays

impacting on its delivery. Whilst recognising that it was unlikely there would be sufficient funding for its delivery within the Tranche 2 funding available, Transport & Environment Committee approved further development work on the scheme at its 13 October 2021 meeting. Its further development work was approved in case the scheme can be funded from underspends in the existing Active Travel Fund programmes, and/or alternative funding sources be identified, or if this is not possible so that the scheme is developed in readiness for inclusion as part of a future funding bid. Continuing the development of the Randall Way scheme would therefore enable the Council to potentially seek DfT approval for its funding should the available funding permit. Should any Active Travel Fund Tranche 2 or Tranche 3 schemes cost less than estimated, or not progress to construction, it is therefore proposed that any associated underspends will be allocated towards the potential delivery of the Randall Way scheme (subject to DfT approval).

### **Gedling Access Road**

18. Gedling Access Road (now named Colliery Way) is a new access road bypassing Gedling village and has been provided as supporting infrastructure for the mixed-use residential and employment development on the former Gedling colliery/Chase Farm site. Works commenced on the 3.8km road in January 2022 and opened to traffic on 22nd March 2022, although not finally completed until August 2022.
19. It is normal practice as part of any new major infrastructure project that post-scheme monitoring is undertaken and that this happens no earlier than 12 months following completion of the works to enable traffic patterns to settle. Monitoring is, therefore, scheduled to start in Summer 2023, one year after completion of the scheme to enable an early scheme review of progress. However, prior to this, regular checks will be made on traffic levels utilising counters on both Colliery Way and Arnold Lane. Currently around 7,000 vehicles are utilising the new road on an average day and traffic has reduced from almost 14,000 vehicles a day to around 8,000 along Arnold Lane and from 15,000 vehicles a day to around 9,000 on Shearing Hill. The monitoring will inform a report required as part of the planning grant condition which will include the traffic usage of the local highway network, the safety record and results of any speed monitoring. As part of the report an assessment is required to consider if there are areas where mitigation measures should be implemented. This will also be repeated and reviewed after 60 months of the completion of the GAR.
20. A number of potential measures were identified previously as part of the statutory process that could be considered, including:
  - Traffic calming features on Arnold Lane adjacent to the proposed residential development. This could take the form of 'speed tables' at access junctions, chicanes with priority movements, 'speed cushions' etc. The final form will need to be designed to complement the proposed residential development and cater for appropriate vehicle movements (e.g. buses);
  - New pedestrian crossing facilities on Arnold Lane such as Zebra, Pelican or Toucan;
  - Traffic signing (including Vehicle Activated Signs);
  - Road markings and anti-skid surfacing; and
  - Parking (e.g. restrictions in inappropriate locations, bollards, sheltered parking etc.).
21. Any decisions on further mitigation measures will be subject to appropriate assessments, feasibility and value for money considerations, and will require future Cabinet Member approval.

### **Flood mitigation (including Southwell flood projects)**

22. The Southwell Flood Mitigation and Natural Flood Management schemes commenced delivery in 2018/19 with a total funding stream of £4.5m secured across a number of partners including Nottinghamshire County Council, the Environment Agency, DEFRA, Newark and Sherwood District Council, Southwell Town Council, and community partners. The proposed mitigation measures are scheduled to be completed by Spring 2023 with the final phase of the catchment-wide scheme currently progressing through the formal planning process and will result in a reduced risk of flooding to approximately 200 properties and businesses.
23. 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 included £1.88m from Local Levy, £5.1m Flood Defence Grant In Aid (FDGIA), £520k SR20 (EA) plus district council and community contributions.
24. In addition to the mitigation schemes already delivered, flood risk management initiatives led by the County Council currently in progress include Daybrook, Bleasby, Gotham, Normanton-on-Soar, Sutton-on-Trent, Mansfield, West Bridgford, Shireoaks, County Wide PFR Installation, Newthorpe, Clarbrough and Girton. Schemes supported by the County Council but being progressed by the Environment Agency include schemes in Worksop, Lowdham, Retford and Carlton-on-Trent. The current flood risk investment programme is facilitating the delivery of five significant schemes across the county with a total estimated value of £8.3m. A further 23 schemes are being considered for feasibility and design. Our capital programme is currently under review and details will be presented to cabinet for consideration later this year.
25. Nottinghamshire's Local Levy revenue contributions for 2022/23 will be in the region of £0.293m to support the work of the Regional Flood and Coastal Committee (RFCC) to facilitate investment into mitigating surface water flooding. This annual fund allows all members and the County Council to bid for funding 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. RFCC elected members, including the County Council, will vote in 2022 on any proposed increases to the levy, which has been set at 2% for the last six years.
26. The County Council is working with Severn Trent Water (and other partners) on the delivery of the Mansfield Green Recovery programme. Severn Trent Water has secured £76m funding to deliver the programme which will include new sustainable urban drainage systems to make communities more resilient against the increasing threat of flooding from climate change, population growth and urban development.

### **Transforming Cities Fund**

27. In March 2020 Government announced that Nottingham and Derby had been successful in securing £161m of grant funding to deliver the measures outlined in their Tranche 2 Transforming Cities Fund (TCF) bid between 2020/21 and 2022/23. Nottinghamshire County Council was not eligible to bid to this funding, and most of the bid submission work was led by Nottingham City. There has been ongoing work to deliver this funding, including appropriate consultation with County Council members whose divisions are affected by the plans. The projects being taken forward are still subject to further approvals, including that of the Transforming Cities Fund Project Board.

### **Local Electric Vehicle Infrastructure funding**

28. The County Council continues to develop its longer-term electric vehicle (EV) infrastructure proposals, including the development of an EV infrastructure strategy as part of its review of the Nottinghamshire Local Transport Plan.
29. At its 9 February 2022 meeting Transport & Environment Committee approved the EV cable channel pilot scheme (funded wholly by the household) to help eligible households without off-street parking provision to charge their EV on-street, outside their home, rather than off-street in public car parks. The proposals grant eligible households without off-street parking provision permission to commission Via EM to install cable channels, which are cut into the footway to extend EV charging cables, from an off-highway domestic EV chargepoint to the public highway. The EV cable channel proposals are made up of two elements, an:
- off-highway domestic EV chargepoint installed on the household's private land by an approved OZEV installer which utilises the existing household's energy supply (using lower capacity chargers and overnight tariffs when the electricity is cheaper). The householder will retain ownership of the domestic EV chargepoint located on their premises, as well its ongoing future maintenance liability (i.e., the Council will not have any responsibility for the equipment)
  - on-highway EV cable channel cut into the footway, delivered utilising a bespoke NRSWA Section 50 licence, covering both its installation and future maintenance, which is tied to the property, with liability and ownership falling to the property owner and transferred with property ownership (minimising future public liability). The Section 50 Licence granted to the householder will include the requirement to maintain the EV cable channel for a minimum of 7-years. The EV cable channel will therefore be maintained in a serviceable condition for the duration of its lifespan by the householder under the NRSWA, unless the householder commissions Via EM to reinstate the footway (after the 7-year period).
30. The proposals approved by Committee would have enabled a small number of eligible households to wholly fund both the above elements – the purchase and installation of both the EV chargepoint and cable channel. To help households fund some of the installation costs and accelerate the roll-out of the EV cable channel project on a much wider scale (potentially enabling delivery of 300 EV cable channels by 31 March 2023), on 17 June 2022 the Council submitted a bid to Government's support body, Energy Saving Trust, for Local Electric Vehicle Infrastructure (LEVI) pilot funding. On 24 August 2022 Government announced that the bid has been successful and has been awarded £774,000.
31. It is proposed that the LEVI funding will be used to cover the costs for the installation of the on-highway EV cable channels and enabling works only, which would otherwise have been funded by the householder. The householder will still be liable to fund the purchase and installation of the domestic EV chargepoint on their property, and the householder will also still be liable for any future maintenance costs associated with the EV cable channel.
32. Officers will now work with Government in the coming weeks to finalise the funding and programme arrangements (including any additional requirements), with the aim of launching the pilot programme as soon as possible.

## **Revenue Programmes**

### **Traffic management, and road safety education, training, and awareness revenue programmes**

33. The provisional traffic management and road safety education, training and awareness programmes were approved by Transport & Environment Committee at its 23 March 2022 meeting. Following the approval of the provisional programmes several additional schemes have been added to the programme to take account of the completion of feasibility studies, as well as additional requests for schemes from members and local communities. The revised 2022/23 traffic management revenue programme; and the road safety education, training and awareness programme are detailed in appendices 3 and 4 respectively.

### **Street lighting energy saving programme**

34. Given the success of the street lighting energy saving programme, the Council has allocated an additional £2.1m to continue the conversion of street lighting to LED lanterns (subject to the necessary approvals). The award winning 'Nottinghamshire's Lighting the Way to Save Energy' project has achieved over £12.5m in energy savings to date, with over 82,000 LED lanterns installed in the county, saving 89 thousand tonnes of carbon, and reducing electricity consumption by 105 million kWh since its start in 2014. Not only has the project delivered significant environmental benefits through carbon savings, it has also seen a reduction in street lighting faults resulting in an improved service and value for money for Nottinghamshire residents. The proposed extended project (which is subject to a Cabinet report) will enable the delivery of the street lighting energy saving programme to continue with the next planned phase of the project, a one-year programme, which started in April 2022, to upgrade 12,000 lanterns in the Bassetlaw and Newark & Sherwood areas from SON (high pressure sodium) to LED.

### **Public health reserves funding for travel planning**

35. £162,120 of the County Council's public health reserves has been allocated to delivering travel planning activities during 2022/23, such as the provision of cycle training and equipment, and measures to increase public transport use. The funding will be targeted at local communities where there are recognised health disparities and to support recent investment in active travel infrastructure.

### **Local Transport Plan capacity (revenue) grant**

36. The Local Transport Plan (LTP) capacity grant is being provided to highway authorities to fund the update of their LTP. The DfT is due to issue guidance later this financial year on what will be required as part of the LTP update but it is likely to include a greater emphasis on decarbonisation of transport. The DfT hope to draw on evidence from the revised LTPs (and their delivery plans) to allocate future funding. The funding has therefore been provided in preparation for the launch of the new LTP guidance and to encourage/enable highway authorities to update their LTP, in line with the anticipated guidance, by the end of this parliament. Nottinghamshire County Council has been allocated £178,571.43 and whilst the grant was allocated during the 2021/22 financial year, it can be spent over a longer timeframe, making it possible to align spend with the development of the LTP. It is proposed that the funding will be predominantly used to:

- Fund the staff resources required to review/update the LTP
- Train new and existing staff to boost their capabilities on local transport planning and delivery
- Commission/undertake work to build the evidence base for LTP preparation

- Stakeholder engagement and public consultation activities.

37. Should any of the funding remain available once the above work has been costed/undertaken it is proposed that it used to undertake local transport studies to help develop a pipeline of low-carbon transport schemes so that they are developed sufficiently to assist with potential future funding bids.

### **Mini-Holland feasibility study (revenue) grant**

38. At its 1 September 2021 meeting, Committee approved “*the proposed Expression of Interest in undertaking feasibility and development work on a potential Mini-Holland scheme in Stapleford; and the undertaking of this work should the DfT allocate funding for its delivery*”. The DfT has confirmed that the County Council’s expression of interest in developing a Mini-Holland scheme in Stapleford has been successful in securing feasibility funding. The DfT has stated that a large number of highway authorities met the requirement for feasibility funding and each eligible authority has been allocated £78,947 to fund a feasibility study. The delivery timetable for, and what will be included within, the feasibility study is still to be agreed with the DfT and Active Travel England, but the funding must be committed by the end of the 2022/23 financial year. The DfT has emphasised that the Mini-Holland process is likely to be highly competitive with only a small number of those areas shortlisted for feasibility funding being taken forward for full Mini-Holland construction funding. It should therefore be noted that the allocation of the feasibility funding does not mean that a Mini-Holland scheme in Stapleford will progress to construction.

39. Before progressing to construction, any proposals will still be subject to:

- Identification of a scheme that delivers the funding criteria (including meeting design requirements) and value for money, and is supported locally (including by the relevant members)
- Being shortlisted by the DfT for further funding for its detailed design and potential construction, and should any proposals be shortlisted for potential construction
  - The necessary detailed design development work – including consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation and design, and value for money considerations
  - Further necessary County Council and government approvals on construction proposals following the aforementioned development work.

## **Potential future funding opportunities**

### **Active Travel Fund**

40. The DfT and Active Travel England (ATE) expect to announce the next round of bidding for the Active Travel Fund in September 2022, with a minimum three-month bidding window, and multi-year capital and revenue settlement funding announcements in February/March 2023. From 2022/23 an authority’s active travel funding allocations will be determined by ATE based on their ambition and delivery to date, using an annual LA self-assessment, as well as information the DfT and ATE holds on delivery of such schemes to date. ATE has stated that future allocations will be guided by each local authority’s ability to demonstrate, through the prescribed self-assessment form and supporting evidence:

- A clear plan (i.e., a Local Cycling & Walking Infrastructure Plan) and political leadership and support to deliver it

- A commitment to, and political support for, delivering high quality schemes (i.e., compliant with LTN 1/20 cycling design standards), leveraging in wider investment
  - Supportive policies (including those relating to transport and planning) prioritising active travel
  - Supportive local plan so new developments help deliver active travel targets
  - Capability to deliver schemes (i.e., funding and staff resources allocated to the delivery of active travel measures); and recent performance in the delivery of such schemes.
41. ATE published the first self-assessment on 29 July 2022, with a submission deadline of 22 August 2022. The self-assessment is based on four elements: background information, local leadership and support, Local Cycling & Walking Infrastructure Plan (LCWIP) development, and schemes delivered to date. For the latter three elements, ATE provides a series of statements within five different levels (0-4, 0 being the lowest level), and asks the LA to assess which level it considers itself to be by identifying which statements best reflect its current status, (i.e., for each category, the LA will be the level for which they have selected the highest number of representative statements). LAs are required to provide evidence, such as published documents, reports, strategies, etc., to support the statements they have selected.

### **Capability and Ambition Fund**

42. The DfT has renamed the Capability Fund but is yet to announce authority's final funding allocations from the revised named Capability & Ambition Fund in 2022/23. The 2022/23 funding allocations will be determined based on the self-assessment detailed in the above paragraph and Active Travel England (ATE) aim to make funding announcements in late Summer/early Autumn 2022. ATE is hoping to then make funding announcements for the following two years Capability Ambition Fund allocations as part in February/March 2023 as part of the multi-year capital and revenue settlements referred to in the above paragraph.

### **Levelling Up Fund**

43. A Levelling Up Fund (LUF) bid has been submitted for £36m towards a £40m project to provide a new link road to support growth in Toton in partnership with East Midlands Development Corporation (as determined by the Economic Development & Asset Management Cabinet Member on 22 June 2022). A decision on the outcome of the bid is expected in Autumn and further detailed design, consultation and reporting are to follow later this year. This proposal will provide a new, multi-connected boulevard joining existing and planned new communities, as well as unlocking vital opportunities for jobs, housing, and investment in the years to come. Toton Link Road has been designed to improve access and connectivity for all modes of transport, including a better interchange with the NET tram network, and will help provide combined multi-modal transport connectivity – including active travel, bus, tram, and a future rail station. The new link road would also help to relieve congestion by providing additional highway capacity and network resilience.
44. There has been considerable work undertaken with the borough and district councils on their own Levelling Up funding proposals, with letters of support being issued, following relevant portfolio holder approval in June 2022. These proposals are wide ranging and are likely to have some direct or indirect highway implications. If LUF funding is awarded, each borough/district will need to undertake more detailed work before the highway elements and/or highway impacts can be determined, but a summary of the currently identified main highway implications are below:
- Arnold – potential for a public transport hub and non-highway proposals may have potential impact on the wider road network

- Eastwood bid – active travel improvements, including the extension of the existing cycle network
- Hucknall bid – potential improvements to the existing public transport interchange and other localised schemes which may have an impact on the wider road network/accessibility
- Kimberley – a pro-environment 20minute neighbourhood concept which will include active travel improvements
- Mansfield bid – non-highway proposals may have potential impact on the wider road network
- Rushcliffe – active travel improvements proposed to improve access to the new pedestrian and cycling bridge in West Bridgford
- Sherwood bid – public transport hub proposed along with rural connectivity improvements
- Worksop – non-highway proposals may have potential impact on the wider road network.

### **Towns Fund**

45. Ashfield, Broxtowe, and Mansfield borough/district councils have secured funding through their Town Deal for the potential delivery of highway infrastructure, including active travel improvements in Kirkby-in-Ashfield and Sutton-in-Ashfield, Stapleford, and Mansfield; as well as public realm town centre improvement schemes which will impact on the highway. None of the schemes are, however, sufficiently developed to enable the County Council to consider approving any of their associated highway works. To date approval in principle has only been sought for the Stapleford cycling infrastructure and town centre improvements, which was considered by Transport & Environment Committee at its 9 February 2022 meeting. To enable such considerations each of the borough/district councils will need to fund/undertake the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation and design, and value for money considerations (and submit the outputs from this work to the County Council). On completion of the aforementioned work and receipt of all the required information, a report will be presented to a future Cabinet Member meeting to consider approval to construct any/all elements of the proposals.

### **Link to Nottinghamshire Plan/Annual Delivery Plan**

46. Should the proposed programmes be approved, they will help deliver the following Nottinghamshire Plan ambitions/delivery plan priorities:

- *‘Helping our people live healthier and more independent lives’* ambition, and specifically the actions to:
  - *‘Use our influence to create healthy and sustainable places’*
  - *‘Promote good mental health and wellbeing for everyone’*
  - *‘Support individuals to improve their health and wellbeing’*
- *‘Keeping children, vulnerable adults, and communities safe’* ambition, and specifically the action to:
  - *‘Protect communities from flooding’*
- *‘Strengthening businesses and creating more good-quality jobs’* ambition, and specifically the actions to:
  - *‘Support and stimulate Nottinghamshire’s economic recovery’*
  - *‘Help Nottinghamshire’s businesses to thrive’*
  - *‘Support our heritage and tourism businesses to grow and thrive’*
  - *‘Strengthen opportunities for all residents to access work which supports their wellbeing’*

- *‘Making Nottinghamshire somewhere people love to live, work and visit’* ambition; and specifically, the actions to:
  - *‘Ensure that developments across Nottinghamshire are attractive, sustainable and well planned’*
  - *‘Deliver Levelling Up to improve quality of life in our prioritised places’*
  - *‘Enhance and boost access to Nottinghamshire’s natural environment’*
  - *‘Attract more visitors to our world-class heritage and sporting venues’*
  - *‘Create healthy and sustainable places that promote people’s wellbeing’*
- *‘Attracting investment in infrastructure, the economy, and green growth’* ambition; and specifically, the actions to:
  - *‘Promote and drive the East Midlands Development Corporation, HS2, the Toton Campus and other major infrastructure projects’*
  - *‘Maximise the future use of major assets within the County’*
  - *‘Protect our natural environment when new infrastructure is developed’*
  - *‘Help businesses to adopt low carbon practices’*
- *‘Improving transport and digital connections’* ambition, and specifically the actions to:
  - *‘Invest in and improve the condition of the County’s roads and pavements’*
  - *‘Improve local and regional transport connections to make journeys easier’*
  - *‘Support people with transport options that are healthier and more sustainable’*
  - *‘Improve bus services’*
  - *‘Expand walking and cycling networks’*
  - *‘Keep our highways safe and reduce congestion’*
- *‘Protecting the environment and reducing our carbon footprint’* ambition, and specifically the actions to:
  - *‘Reduce our energy and water use’*
  - *‘Reduce the impact of our work-related travel and transport’*
  - *‘Drive use of public transport and other green ways to travel’*
  - *‘Reduce air pollution and greenhouse gas emissions’*
  - *‘Protect our green spaces from pollution’*
  - *‘Support cleaner economic growth’*

## **Other Options Considered**

47. Other options considered are set out within this report. Feasibility work on the highway capital and revenue programmes (including reserve schemes listed within them) is underway. Should funding and resources permit, reserve schemes included in the 2022/23 highways programmes will be brought forward for delivery during 2022/23. Scheme development work is also underway for future years’ programmes.

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

48. The recommendations detailed within this report have been developed to help ensure delivery of the County Council’s ‘Nottinghamshire Plan 2021-31’ priorities, national priorities, and local transport goals and objectives. Recommendations are based on their ability to deliver strategic objectives (including transport objectives), evidence of need (including technical analysis), feasibility, and value for money assessments.

## **Statutory and Policy Implications**

49. 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**

50. The financial implications, including budget allocations, are set out within the report and are in line with allocations determined at the 24 February 2022 County Council meeting. The allocations are made up of a combination of capital grant, borrowing, and successful external funding bids. Should accelerated delivery of in-year programmes occur or any overspend occur (e.g., due to increased costs of materials) the costs for these schemes/programmes will be funded from future highway budget allocations.

## **Consultation**

51. The programmes and schemes included in this report and its appendices are developed to deliver the priorities and objectives of the Nottinghamshire Plan 2021-2031 and the Nottinghamshire Local Transport Plan 2011-2026. Consultation on these priorities/objectives was undertaken as part of the development of those documents, including with local members, communities, businesses, and stakeholders.

52. Each of the proposed schemes detailed in this report and its appendices is still subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, and design; and value for money considerations. This will involve consultation and/or pro-active information provision on most schemes and the level of the public engagement will be determined/dependent on the improvements being considered. For most individual schemes 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).

53. 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 stop clearways.

54. 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.

55. The proposed Local Transport Plan review, Mini-Holland feasibility study, and Active Travel Fund schemes will require more pro-active communications, including pro-active engagement

with residents, businesses, and stakeholders (which will also include pre- and post-programme monitoring).

56. 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.

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

57. 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. 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.

### **Implications for Residents**

58. The programmes contained within this report and its appendices have all been developed to deliver the Nottinghamshire Plan 2021-31 objectives and associated benefits for residents. These benefits are summarised in the section above detailing their links to the Nottinghamshire Plan/Annual Delivery Plan. Where specific schemes have implications for residents these implications will be considered in line with the proposed consultation set out in paragraphs 47-52 above and will be reported to the Cabinet Member as appropriate.

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

59. Surveys undertaken with the public and local businesses identified reducing traffic congestion as the highest transport priority for both 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). Each of the measures contained within this report have therefore been developed to address congestion, its knock-on effects on the environment, including climate change and 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**

That the following programmes be approved for delivery (subject to the provisions set out in paragraphs 50 and 52):

- a) the proposed three-year highway capital maintenance programme, as detailed in this report and Appendix 1
- b) the proposed integrated transport block programme, as detailed in this report and Appendix 2
- c) the proposed externally funded schemes detailed within this report and its appendices
- d) the proposed highway traffic management revenue programme, as detailed in this report and Appendix 3

- e) the proposed road safety education, training and awareness programmes as detailed in this report and Appendix 4
- f) the proposed consultation, information provision, and publicity required to deliver each of the schemes and work programmes detailed in this report and its appendices.

**Derek Higon**  
**Service Director Communities & Place**

**For any enquiries about this report please contact:** Sean Parks – Team Manager Local Transport Plans & Programme Development

### **Constitutional Comments (HD 13/9/2022)**

60. The Key Decision set out in the report falls within the delegation to the Cabinet Member for Transport and Environment and confirms further details regarding these programmes which were not available at the time the earlier provisional programmes were approved by Transport and Environment Committee in March 2022. Where relevant, the decisions are subject to further approvals such as those required to incorporate external capital funding for Electric Vehicle Infrastructure into the capital programme and to Cabinet approval being given to the additional £2.1m Council contribution relating to the Street Lighting Energy Saving Project, as detailed in the financial comments below

### **Financial Comments (GB 19/09/2000)**

61. Although the majority of the funding set out in this report is already confirmed and approved within the Transport and Environment portfolio revenue and capital programmes, the Electric Vehicle Infrastructure Grant allocation has only recently been received. A variation to incorporate this funding into the capital programme is therefore required through the usual capital approval processes. In addition, a variation to include the £2.1m Council contribution to the Street Lighting Energy Saving project in the Transport and Environment portfolio capital programme is subject to Cabinet approval.”

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

- Annual Budget 2022/23 – 24 February 2022 County Council meeting
- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- Nottinghamshire Local Transport Plan Implementation Plans
- Provisional Highways Capital & Revenue Programmes – 23 March 2022 Transport & Environment Committee report
- Highways Review – 17 November 2021 Transport & Environment Committee report
- Gedling Access Road – Progress Report – 22 November 2021 Finance Committee report
- A614/A6097 Major Route Network Scheme Update – 2 November 2021 Economic Development and Asset Management Committee report
- Flood Risk Management Update and Revised Strategy 2021-2027 – 17 November 2021 Transport & Environment Committee report
- Transforming Cities Fund Scheme update and funding agreements – 10 February 2021 Policy Committee report

- Proposed Pedestrian and Cycle Bridge, West Bridgford – 9 February 2022 Transport & Environment Committee report
- Cycling Infrastructure Programmes – 9 February 2022 Transport & Environment Committee report
- Active Travel Fund Tranche 3 – 1 September 2021 Transport & Environment Committee report
- Active Travel Fund – Tranche 2 infrastructure programme – 13 October 2021 Transport & Environment Committee report
- Active Travel Fund – Tranche 2 infrastructure programme – 5 January 2022 Transport & Environment Committee report
- County Council's Levelling Up Proposal – 22 June 2022 report to Cabinet Member Economic Development & Asset Management
- Stapleford Town Deal Proposed Highway Schemes – 9 February 2022 Transport & Environment Committee report
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**Electoral Division(s) and Member(s) Affected**

- All