

7 March 2019**Agenda Item: 13****REPORT OF THE CORPORATE DIRECTOR, PLACE****HIGHWAYS CAPITAL & REVENUE PROGRAMMES 2019/20****Purpose of the Report**

1. The purpose of this report is to seek Committee approval for the Highways capital and revenue programmes to be delivered during 2019/20 (as well as the consultation/publicity associated with schemes); and to update Committee on current transport funding sources. 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 during the period 2018/19 to 2021/22. It should, however, be noted that feasibility work is still ongoing on most of the members' scheme suggestions and therefore a further report to update members on these schemes is scheduled to be presented for consideration at Communities & Place Committee in May 2019.

Information

2. The proposed programmes to improve our transport networks detailed within this report and its appendices 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.
3. Having listened to local communities across the county, the County Council has allocated £21.4m of additional funding during the period 2018/19 to 2021/22 to help deliver local highway priorities, specifically:
 - £17m to help address the backlog of structural maintenance on residential unclassified roads
 - £3m to help address local journey time delay for motorists
 - £1.4m to help address reported road traffic collisions that result in injuries to road users.
4. This report (and its appendices) detail the proposed 2019/20 highways programmes utilising £43.3m of funding comprised of £42.5m capital funding and £0.77m revenue funding (as detailed in the table in paragraph 8 below). The £43.3m includes:
 - £22.29m allocated to capital maintenance schemes to improve local roads and other highway assets – which includes £5m of additional County Council funding
 - £6.67m 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

- £13.58m of external funding secured allocated to deliver Gedling Access Road, Southwell Flood Risk Alleviation scheme, street lighting upgrades, and the A57 roundabout improvements
 - £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.
5. As part of the development of the 2019/20 programmes, at the end of 2018 all County Council members were asked for integrated transport and maintenance scheme suggestions and this resulted in over 500 scheme suggestions. A number of these scheme requests have been included in the programmes but feasibility work is still ongoing on most of these schemes suggestions. It is therefore proposed that a further report to update members on their scheme suggestions will be presented for consideration at Communities & Place Committee in May 2019. The report will also provide a summary of the additional benefits that have been realised using the extra funding provided by the County Council (e.g. the number of additional schemes delivered using the extra funding).

2019/20 Capital and Revenue Funding Allocations

6. The 2019/20 integrated transport block and highway maintenance block capital allocations are scheduled to be determined at the 28 February 2019 County Council meeting. The 2019/20 allocation for integrated transport and capital maintenance, based on the Department for Transport (DfT) allocation and additional funding for such schemes, as set out in the current Medium Term Financial Strategy is detailed below.

Capital maintenance funding <i>*Indicative allocations</i>	£m
Highway capital maintenance (DfT allocation)	£12.006
Additional County Council capital allocation for road maintenance	£5.000
Highway capital maintenance (DfT Incentive Fund allocation)*	£2.501
Highway maintenance (DfT Pothole Fund allocation)*	£1.000
Flood alleviation and drainage (County capital allocation)	£0.784
Street lighting renewal (County capital allocation)	£1.000
Total funding available for capital maintenance improvements	£22.291

Integrated transport funding	£m
Integrated transport block allocation	£5.416
Additional County Council capital allocation for road safety	£0.350
Additional County Council capital allocation to address congestion	£0.750
County Council allocation for enhanced rail services	£0.055
County Council allocation for the development of business cases for potential A614 and A617 major infrastructure schemes	£0.100
Total funding available for integrated transport improvements	£6.671

Externally funded schemes	£m
Gedling Access Road	£10.900
Salix street lighting/energy saving	£1.100

Southwell Flood Risk Alleviation scheme (figure includes £500k contribution from the County Council)	£0.950
A57 roundabout	£0.630
Total external funding available for specific improvement schemes	£13.580

Revenue funding	£m
DfT Access Fund	£0.452
Traffic management revenue	£0.315
Total external funding available for specific schemes	£0.767

Capital Programmes

7. The provisional capital and revenue Highways programmes were approved by Committee at its 8 November 2018 meeting. Following the approval of the provisional programmes several additional schemes have been added to them to take account of the completion of feasibility studies, as well as additional requests for schemes from members and local communities. This report therefore updates Committee on the development of these programmes and seeks approval for their delivery.

Additional Funding for Maintenance and Integrated Transport Improvements

8. In 2019/20 an additional £5m funding allocation has been made available for highway maintenance and will primarily be used to deliver improvements to residential unclassified roads (including those roads prioritised by the local members) reducing the impacts that deteriorated highway conditions have on local communities. The funding will be concentrated on the roads we know are going to deteriorate in the next few years, making the 'right repair at the right time' with the use of a range of repair techniques. £1m per annum of the capital maintenance allocation has been allocated to 'Alternative Road Repair Techniques' including mechanised patching as described in the report approved by Communities & Place Committee at its meeting on 7 February.
9. £0.75m additional funding has also been made available during 2019/20 to help tackle local journey time delay. This funding will be used to deliver capacity improvements at the A60 Larch Farm crossroads, Ravenshead (A60 Nottingham Road/B6020 Kirkby Road/B6020 Main Road junction), further investment in developing the Council's priority major transport schemes (e.g. A614/A6097, A38, A611, and A617 MARR improvements), and potentially at the A60/Park Lane/Baum Lane, Mansfield junction (dependent on the outcome of feasibility work).

Externally Funded Capital Schemes

10. 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.
11. 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. 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 following the public inquiry which is scheduled to take place in early summer 2019. The complexities of delivering a large

infrastructure project with a range of landowners, funding streams, ecology and engineering challenges relating to former colliery sites mean that the delivery timescales for GAR remain challenging. The construction works on GAR commenced with diversions to utility works that are ongoing and the completion of the first phase of advanced drainage works. In addition, further opportunities are being considered to ensure that critical tasks, wherever possible, are completed that helps reduce the risk to delivery and to keep within an 18 month build programme. The current funding allocations for this scheme are shown in the table below.

	Funding contribution (£m)						
	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	TOTAL
County Council funding			0.508			4.866	5.374
External funding made up of D2N2 LEP LGF; developer contributions/Gedling BC; and Homes and Communities Agency funding	0.020	0.347	0.706	3.000	10.900	20.555	35.528
TOTAL	0.020	0.347	1.214	3.000	10.900	25.412	40.902

12. Whilst not in Nottinghamshire, the £54m Market Harborough rail line (and station) infrastructure improvements scheme aims to deliver journey time improvements for the Midland Mainline rail services to Nottingham, Sheffield etc. Network rail is funding the bulk of the scheme costs with £13m being contributed from three Local Enterprise Partnerships – D2N2 LEP (£5m), Sheffield City Region LEP (£5m) and Leicester/Leicestershire (£3m). The scheme includes track realignment, signalling alterations, structures, earthworks and station improvements. The track realignment will deliver a straighter rail line to allow non-stopping trains to travel faster between London and Sheffield. Works to construct a car park will be undertaken first followed by station improvements and the line speed improvements. The scheme started in July 2017 and is due to be completed in September 2019.
13. Salix offer interest free loans to local authorities for energy saving projects and this has been utilised to deliver a programme of LED lantern upgrades on the network, resulting in the assets being more efficient to run and maintain. An additional £2.2m Salix loan has been secured (£1.1m allocated in 2019/20) for further LED lighting upgrade works to upgrade remaining low/high pressure sodium in the Ashfield and Broxtowe areas. This funding will result in 12,000 lanterns being changed between April 2019-2021.
14. 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 in January 2018, jointly securing £5.3m of investment from DEFRA. The schemes have a number of 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. A report on the Southwell Flood Mitigation Scheme is scheduled to be presented at the 4 April Communities & Place Committee.

Nottingham Go Ultra Low programme

15. The County Council (along with Nottingham and Derby City Councils) is a partner in the successful £6.1m Nottingham Go Ultra Low City Bid to the Office of Low Emission Vehicles (OLEV) which aims to deliver a step-change in the number of ultra-low emission cars and vans. The objectives of the funding are to deliver significant air quality benefits, reduce carbon emissions and create ultra-low emission vehicle (i.e. electric vehicles) related growth opportunities for car manufacturing and businesses both locally and beyond. The successful Bid focuses on a several work programmes and it is intended that each of the programmes will be extended into the county whenever possible, particularly those relating to:
- Grants, loans and advice to support businesses to introduce low-emission vehicles and electric charging at workplaces
 - Expansion of the Council's electric vehicle fleet (e.g. pool cars and vans and associated charging facilities at County Council sites) should this be feasible
 - Expansion of the public electric vehicle charging infrastructure to create an area-wide network of charging infrastructure
 - A programme of targeted promotional events in areas where data highlights the residents and/or businesses are more likely to transfer to ultra-low emission vehicles.

Integrated Transport Block

16. The Nottinghamshire Local Transport Plan and its accompanying Implementation Plan sets out the County Council's long-term transport strategy and how it will be implemented. The funding for local transport improvements, such as improving accessibility, addressing congestion or road safety, and promoting sustainable travel, is called the integrated transport block.
17. A balanced range of integrated transport measures has been developed that contributes to delivering corporate priorities; national transport priorities; and the local transport goals and objectives. The proposed packages of measures (and the individual schemes detailed in the appendices) reflect corporate commitments; a balance of member, public and stakeholder requests and priorities; evidence of need and value for money; delivery of the County Council's vision and transport objectives; and the ability to draw in external funding.
18. The detailed integrated transport programme (including the additional County Council funding allocated in 2019/20) is set out in appendix 1 of this report.
19. The County Council has been successful in securing significant amounts of external funding for a number of highway schemes, including those detailed in paragraphs 10-13 above. To help secure external funding and to be ready to bid for funding as and when opportunities arise the County Council will need to develop a range of schemes to a point where the Council can demonstrate they offer value for money and can be delivered within the funding timescales. The provisional integrated transport programme therefore includes an allocation within the 'Traffic monitoring and advanced development/design of future schemes sub-block towards the development of future schemes (e.g. feasibility, business case assessments, and advance design).

Capital Maintenance Block

20. As detailed in the table in paragraph 8 above, the capital maintenance block funding is made up from several different funding allocations and the DfT maintenance funding is allocated based on three elements:
- 'Needs based' formula elements – the basic DfT allocation and the Pothole Action Fund – which are calculated based on an authority's highway assets
 - An incentive element – the Maintenance Incentive Fund – which is based on an assessment of the authorities use of asset management best practice
 - Bidding elements – the Local Highways Maintenance Challenge Fund – which are announced periodically and have historically been available to enable local highway authorities to bid for major maintenance projects that are otherwise difficult to fund through the normal 'needs based formula' funding they receive. The 2019/20 Challenge Fund will be targeted at structural repairs to bridges and similar infrastructure. Given the relatively good condition of Nottinghamshire's bridge stock overall, based on the bid criteria it has not been possible to submit a bid for the available funding.
21. The highway capital maintenance block accounts for 80% 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 districts in Nottinghamshire. Prioritisation of the maintenance works programme involves analysis of technical condition survey data utilising the Horizons Pavement Management software, supplemented with local knowledge/ judgement.
22. The detailed highway capital maintenance programme (including the additional County Council funding allocated in 2019/20) is set out in appendix 2 of this report. In addition to the formal process of identifying schemes through a planned asset management approach (as detailed in paragraph 22 above), each County Council member was asked to identify the locations within their division that they think should be a priority for maintenance works, resulting in almost 300 suggested locations.
23. Whilst the proposed programme consists of schemes that are primarily identified through asset management principles, the 'Additional County Capital' sub-block, however, is currently made up solely of schemes having member support and consists of sites primarily on the unclassified road network which are funded through the additional capital allocations. At this stage, given the large number and cost of schemes previously requested by members in 2017, as well as the overprogramming of maintenance schemes approved for delivery during 2018/19, the delivery of a significant number of schemes is being carried over into the proposed 2019/20 programme. As detailed above, the work involved in evaluating the members' maintenance requests received at the end of 2018 is ongoing and, following the completion of this evaluation and the outcome of 2018/19 delivery costs, the updated programme of members' requests will be presented to Committee in May 2019 for approval.
24. Many of Nottinghamshire's town centres have locations that include specialist paving materials and natural stone products. The cost and procurement of small scale repairs to such materials has meant that the routine maintenance of such schemes has been using other materials that are not necessarily in keeping with their surroundings. It is proposed that, as part of the footway maintenance programme, funding is allocated to restore such areas. In 2019/20 Mansfield town centre is the focus for this funding, with other town centres being considered in future years.

Flood Risk Management

25. 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, Egmanton, Newthorpe, Mansfield 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

Externally Funded Revenue Schemes – Access Fund

26. 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 the following travel planning work during 2018/19 and 2019/20:

- £845,000 to develop a marketing and communications strategy and materials; and undertake personal travel planning work with businesses, jobseekers, residents and school leavers in Mansfield and Newark on Trent (£377,000 in 2019/20). This work will be undertaken throughout the financial year in both towns
- £150,000 to undertake personalised travel planning with residents in Daybrook and West Bridgford to further address air quality issues in these two areas (£75,000 in 2019/20). This work was undertaken in West Bridgford during April and May 2018; and will be undertaken in Daybrook during 2019/20.

27. Delivery of the travel planning, 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 (e.g. the County Council produced 'Routes and Rides' publication will be distributed as part of the travel planning. An update report on the first year of delivery of the programme is planned to be presented to Committee in June 2019 but during the first three quarters of 2018/19 travel planning has been undertaken with approximately:

- 350 employees at five businesses, 650 jobseekers/college students, 1,800 residents and 250 school leavers in Mansfield and Newark on Trent
- 1,200 residents in West Bridgford.

Traffic Management Revenue Programme

28. 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. The Council has allocated £0.315m in 2019/20 for such schemes which is distributed equally between the seven districts in the county. A significant number of these small-scale schemes are requested each year, which are prioritised for consideration within each district; and the attached Appendix 3 details the schemes provisionally prioritised for delivery using this funding during 2019/20. An element of the funding has been retained for in-year requests such as for disabled parking bays.

29. There is also the need to address minor issues that arise from parking enforcement (e.g. inconsistencies within Traffic Regulation Orders, layouts that simply do not work well, etc.);

and these are funded from the Civil Parking Enforcement account. The proposed programme of such schemes is also included in Appendix 3.

Road Safety Education, Training and Awareness

30. 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

31. 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).
32. 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.
33. 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.
34. 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.

35. 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.

36. 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).

Other Options Considered

37. 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 2018/19 or 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

38. 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

39. 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

40. 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.

41. 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

42. 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.
43. 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).

Implications for Sustainability and the Environment

44. 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 31, 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

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Constitutional Comments (KK 31/01/2019)

45. The proposals in this report are within the remit of the Communities and Place Committee.

Financial Comments (GB 08/02/2019)

46. The financial implications are set out in the report. The progress of the capital programme will be monitored throughout the year and any variations reported to the appropriate Committee.

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
- Draft Highways Capital & Revenue Programmes 2019/20 – 8 November 2018 Communities & Place Committee
- 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
- Maintenance Challenge Fund and Safer Roads Fund bids – 13 September 2017 Policy 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 January 2018 Communities & Place Committee report
- Alternative Road Repair Techniques – 7 February 2019 Communities & Place Committee report.

Electoral Division(s) and Member(s) Affected

- All