

8 November 2018**Agenda Item: 8****REPORT OF CORPORATE DIRECTOR, PLACE****PROVISIONAL HIGHWAYS CAPITAL & REVENUE PROGRAMMES 2019/20****Purpose of the Report**

1. The purpose of this report is to seek Committee approval for the provisional Highways capital and revenue programmes to be delivered during 2019/20. 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 up to 2021/22. The programmes will be reviewed and updated following the Council's 2019/20 budget decisions.
2. Approval of the provisional programmes at this time provides an opportunity for comments on the programmes to be provided by councillors, local communities, residents, interested groups and road users which will be considered and reported to Committee as necessary when approval of the final 2019/20 highway programmes is sought. Approval at this time also enables development of the programmes (e.g. advance design and consultation; as well as publicity and media activity) to start which in turn enables delivery of the programmes to start in April 2019.

Information

3. This report (and its appendices) detail the proposed highways programmes utilising £27.6m of funding allocated to the integrated transport and highways maintenance programmes (this figure includes a proportion of the Authority's additional £20m investment in highways over the period 2018/19 to 2021/22). Having listened to local communities across the county, it is proposed that the additional funding is allocated to schemes to help deliver local priorities, predominantly addressing the backlog of structural maintenance, as well as helping tackle local journey time delay. The report also details the external funding secured by the County Council and allocated in 2019/20 to deliver Gedling Access Road and DfT Access Fund initiatives.

Capital programmes**Local Growth Fund transport schemes**

4. 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.

5. 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 in summer 2019. It is currently anticipated that the GAR would be fully complete and open to traffic by the end of 2020. The current funding allocations for this scheme are shown in the table below.

	Funding contribution (£m)					
	2016/17	2017/18	2018/19	2019/20	2020/21	TOTAL
County Council		0.508			4.892	5.400
D2N2 LEP LGF		0.500	1.400	8.900		10.800
Developer contributions/Gedling BC					17.529	17.529
Homes and Communities Agency	0.138	0.206	1.600	2.000	3.226	7.170
TOTAL	0.138	1.214	3.000	10.900	25.647	40.899

6. 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 reprofile of the funding detailed in the table above takes into account the current delivery programme, and the significant investment already made, with construction works on GAR commencing 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.
7. The Market Harborough line speed (and station) improvement scheme is a £54m infrastructure enhancement scheme. 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.

Flood mitigation scheme

8. 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.

Additional funding for maintenance and integrated transport improvements

9. Having listened to local communities across the county, in order to help address local priorities £20m of additional funding has been allocated to highway improvements to predominantly address the backlog of structural maintenance (£17m for the period 2018/19 to 2021/22) and help address local journey time delay (£3m for the period 2018/19 to 2021/22).
10. The additional funding available for highway maintenance 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.
11. The additional funding available to help tackle local journey time delay during 2019/20 will be used to deliver traffic signal improvements at the A60 Larch Farm crossroads, Ravenshead (A60 Nottingham Road/B6020 Kirkby Road/B6020 Main Road junction) and potentially at the A60/Park Lane/Baum Lane, Mansfield junction (subject to the outcome of feasibility work currently being undertaken).

Integrated transport block

12. 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.
13. The integrated transport block and highway capital maintenance block allocations will be determined at the 28 February 2019 County Council meeting but the provisional 2019/20 allocation for integrated transport, based on the Department for Transport (DfT) allocation and the current Medium Term Financial Strategy, is detailed below:

• Integrated transport block	£4.416m
• Additional County capital allocation for road safety	£0.350m
• Additional County capital allocation to address congestion	<u>£0.750m</u>
Total	<u>£5.516m</u>
14. 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.
15. The County Council receives requests for many more schemes than available funding will permit. Scheme requests are therefore prioritised to ensure that the County Council and Nottinghamshire residents get the greatest benefit from the funding available. For example, requests for:
 - New crossings are prioritised based on the number of people crossing and the volume of traffic at the proposed crossing location

- Bus improvements are provided at targeted locations to increase bus patronage by improving journey times and reliability of services, as well as the passenger transport experience
 - Capacity improvements are prioritised based on journey time delay
 - Cycling schemes are prioritised based on their ability to deliver a strategic cycle network consistent with the Cycling Strategy Delivery Plan and as part of a package to help address journey time delay
 - Environmental weight limits are only delivered where there are high levels of HGVs and are prioritised based on the class of road and the number of HGVs using a road
 - Residents' parking schemes are only delivered where people do not have off-street parking and where a scheme won't negatively affect nearby streets and town centres, or increase rat running or traffic speeds. Schemes are prioritised based on the level of non-resident parking throughout the day
 - Safety schemes are prioritised at locations with a history of reported road casualties
 - Speed limit reductions are only delivered where they meet DfT guidelines and are prioritised based on traffic speeds, traffic volumes, reported road casualty accidents, population size, and the road purpose/use
 - Interactive speed signs are only provided where the speed of traffic exceeds police enforcement guidelines and are prioritised based on the speed and volume of traffic.
16. The detailed provisional integrated transport programme (including the £350k additional road safety funding and £750k additional funding to address journey time delay) is set out in appendix 1 of this report. All County Council members were asked for integrated transport scheme suggestions by the end of September 2018. This has resulted in over 200 integrated transport scheme requests from 56 County Council members; and initial feasibility work is still ongoing on most of these requests. Whilst the 2019/20 programme will not be able to accommodate all of the requests (and some will not be feasible), to allow full consideration and feasibility work to be undertaken on these scheme suggestions several sub-blocks of the programme are still to be finalised – particularly the access to local facilities, parking and speed management sub-blocks. This will allow the necessary time to properly consider some of these scheme suggestions for inclusion in the final capital programmes scheduled to be approved in March 2019. Any schemes subsequently added to the attached programmes will be subject to approval at a future Communities & Place Committee.
17. In order 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

18. 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.

19. In addition to the formal process of identifying schemes through a planned asset management approach to highway maintenance, each County Council member was asked to identify the locations within their division that they consider should be a priority for maintenance works. Currently over 200 requests have been received as part of the 2018 returns. These requests are being reviewed against previous submissions for 2017, schemes already identified on the Candidate List (Asset Management) and where no previous records exist, their condition will be assessed on site. At this stage given the large number and value of schemes requested in 2018 and the overprogrammed report that was previously approved for 2018/19, there are a significant number of schemes which are rolling over into the proposed programme for 2019/20. The number of such schemes have been exacerbated by the levels of tarbound material found in many of the unclassified sites in the 2018/19 programme and the associated cost of delivering the respective schemes. The work involved with evaluating the new requests and consolidating the programme is ongoing and will not be available until later in the year. Currently the proposed 2019/20 Additional County Capital block is made up of deferred 2018 Members requests with only a relatively small element of unallocated funding being available for a number of Districts which is identified in Appendix 2. Therefore when the review process is complete the resulting programme that will be brought to committee ahead of financial year 19/20 will contain an indicative 2 year programme based on members requests.

20. The detailed provisional highway maintenance programme is set out in appendix 2 of this report. Road maintenance is delivered through a number of different funding sources as detailed below. The main part of the proposed programme consists of schemes that are primarily identified through asset management principles (as detailed in para. 17 above) and are identified under the road, footway and asset maintenance blocks. The Additional County Capital block consists of sites primarily on the unclassified road network which are funded through a combination of the additional capital allocations and other NPIF funding. This block is made up solely of schemes having members support with it predominantly consisting of deferred schemes from 2018/19 (see para. 19 above).

21. The 2018/19 capital maintenance allocations based on the DfT allocation and the current Medium Term Financial Strategy, is detailed below:

• Highway capital maintenance (DfT allocation)*	£12.006m
• Additional County capital allocation for road maintenance	£ 5.250m
• Highway capital maintenance (DfT Incentive Fund allocation)**	£ 2.520m
• Highway revenue maintenance (DfT Pothole Fund allocation)**	£ 0.419m
• Flood alleviation and drainage (County capital allocation)	£ 0.900m
• Street lighting renewal (County capital allocation)	<u>£ 1.000m</u>
Total	£22.095m

**This figure is indicative as the final allocation value is still to be confirmed*

*** These are indicative figures based on the Authority's 2018/19 allocations as the final allocation values are still to be confirmed*

22. Nationally many of the older roads in the country contain tar bound materials within their construction layers due to past working practices. Tar has been classed as a hazardous material nationally and as such any material excavated which contains a prescribed level of contamination must either be recycled or disposed of through special designated routes. Given the nature of the material, disposal costs are very high and hence where possible, recycling has to be the more environmental and cost effective option. Where material is recycled it is reused within the maintenance process but can only be incorporated into the

lower levels of construction. This means that it is only suitable on sites where it can be laid below the surface course level. As many sites in the annual programme do not have treatment below the surface course level this is posing an issue. Fortunately, not all sites contain tar and hence by careful site identification and programming, the associated issues can be minimised, however, this new constraint does have cost and logistical implications.

23. The proposed programme is already being cored to establish the sites containing tar. Whilst this work is ongoing, a number of additional schemes have been included in the programme that are suitable for the recycled material to be reused, so there is a contingency in this programme to deal with the recycling through over programming. This year an additional maintenance subblock is being proposed (see para.34 below) for in year and advanced coring so that contaminated sites can be identified early in the design process.
24. To ensure utility providers adhere to the stipulations placed on them whilst working on our roads, an additional resource will be provided to support them to deliver these conditions. This inspection function will ensure the network continues to flow smoothly whilst the utility companies carry out their necessary work, and that the reinstatements to our roads are in accordance with the required specification.

Street lighting energy saving

25. Works are ongoing to deliver LED street lights throughout Mansfield. The LED installation works are due to be complete by April 2019 with further street lighting improvements identified on some ornate/historical features around the town centre. There may be the possibility to apply for further Salix funding for further upgrade work in the county following the Mansfield works.

Maintenance Incentive Fund

26. The purpose of the DfT Maintenance Incentive Fund allocation is to ensure that highway authorities are using best practice in asset management. Individual authorities' allocations are based on the results of a questionnaire which demonstrates how the authority is using best practice and has to be submitted to DfT in January of each year. Local authorities score themselves against 22 questions, and place themselves into one of three bands on the basis of the available evidence. To achieve the highest band, band 3, an authority has to be at the top level for 18 of the 22 criteria. Whilst the DfT will not necessarily want to see the supporting evidence from every local highway authority and reserves the right to undertake sample audits, it is the responsibility of the County Council's Section 151 Officer to ensure that they are satisfied that the evidence is sufficient to sign-off the overall submission and total score. In 2018/19 Nottinghamshire was assessed as being in 'band 3' the highest band possible and it is anticipated that this will continue in 2019/20 if asset management principles continue to be followed.

Pothole Action Fund

27. The Pothole Action Fund was announced in the 2015 Budget Statement and totals £250m for the period 2016-2021, which the DfT estimates to be sufficient to repair over 4.7m potholes nationally. This funding is allocated to local highway authorities in England, outside London, by formula. DfT are yet to announce the level of funding available in 2019/20 but the County Council has developed the provisional highways maintenance programme based on the 2018/19 Nottinghamshire allocation of £0.419m pending the announcement of the final allocation.

Local Highways Maintenance Challenge Fund

28. The Local Highways Maintenance Challenge Fund has historically been available to enable local highway authorities in England to bid for major maintenance projects that are otherwise difficult to fund through the normal 'needs based formula' funding they receive. In 2017/18 the County Council successfully secured £5m from this Fund to undertake major maintenance works as a whole route treatment along the A38/A617 Mansfield & Ashfield Regeneration Route, as detailed in the 13 September 2017 'Maintenance Challenge Fund and Safer Roads Fund Bids' Policy Committee report.
29. The DfT is yet to announce if any Local Highways Maintenance Challenge Fund funding will be available during 2018/19 or 2019/20 but should funding become available the County Council will look to make an appropriate bid (based on the bidding timetable and guidelines/criteria for bids).

Nottingham Go Ultra Low programme

30. 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 Nottingham, Nottinghamshire, Derby Bid focuses on a number of work programmes which will be funded from the successful Bid funding allocation of £6.1m (as detailed in the 18 July 2018 Policy Committee and 19 July 2018 Communities & Place Committee 'Electric Vehicles Charging Infrastructure' reports, as well as the Nottingham Go Ultra Low City Bid to the Office of Low Emission Vehicles [OLEV] Transport & Highways Committee reports of 8 October 2015 and 17 March 2017) and there is currently no local funding commitment required. 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
 - Expansion of the existing car club into the county
 - A programme of targeted promotional events in areas where data highlights the residents and/or businesses are more likely to transfer to ULEVs.

Flood risk management

31. To maximise the £0.6m capital allocation for flood risk management a number of 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 (FDGID) plus district council and community contributions.
32. In addition to the Sothwell mitigation scheme detailed above, flood risk management schemes led by the County Council currently in delivery include schemes in Southwell, Daybrook, Calverton, Sutton on Trent, Egmont, 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.

33. Nottinghamshire's Local Levy revenue contributions for 2019/20 will be in the region of £280.00 to support the work of the Regional Flood and Coastal Committee (RFCC) to facilitate investment into mitigating surface water flooding. This annual fund allows the County Council to bid for scheme 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 of which NCC are one will vote in January on any proposed increases to the levy. For the last 3 years this has been set at 2%.

2019/20 capital allocations

34. The provisional 2019/20 capital spending levels for different integrated transport and highway maintenance sub-blocks, are set out in the table below, along with details of the 2018/19 allocations for comparative purposes. The detailed provisional integrated transport and highway capital maintenance programmes, listing the proposed schemes to be delivered during 2019/20 are attached as appendices 1 and 2 respectively to this report.

Integrated transport programme	2018/19 (£m)	2019/20 (£m)
Access to local facilities (e.g. footway improvements and new crossings)	1.300	1.370
Bus improvements (e.g. bus stop infrastructure and bus stop clearways)	0.416	0.416
Capacity improvements (e.g. traffic signal and junction improvements to reduce congestion)	0.400	*0.400
Cycling and health (match funding for externally funded projects in 2019/20 Miner2Major project and visitor economy bid)	0.300	0.250
Environmental weight limits (e.g. HGV weight limits and HGV route signing)	0.075	0.050
Traffic monitoring and advanced development and design of future schemes	0.575	0.600
Parking (e.g. review of parking in town centres, and delivery and review of new residents' parking schemes)	0.075	0.080
Rail improvements (e.g. small scale improvements to services and stations as well as feasibility studies on large scale improvements)	0.055	0.055
Safety improvements (e.g. local safety schemes and £100k for the provision of crossing facilities on routes to school)	0.820	0.820
Smarter choices (e.g. measures to help people access work by bus or walking and support for businesses developing travel plans)	0.150	0.150
Speed management (e.g. addressing local speed concerns, 20mph speed limits and interactive signs)	0.250	0.225
Integrated transport measures	4.416	4.416
Additional County capital allocation	0.750	0.750
External contributions to cycling schemes	0.550	0
Additional road safety	0.350	0.350
Nottingham to Newark rail service enhancements	0.050	0.000
TOTAL	6.116	5.516

* In 2019/20 the £750k additional County capital integrated transport allocation will be included in the capacity improvements sub-block

Highway maintenance programme	2018/19 (£m)	2019/20 (£m)
Bridges (including condition assessments)	1.267	1.300
Carriageway maintenance (A, B & C, Unclassified roads)	*12.249	*12.083
Surface dressing (added protection to the carriageway surface, sealing it from the ingress of water while also enhancing its skid resistance, including pre-patching)	3.100	3.148
Footway maintenance	1.175	1.234
Structural drainage	0.500	0.500
Flood alleviation (5year allocation)	0.600	0.900
Street lighting renewal and improvement	1.000	1.000
Street lighting energy saving (including Salix & ACE grant funding, and LAEF loan)	3.167	0
Traffic signal renewal	0.320	0.600
Safety fencing	0.320	0.330
Network structural patching	1.000	1.000
TOTAL	24.698	22.095

**The DfT Pothole Funding is already included in the carriageway maintenance figure detailed in the table above. Similarly, the additional County capital maintenance allocation of £4.25m in 2018/19 and £5.25m in 2019/20 is included in the carriageway maintenance sub-block allocation*

Revenue programmes

Traffic management revenue programme

35. 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.

Access Fund

36. 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.

37. Delivery of the travel planning, which aims to address local congestion and help people access jobs and training, is underway. 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 two quarters of 2018/19 travel planning has been undertaken with:
- 8 businesses, 150 jobseekers, 1,800 residents and 200 school leavers in Mansfield and Newark on Trent
 - 1,200 residents in West Bridgford.
38. The travel planning will also be used to promote active leisure activities such as using the countryside access network in the county which provides opportunities for walkers, cyclists and horse riders. There are over 4,000 paths and byways in the county for members of the public to enjoy. The County Council has produced an A5 free publication called 'Routes and Rides' which details self-guided walks and rides which will be promoted and distributed as part of the travel planning undertaken as part of the Access Fund.

Road safety education, training and awareness

39. 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

40. 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).
41. 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.
42. 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.

43. Several proposed schemes in the programmes included in this report and its appendices will require more pro-active communications with local residents, including:
- The Access Fund which will require pro-active engagement with residents, businesses, jobseekers and schools/colleges throughout the year; and a marketing and communications programme for this programme has been developed. This will also include pre and post-programme monitoring and wider surveys on transport options
 - The road safety education, training and awareness programme (as detailed in Appendix 4) which will require pro-active engagement with targeted groups/road users throughout the year. Some of this work may require support from the media
 - The Go Ultra Low programme which involves pro-active engagement with businesses to promote the grants, loans and advice available to support businesses to introduce low-emission vehicles and electric charging at workplaces; and targeted promotional events to encourage the take-up of electric vehicles
 - Strategic parking reviews which require discussion with local district/town councils, residents and businesses to determine the parking requirements of all of the community and the most effective ways of implementing them
 - Flood risk management schemes led by the County Council in Boundary Brook, Stapleford, Daybrook, Calverton, Newthorpe, Southwell and Titchfield Park Brook, Hucknall which will require consultation with local communities on the recommended options.
44. 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.
45. Work is also ongoing to identify, secure and maximise external funding opportunities for transport improvements (such as developer contributions) and this report and the attached appendices include the schemes utilising external funding where it has already been secured (e.g. the Access Fund and Arnold/Carlton cycling network).

Other Options Considered

46. Other options considered are set out within this report. Whilst the highway capital programmes are detailed within the appendices to this report, scheme development work is underway for future years' programmes as well as feasibility work on schemes which have been included as reserve schemes in the 2018/19 financial year's programme. Reserve schemes could potentially be delivered during the 2018/19 financial year should other schemes become undeliverable or if other funding sources become available enabling schemes to be brought forward for delivery.

Reason/s for Recommendation/s

47. 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

48. 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

49. 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.

50. 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 2018/19 (31% increase in funding available for capital maintenance schemes; and 17% available for integrated transport improvements).

Public Sector Equality Duty implications

51. 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.

52. Equality impact assessment of individual significant and major transport schemes (schemes costing more than £250,000) and Bid programmes are also undertaken by project managers to ensure that they comply with the Public Sector Equality Duty, based on advice from the policy and equality officers. Such assessments include those undertaken on the Access Fund programme (undertaken in September 2016) and the A634 Safer Roads Fund programme (undertaken in April 2017).

Implications for Sustainability and the Environment

53. Surveys undertaken with the public and local businesses identified reducing traffic congestion as the highest transport priority for both of these groups. The County Council also has a statutory obligation to address air quality issues resulting from road traffic on its managed roads (there are currently two air quality management areas on County Council managed roads). All of the programmes and measures contained within this report have therefore been developed to address congestion, its knock on effects on air quality and its impacts on local communities. The recycling of materials and aggregates is also considered when delivering highways schemes whenever possible.

RECOMMENDATION/S

It is recommended that Committee:

- 1) approve the proposed integrated transport block programme for implementation as contained in this report and detailed in Appendix 1 subject to the provisions set out in paragraph 40;
- 2) approve the proposed highway capital maintenance programme for implementation as contained in this report and detailed in Appendix 2 subject to the provisions set out in paragraph 40;
- 3) approve the proposed highway traffic management revenue programme for implementation as contained in this report and detailed in Appendix 3 subject to the provisions set out in paragraph 40;
- 4) approve the road safety education, training and awareness programmes as contained in this report and detailed in Appendix 4 subject to the provisions set out in paragraph 40;
- 5) approve the proposed consultation and information provision required to deliver each of the schemes and work programmes detailed in this report and its appendices.

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Constitutional Comments (SJE 05/10/2018)

54. 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 25/10/18)

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

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- Nottinghamshire Local Transport Plan Implementation Plan 2018/19-2021/22
- Nottinghamshire Local Transport Plan Evidence Base 2010

- 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
- Electric Vehicle Charging Infrastructure – 18 July 2018 Policy Committee report
- Electric Vehicle Charging Infrastructure – 19 July 2018 Communities & Place 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.

Electoral Division(s) and Member(s) Affected

- All