

15 June 2021

Agenda Item:8

REPORT OF CORPORATE DIRECTOR, PLACE**HIGHWAYS CAPITAL & REVENUE PROGRAMMES 2021/22****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 2021/22; and to update Committee on current transport funding sources. The proposed programmes detailed in this report and its appendices set out how the Council proposes to use the £48m it is investing in Nottinghamshire's highways during 2021/22 and includes funding secured through successful external funding bids.
2. It should be noted that the programmes set out in this report and its appendices (including their potential delivery) may be affected by future measures which are considered necessary to safeguard the public and employees against infection of COVID-19. These programmes could therefore be subject to change and will be reviewed in line with future changes to government and/or County Council guidance on safeguarding practices.

Information

3. 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 proposed programmes, investing in Nottinghamshire's highways to improve our transport networks, form part of the County Council's strategy to help deliver its objectives related to supporting:
 - The economy – by improving access to jobs, training, local centres, and visitor attractions; by reducing the impacts of journey time delay; and to help deliver growth in the county
 - Health and wellbeing – by making our networks safer for all road users; encouraging and enabling more active lifestyles; and by reducing harmful emissions from transport
 - Thriving place and communities – by better connecting communities to each other, as well as to work, training, leisure activities and essential services.
4. The capital and revenue allocations for all highway improvements (including the integrated transport and highway capital maintenance block allocations) were determined at the 25 February 2021 County Council meeting. The proposed 2021/22 highways programmes, comprising of £47.183m capital and £1.103m revenue funding, include:
 - £22.867m allocated to capital maintenance schemes to improve local roads and other highway assets
 - £5.967m 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 and safety cameras on A6006; as well as allocations to fund enhanced rail services and major transport scheme business cases

- £0.434m of revenue funding to deliver the traffic management revenue programme; and public health general reserves to deliver travel planning
- £19.017m of funding secured to deliver Gedling Access Road; Southwell Flood Risk Alleviation scheme; active travel programmes; potential bus improvements through the Transforming Cities Fund; and to continue delivery of the street lighting energy saving programme.

2021/22 Capital and Revenue Funding Allocations

5. The 2021/22 capital and revenue allocations for all highways improvements were determined at the 25 February 2021 County Council meeting. The 2021/22 allocations for highways programmes, based on the Department for Transport (DfT) allocations and as set out in the current Medium-Term Financial Strategy is detailed below (note, these allocations are subject to acceleration/slippage of 2020/21 allocations identified at the end of the 2020/21 financial year).

Capital maintenance funding	£m
Highway capital maintenance road maintenance and renewals (DfT allocation)	£8.280
Highway capital maintenance (DfT Incentive Fund indicative allocation)	£2.070
Highway maintenance (DfT Pothole and Challenge Fund allocation)	£8.280
Flood alleviation and drainage (M-TFS county capital allocation)	£3.237
Street lighting renewal (M-TFS county capital allocation)	£1.000
Total funding available for capital maintenance improvements	£22.867

Integrated transport funding	£m
Integrated transport block allocation (M-TFS allocation)	£4.867
Additional County Council capital allocation for capacity improvements	£0.750
Additional County Council capital allocation for road safety (M-TFS allocation)	£0.350
Total funding available for integrated transport improvements	£5.967

Revenue funding	£m
Traffic management revenue	£0.315
Public health general reserves (travel planning)	£0.119
Total revenue funding available for specific programmes	£0.434

Externally funded capital and revenue schemes	£m
Gedling Access Road (figure includes £1.544m County Council contribution)	£9.573
Southwell Flood Projects (figure includes County Council contribution)	£1.291
Salix Grant (street lighting energy saving programme)	£2.662
DfT Active Travel Fund (capital - £1.743m; revenue - £0.436m)	£2.178
DfT Access Fund (travel planning)	£0.233
Transforming Cities Fund	£3.080
Total external funding available for specific programmes/improvement schemes	£19.017

Capital Programmes

6. The provisional capital and revenue Highways programmes were approved by Communities & Place Committee at its 7 January 2021 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.

7. Despite the best efforts of Via EM Ltd (and other delivery partners) to deliver the whole of the 2020/21 highway capital programmes, several schemes originally programmed for delivery during 2020/21 will now be delivered during 2021/22. In addition to common delays (such as those resulting from the need to amend scheme proposals following feedback from the public), delivery of the 2020/21 capital programmes was impacted by Covid-19 safeguarding measures, as well as the availability of materials and/or other resources necessary for their delivery. Where such delays to schemes occurred, they were discussed with the relevant local County Council member and where necessary the schemes have been included in the 2021/22 capital programme.

Capital Maintenance Block

8. As detailed in the table in paragraph 5 above, the capital maintenance block funding is made up of several different funding allocations. The DfT maintenance funding is usually allocated based on three elements – a ‘needs based’ formula (based on an authority’s highway assets); an incentive element (based on asset management best practice); and bidding elements. In 2021/22 the DfT has determined that the funding bidding element (Challenge Fund) as well as each highway authority’s share of the 2021/22 Pothole Fund and Pothole Action Fund will be distributed based on the maintenance funding formula.
9. The detailed capital maintenance programme is set out in appendix 1 of this report. The highway capital maintenance block accounts for 79% of the discretionary capital transport funding (excluding external funding) in 2021/22 and is used to carry out planned structural maintenance across a range of highways assets throughout the seven Nottinghamshire districts. Due to the success of the current preventative maintenance carriageway patching programme, it is proposed to increase the level of preventative maintenance and structural patching on footways & cycleways across the county. The current programme consists of sites identified through highway inspection regimes, alongside recommendations from County Council members, which are prioritised and delivered as part of a rolling programme of works. This enables sites of various sizes to be resurfaced, ranging from discreet areas of severe deterioration to larger scale works as and when required, and provides the in-year flexibility to deal with locations where rapid deterioration has occurred. It is intended that utilisation of capital funding across the headings shown in appendix 1 will form part of the Highways Services Review.

Integrated Transport Block

10. Funding for local transport improvements, such as improving accessibility, addressing congestion or road safety, and promoting sustainable travel, is called the integrated transport block; and the detailed integrated transport programme is set out in appendix 2 of this report. The integrated transport block is allocated by the DfT based on ‘needs based’ formula elements. A balanced range of integrated transport measures has been developed that contribute 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 appendix) 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.
11. The County Council has been successful in securing significant amounts of external funding for a number of highway schemes (as detailed in the table in paragraph 5 above). To help the

Council continue to 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 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) that it plans to deliver in the short to medium-term if possible.

12. Following local concerns about traffic speeds along the A6006, the County Council undertook feasibility work on the possibility of installing safety cameras along the route between Rempstone and Sutton Bonington; and has subsequently allocated additional funding for their delivery during 2021/22.

Externally Funded Schemes

Gedling Access Road

13. Gedling Access Road (GAR) is a proposed new access road bypassing Gedling village and is being provided as supporting infrastructure for the mixed-use residential and employment development on the former Gedling colliery/Chase Farm site. The necessary funding arrangements, planning approvals and statutory processes are all in place and the construction of the new £40.9m GAR scheme started in January 2020. It is currently anticipated that GAR will be completed and open to traffic by Autumn 2021 (subject to any unseen delays, such as further Covid-19 related impacts). Options to bring the project back on track are currently under review. The current funding allocations for this scheme (as approved at Finance and Major Contracts Management Committee on 16 December 2019) are shown in the table below (and include carry over from 2019/20).

	Funding contribution (£m)								TOTAL
	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	
County Council	0.017	0.207	0.604	0.540	0.350	2.138	1.544		5.400
D2N2 LEP LGF			0.500		1.800	8.500			10.800
Developer contributions/ Gedling BC					1.750	8.500	6.529	0.750	17.529
Homes & Communities Agency	0.003	0.140	0.110	0.197	2.720	1.500	1.500	1.000	7.170
TOTAL	0.020	0.347	1.214	0.737	6.620	20.638	9.573	1.750	40.899

Flood Risk Management

14. 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 2022 and will result in a reduced risk of flooding to approximately 240 properties and 60 businesses.

15. A project to protect 86 properties from flooding along the Titchfield Park Brook catchment has been allocated £985k of Flood Defence Granting Aid and Local Levy funding for delivery in 2020/21 with support from County Council capital. This project is programmed for completion in Summer 2021.

16. 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 £1.88m from Local Levy, £5.1m Flood Defence Grant In Aid (FDGID), £520k SR20 (EA) plus district council and community contributions.
17. A scheme to deliver Property Flood Resilience to vulnerable communities across the county has commenced. With a value of £1m (NCC Capital) the works will complete in March 2022 and will help to mitigate the significant impacts of the flood events experienced in November 2019 and February 2020. Properties that have historically repeatedly flooded in areas vulnerable to flooding but not covered by the Government's Flood Protection Grants will be looked at as part of the delivery programme. These resilience measures are for those most susceptible to flooding and look to reduce the likelihood of water entering properties at ground level. Proposals for parts of Jacksdale, Ollerton, Cropwell Butler and Tollerton are all currently being delivered.
18. In addition to the mitigation schemes detailed above, flood risk management schemes led by the County Council currently in delivery include schemes in Daybrook, Bleasby, Gotham, Normanton on Soar, Sutton on Trent, Mansfield, Shireoaks, Newthorpe and Clarbrough. 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.
19. Nottinghamshire's Local Levy revenue contributions for 2021/22 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 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 2021 on any proposed increases to the levy; which has been set at 2% for the last six years.

Street Lighting Energy Saving Programme

20. Via East Midlands has been awarded the 2020 Association of Public Sector Excellence Street Lighting Innovation Award for its work on the Nottinghamshire LED street lighting renewals project. The 'Nottinghamshire's Lighting the Way to Save Energy' project has been managed and implemented by Via EM, in partnership with the County Council's Energy Team and Salix Finance. It has now seen over 70,000 LED lanterns installed in the county, saving 71.3 thousand tonnes of carbon and reducing electricity consumption by 81.5 million kWh since its start in 2014. Not only has the project delivered significant environmental benefits through carbon savings, it has also seen a 47% reduction in street lighting faults resulting in an improved service and value for money for Nottinghamshire residents.
21. The project has achieved almost £10m in energy savings to date and, following a further successful bid to Salix for £2.6m, is set to be extended into 2021/22 to convert more of the county's 94,000 streetlights. 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 benefits detailed above. The successful £2.6m bid 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 starting in April 2021, to upgrade 12,000 lanterns from SON to LED in the Gedling and Rushcliffe areas.

Active Travel Fund

22. In May 2020 government announced a £250m Active Travel Fund (ATF) to deliver interventions to encourage more walking and cycling; and embed walking and cycling as part of long-term commuting habits to secure the associated health, air quality and congestion benefits.
23. The DfT has allocated £2.178m towards the Council's ATF Tranche 2 proposals. The Council's ambitious Tranche 2 bid proposals, however, totalled over £3m which exceeds the Council's funding allocation. As the costs of the proposals exceed the funding available it won't be possible to deliver all the schemes included within the original Bid (or currently to replace any of the Bid proposals with alternative schemes). Further refinement of the proposals included in the Bid is therefore underway to determine a programme that fits the funding available. The first stage of this process was to undertake further feasibility work on each of the schemes included in the Bid proposals with the second phase of refinement made following completion of the planned consultation. Public and stakeholder consultation will be undertaken to demonstrate both general support for proposals and on the detailed design of each scheme included in the final delivery programme. The consultation will be used to help determine the programme taken forward for detailed design and delivery; and to inform the design of each of the schemes subsequently included in the final ATF Tranche 2 delivery programme.
24. After Committee approval of this approach at its 7 January 2021 meeting, the first round of consultation on five potential infrastructure schemes was undertaken during February and March 2021. Following consideration of the outcome of the consultation, the Corporate Director (Place), in consultation with the Chair of Communities & Place Committee, determined that the work detailed in the table below would be undertaken in order to determine which of the schemes should progress to construction.

Scheme location/proposals	Proposed action
A6191 Chesterfield Road South, Mansfield: improvements to the existing on-road cycle lane to create a fully segregated footway/cycleway on both sides of Chesterfield Road South between Rosemary Street and Abbott Road with Debdale Lane junction	Further design work to be undertaken to determine if any local concerns can be accommodated in a revised scheme design. Should a suitable scheme be identified, a further round of consultation will be undertaken before determining if the scheme should be constructed
Beeston cycling improvements: a point closure to through traffic on Dovecote Lane to provide a quiet route for cyclists, and additional secure cycling hubs at the nearby rail station	Additional secure cycling hub at the rail station should proceed. Further design work to be undertaken to determine if any local concerns can be accommodated in a revised Dovecote Lane scheme design. Should a suitable scheme be identified, a further round of consultation will be undertaken before determining if the scheme should be constructed.
Randall Way, Retford: a new fully segregated cycleway/footway adjacent to the existing carriageway between Hallcroft Road and the A638 North Road	Scheme to proceed to detailed design stage; and once detailed design is complete, a further round of consultation will be undertaken before determining if the scheme should be constructed
Regatta Way, West Bridgford: upgrade of the existing shared use footway to create a new fully segregated cycleway between Adbolton Lane and the A6011 Radcliffe Road	Scheme to proceed to detailed design stage; and once detailed design is complete, a further round of consultation will be undertaken before determining if the scheme should be constructed

25. The first round of consultation on a proposed two-way cycle route on High Pavement, Sutton in Ashfield (comprising of both shared use footway/cycleway and dedicated on-road sections on the south-eastern side of High Pavement, between Station Road and Silk Street, and a shared use footway/cycleway on the northern side between Langton Road and Mill Street) has also now been undertaken. It is proposed that the scheme should proceed to detailed design stage; and once detailed design is complete, a further round of consultation will be undertaken before determining if the scheme should be constructed.
26. The ATF programme also includes a £0.14m targeted behaviour change support package including a Bike Aid programme providing refurbished bikes to key workers living/working along/near the Tranche 1 and Tranche 2 infrastructure improvements; and targeted travel planning with a range of recipients close to Tranche 1 and Tranche 2 infrastructure improvements.
27. Further updates on (and approvals of) the proposed ATF Tranche 2 programme (which will still be subject to the necessary detailed scheme design, consultation and equality impact assessments) will be reported to a future Committee meeting as necessary.

DfT Access Fund / Public Health General Reserves Programme

28. The 10 December 2018 meeting of the Adult Social Care and Public Health Committee approved a number of proposals to be funded from the Public Health General Reserves programme. These proposals included a successful bid to fund personal travel planning with residents and businesses during 2020/21. Using the Public Health funding as match funding, the County Council also successfully secured funding from the DfT Access Fund to deliver personal travel planning with jobseekers, residents and at workplaces during 2020/21. The funding was secured to deliver tailored travel advice to 18,000 targeted residents and at 20 workplaces in Ashfield and Bassetlaw districts to encourage people to walk and/or cycle (as well as using public transport or car-sharing) on their commute to work or to services such as shops. 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. The DfT funding has also been secured to deliver travel planning advice to jobseekers in Ashfield to help them overcome transport barriers to work and/or training opportunities.
29. The workplace element of the programme has gone ahead as planned, but with additional focus on helping employees travel to work safely during the current Covid-19 pandemic. The jobseeker and residential elements of the programmes have, however, been delayed due to the nature of these programmes, the delivery options available and the impacts of Covid-19 safeguarding measures. The start of the delivery of the jobseeker element was delayed until October 2020; and the residential travel planning has been postponed until Spring 2021 at the earliest. Recognising the reasons for the delays, the DfT and Public Health colleagues have agreed that the Council can carry forward the funding for the jobseeker and residential travel planning elements that are not spent during 2020/21 so that these elements are delivered during 2021/22.
30. It should be noted that, as these travel planning services are publicly funded, they are not available to any businesses or developers at sites that have ongoing travel planning obligations (i.e. they must develop and deliver a travel plan/travel planning) as part of a planning consent.

Transforming Cities Fund

31. 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. The TCF, however, presents an opportunity to potentially fund works to the County network at no cost to this authority, including the elements in the county which form part of the following proposals included in the bid:

- a) New pedestrian/cycle bridge and associated links: £9.275m
- b) A453/A6005 cycle corridors: £6.803m
- c) A612 cycle corridor: £0.237m
- d) Demand Responsive Transport to East Midlands Airport: £1.000m
- e) Leapool Park and Ride facility: £2.400m
- f) Bus priority to support the above Park & Ride services: £4.851m
- g) Area-wide bus priority traffic signal priority: £0.359m
- h) Extension of bus/ULEV priority on A612: £0.300m.

32. It should, however, be noted that the above proposals may be subject to and/or not developed further in favour of more deliverable proposals contained within the wider bid; and such decisions will be made by the Transforming Cities Fund Project Board.

33. At its 10 February 2021 meeting Policy Committee approved the County Council's next steps to develop/deliver proposals that are in the county, which include:

- County Councillor representation on the Transforming Cities Fund Project Board
- Relevant local Members will be contacted to discuss the chosen options for each scheme and this dialogue with Members will continue as schemes progress
- Subject to the Member consultation, public consultation will be scheduled in advance of any necessary planning application submission
- Following detailed design and consultation, scheme proposals will be subject to consideration and approval at a future Transport and Environment Committee meeting before scheme delivery.

34. Policy Committee also approved acceptance of £7.91m funding from Nottingham City Council to deliver the public transport elements listed e) to h) above (including £3.08m in 2021/22). No funding arrangements have been agreed with regards to delivery of elements a) to d) above. It should also be noted that there is currently no County Council commitment to financial liabilities for either the construction or future maintenance of any of the proposed improvements.

Cross Lane, Collingham – Network Rail

35. Network Rail plans to remove as many level crossings as possible, helping to improve safety, including the existing crossing on Cross Lane, Collingham. To facilitate the closure of the level crossing Network Rail propose the creation of a new length of road, approximately 380m, between Swinderby Road and Cross Lane to the east of the village of Collingham. It is planned that, as the current length of highway will no longer be required once the new road link has been constructed, a 'Stopping Up Order' will be made on Cross Lane to enable the closure of the level crossing for all users including vehicular and pedestrian traffic. Whilst Network Rail are the scheme promotor (and are subsequently funding the proposals), Via East Midlands Ltd have previously completed the detailed design for Network Rail and are currently finalising the contract to undertake the proposed construction works.

Revenue Programmes

Traffic Management Revenue Programme

36. 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 dropped kerbs, handrails or bollards. The County Council has allocated £0.315m in 2021/22 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. Appendix 3 details the schemes prioritised for delivery using this funding during 2021/22 (an element of the funding has been retained for in-year requests, such as for disabled parking bays).

Road Safety Education, Training and Awareness

37. 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 2) 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 (attached as appendix 4) includes a range of evidence led road safety education and awareness raising activities to support national campaigns and to address identified local issues.

Potential Future Funding Opportunities

38. Bids for funding to deliver highways improvements and programmes in the county are submitted when appropriate opportunities arise. The following bids are all still outstanding but an update on the outcome of the outstanding bids detailed below (and any other subsequent bids), following announcement of any funding decisions, will be brought through a future programme update report.

Public Health General Reserves

39. Additional bids have been submitted to try to secure Public Health General Reserves to deliver additional travel planning and active travel infrastructure across the county.

A614/A6097 junction improvements

40. The County Council has submitted an outline business case (OBC) to the DfT for conditional approval, to support the proposal to improve six junctions on the A614/A6097 Major Road Network (MRN) corridor in Nottinghamshire. 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.

41. Although the OBC was originally submitted in May 2020, the County Council in consultation with the DfT submitted a revised and final OBC in December 2020, and if subsequently

approved by the Transport Minister this will be followed by a full business case submission in late 2021.

42. Further detailed design is ongoing, along with public consultation events, to move this scheme forward in anticipation of a positive sign-off by the DfT. This process will inevitably lead to some detailed design alterations to minimise the localised impacts of the scheme whilst maintaining the overall benefits of the A614-A6097 junction improvement package.

Levelling Up Fund

43. As reported to Policy Committee at its 21 April 2021 meeting, at the Budget on the 3 March 2021 Government announced the Levelling-Up Fund which offers councils the opportunity to bid for capital projects, including transport schemes, typically up to £20m, although potentially up to £50m for transport related projects. All councils can technically make a submission and collaborative bids are also invited, however, the prospectus invites county councils to make “one transport submission”. The previously reported Pinch Point Fund for local authorities (to bid for high-impact schemes to help address congestion pinch points and to reduce congestion on local roads) has been subsumed within the Levelling-Up Fund; and any previous bids for this funding will now only be considered if included within a Levelling-Up Fund bid.
44. While the Levelling-Up Fund will operate over four years, bids for the first round must be submitted by 18 June 2021 with all funding provided to be spent by 31 March 2024 (although exceptionally 2024/25 for larger schemes). Any County Council transport bid, or elements within a district council bid that has highway impacts, will be subject to consideration and approval at a future meeting of the appropriate County Council Committee.

Capability Fund

45. On 3 March 2021 DfT wrote to local highway authorities to give details of indicative active travel revenue funding allocations for 2021/22 under a new ‘Capability Fund’ which replaces the Access Fund of previous years. The County Council’s 2021/22 indicative allocation of £276,845 is available to fund not only behaviour change programmes, such as those listed in paragraphs 27-29 above, but also the development costs for future walking and cycling infrastructure programmes. DfT asked authorities to submit, by 19 April 2021, details of the interventions and activities they propose to deliver during 2021/22 with their indicative allocation which must support the DfT’s objectives to:
- support the development of infrastructure projects to the new DfT design standards, including updating previous plans (such as Local Cycling & Walking Infrastructure Plans [LCWIPs]) as necessary
 - promote increased levels of physical activity through walking and cycling for everyday journeys
 - support access to new and existing employment, education and training.
46. A proposed programme was therefore developed which includes:
- Delivery of a jobseeker and workplace travel planning programme to enhance DfT funded Access Fund and Active Travel Fund behaviour change programmes
 - Business support grants for organisations undertaking travel planning activities
 - Active travel marketing campaigns
 - Ongoing running costs of existing cycling hubs
 - Public consultation on the proposed LCWIP document and potential priority strategic corridors identified through its development

- Design of priority routes identified in the LCWIP to LTN1/20 design standards (following the determination of these routes at a future Transport and Environment Committee meeting) which will be required to potentially secure DfT funding for their delivery should it be made available
- Audit of town centre pedestrian routes to help identify future infrastructure improvements.

Further Scheme/Programme Development, Design and Consultation

47. 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; and value for money considerations. 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).
48. 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.
49. 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.
50. Several proposed schemes in the programmes included in this report and its appendices will require more pro-active communications with local residents, including:
- The pro-active travel planning engagement with residents and businesses 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 involve pro-active engagement with targeted groups/road users throughout the year. Some of this work may require support from the media
 - 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 which will require consultation with local communities on the recommended options.
51. 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.
52. 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.

Other Options Considered

53. 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 programmes. Reserve schemes could potentially be delivered during the 2021/22 financial year should other schemes become undeliverable or if other funding sources become available enabling schemes to be brought forward for delivery.

Reasons for Recommendations

54. 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

55. 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

56. The financial implications, including budget allocations, are set out within the report and are in line with allocations determined at the 25 February 2021 County Council meeting. The allocations are made up of a combination of capital grant, borrowing and successful external funding bids.

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.

58. 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

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). All 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.

RECOMMENDATIONS

It is recommended that, subject to the provisions set out in paragraphs 2 and 47, Committee:

- 1) approve the proposed capital maintenance programme for implementation as contained in this report and detailed in Appendix 1
- 2) approve the proposed integrated transport block programme for implementation as contained in this report and detailed in Appendix 2
- 3) approve the proposed externally funded programmes/schemes as detailed within this report and the attached appendices
- 4) approve the proposed highway traffic management revenue programmes for implementation as contained in this report and detailed in Appendix 3
- 5) approve the road safety education, training and awareness programmes as contained in this report and detailed in Appendix 4
- 6) approve the proposed consultation and information provision required to deliver each of the schemes and work programmes detailed in this report and its appendices.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact:

Sean Parks – Local Transport Plan manager Tel: 0115 9774251

Constitutional Comments (SJE 04/05/2021)

60. This decision falls within the Terms of Reference of the Transport and Environment Committee to whom responsibility for the exercise of the Authority's functions relating to 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 10/05/2021)

61. The financial implications are set out in the report. A number of the capital allocations are already approved in the Communities and Place capital programme. Recent grant announcements will be approved in to the capital programme at the earliest opportunity. The progress of the capital programme will be monitored throughout the year and any required 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

- Annual Budget 2021/22 – 25 February 2021 County Council meeting
- Provisional Highways Capital & Revenue Programmes 2021/22 – 7 January 2021 Communities & Place Committee report
- Gedling Access Road – Progress Report – 5 December 2019 Communities & Place Committee report
- Flood Risk Management Update – 4 March 2021 Communities & Place Committee report
- Street Lighting Energy Saving – 11 January 2018 Communities & Place Committee report
- Use of Public Health General Reserves – 10 December 2018 meeting of the Adult Social Care and Public Health Committee report
- Transforming Cities Fund Scheme update and funding agreements – 10 February 2021 Policy Committee report
- The UK Community Renewal and Levelling Up Funds – 21 April 2021 Policy Committee report
- Place Departmental Strategy – January 2018
- Highway Infrastructure Asset Management Plan (HIAMP) – 12 November 2015 Transport & Highways Committee report
- Alternative Road Repair Techniques – 7 February 2019 Communities & Place Committee report
- Electric Vehicle Charging Infrastructure – 18 July 2018 Policy Committee report
- Electric Vehicle Charging Infrastructure – 19 July 2018 Communities & Place 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