

**2 July 2020****Agenda Item: 7****REPORT OF CORPORATE DIRECTOR, PLACE****HIGHWAYS CAPITAL & REVENUE PROGRAMMES 2020/21****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 2020/21; 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 £55.5m it is investing in Nottinghamshire's highways during 2020/21. This figure includes successful external funding bids and is the largest investment in our highway network in recent years.
2. It should be noted that the programmes set out in this report and its appendices (including their potential delivery) are likely to be affected by existing and/or future measures which are considered necessary to safeguard the public and employees against infection of COVID-19. Such measures potentially impact on working practices as well as the availability of materials and other resources necessary for the delivery of the highways programmes. These programmes will therefore be subject to change and will be reviewed in the future as and when government and/or County Council guidance on safeguarding practices is provided. Similarly, the programmes will be reviewed should there be changes to the availability of materials and/or other resources necessary for their delivery.
3. Whilst the Council supports the need to proceed with these essential works it also recognises that some of the planned works are due to take place outside of people's homes; at a time when more people will be potentially inconvenienced by noise and disruption whilst working from home or on furlough from work. Continued community support for such schemes (and patience during their delivery) is therefore also required in order to deliver the proposed programmes.

**Information**

4. 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.

5. Committee will be aware of the significant weather challenges which the UK has experienced over the last 12 months and the significant damage that this has caused to highways assets. Additional funding to help address this damage was announced as part of the recent Budget statement but the specific highway authority allocations are still to be announced.
6. The capital and revenue allocations for all highway improvements (including the integrated transport and highway capital maintenance block allocations) were determined at the 27 February 2020 County Council meeting. The proposed 2020/21 highways programmes, comprising of £54.6m capital and £0.97m revenue funding, include:
  - £26.54m allocated to capital maintenance schemes to improve local roads and other highway assets
  - £5.57m allocated to integrated transport schemes (e.g. pedestrian crossings, capacity improvements, speed management schemes) – which includes £0.35m of additional County Council funding for road safety schemes; as well as allocations to fund enhanced rail services and major transport scheme business cases
  - £22.469m of funding secured to deliver Gedling Access Road, Southwell Flood Risk Alleviation scheme, and street lighting upgrades
  - £0.525m of revenue funding to deliver the traffic management revenue programme; and £0.447m to deliver travel planning (£0.282m secured from the Department for Transport and £0.165m secured from public health reserves).

## 2020/21 capital and revenue funding allocations

7. The 2020/21 capital and revenue allocations for all highways improvements were determined at the 27 February 2020 County Council meeting. The 2020/21 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.

<b>Capital maintenance funding</b>	<b>£m</b>
Highway capital maintenance (DfT allocation)	£12.006
Highway capital maintenance (DfT Incentive Fund allocation)	£2.501
Highway maintenance (Pothole and Challenge Fund allocation)	£10.132
Flood alleviation and drainage (County capital allocation)	£0.900
Street lighting renewal (County capital allocation)	£1.000
<b>Total funding available for capital maintenance improvements</b>	<b>£26.539</b>

<b>Integrated transport funding</b>	<b>£m</b>
Integrated transport block allocation	£5.166
Additional County Council capital allocation for road safety	£0.350
County Council allocation for enhanced rail services	£0.055
<b>Total funding available for integrated transport improvements</b>	<b>£5.571</b>

<b>Externally funded capital schemes</b>	<b>£m</b>
Gedling Access Road (figure includes £2m contribution from the County Council)	£20.638
Southwell Flood Risk Alleviation scheme (figure includes £500k contribution from the County Council)	£ 1.000
Salix street light fund	£ 1.331
<b>Total external funding available for specific improvement schemes</b>	<b>£22.469</b>

<b>Revenue funding</b>	<b>£m</b>
Traffic management revenue	£0.525
Public health reserves (travel planning)	£0.165
DfT Access Fund (travel planning)	£0.282
<b>Total revenue funding available for specific programmes</b>	<b>£0.972</b>

## Capital programmes

8. The provisional capital and revenue Highways programmes were approved by Communities & Place Committee at its 9 January 2020 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 to Committee on the development of these programmes and seeks approval for their delivery.

## Capital maintenance block

9. The detailed provisional 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 major schemes) in 2020/21 and is used to carry out planned structural maintenance across a range of highways assets throughout the seven Nottinghamshire districts. Prioritisation of the maintenance works programme involves analysis of technical condition survey data supplemented with local knowledge/judgement.
10. 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. Members identified over 200 potential locations through the scheme suggestions submitted in August 2019-October 2019, and where possible these have been incorporated into the programme.
11. On 18 May 2020 the DfT published each highway authority's capital maintenance allocations, including the County Council's share of the 2020/21 Pothole Fund, Pothole Action Fund, and Challenge Fund totalling £10.882m (which, in 2020/21, have been distributed based on the maintenance funding formula). It is proposed that this funding allocation is mainly used to deliver significant volumes of structural patching. The remaining funding from the County Council's £17m additional investment in highways was utilised in 2019/20 financial year to deal with the remedial work following the impacts of flood damage on the network.
12. A delivery plan for the DfT allocation is being developed which will provide a mix of structural patching work and some structural maintenance schemes. The priority focus will be on the delivery of mechanised structural patching across a variety of classified and unclassified routes and work is underway to deliver this programme across the network, including areas of flood damage.

## Integrated transport block

13. 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 provisional integrated transport programme is set out in appendix 2 of this report. 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. Each County Council member was asked to identify the locations within their division that they consider should be a priority for integrated transport schemes. Members identified over 160 potential locations through the scheme suggestions submitted in August 2019-October 2019, and where possible these have been incorporated into the programme but several suggestions are still being investigated.

14. The County Council has been successful in securing significant amounts of external funding for a number of highway schemes, including the Gedling Access Road (detailed below). 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) that it plans to deliver in the short to medium-term if possible.

## Externally funded capital schemes

### Gedling Access Road

15. 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 now in place and the construction of the new £40.9m started in January 2020. It is currently anticipated that GAR will be complete and open to traffic by Summer 2021. 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		<b>5.400</b>
D2N2 LEP LGF			0.500		1.800	8.500			<b>10.800</b>
Developer contributions/ Gedling BC					1.750	8.500	6.529	0.750	<b>17.529</b>
Homes & Communities Agency	0.003	0.140	0.110	0.197	2.720	1.500	1.500	1.000	<b>7.170</b>
<b>TOTAL</b>	<b>0.020</b>	<b>0.347</b>	<b>1.214</b>	<b>0.737</b>	<b>6.620</b>	<b>20.638</b>	<b>9.573</b>	<b>1.750</b>	<b>40.899</b>

### Flood risk management

16. The Southwell Flood Mitigation and Natural Flood Management schemes commenced delivery in 2018/19, having received National Project Assurance Board sign off, jointly securing £5.3m of investment from DEFRA. The schemes have several other funding partners including the Environment Agency, Newark and Sherwood District Council, Southwell Town Council and community partners. The proposed mitigation measures are scheduled to be completed by Spring 2021 and will benefit approximately 240 properties and 60 businesses.

17. A project to protect 86 properties from flooding along the Titchfield Park Brook catchment has been allocated £0.912m of Flood Defence Granting Aid and Local Levy funding for delivery in 2020/21 with support from County Council capital.
18. 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), plus district council and community contributions.
19. In addition to the Southwell mitigation scheme detailed above, flood risk management schemes led by the County Council currently in delivery include schemes in Southwell, Daybrook, Calverton, Normanton on Soar, Sutton on Trent, Egmont, Newthorpe and Hucknall. Schemes supported by the County Council but being progressed by the Environment Agency include schemes in Gunthorpe, Lowdham and Carlton on Trent.
20. Nottinghamshire's Local Levy revenue contributions for 2020/21 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 five years.

#### Street lighting energy saving programme

21. 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 £2.66m Salix loan has been secured for the period 2019/21-2020/21. In 2020/21 £1.23m of the funding is allocated for further LED lighting works to upgrade the remaining low/high pressure sodium in the Ashfield and Broxtowe areas; and £0.097m to deliver high wattage lanterns on some main roads in Gedling and Rushcliffe. This funding will result in 12,500 lanterns being changed between April 2019-2021.

## **Revenue programmes**

### **Traffic management revenue programme**

22. 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, hand rails or bollards. It was acknowledged by Members that there was a need to react to emerging traffic management problems 'in-year', and as such, the funding available for the traffic management revenue programme has been increased by £0.210m in 2020/21 to accommodate these requests. Consequently, in 2020/21 the Council has allocated £0.525m 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 provisionally prioritised for delivery using this funding during 2020/21 (an element of the funding has been retained for in-year requests, such as for disabled parking bays).

## **Road safety education, training and awareness**

23. 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.

## **Access Fund Public Health General Reserves programme**

24. 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 has also successfully secured an extension to the funding from the DfT's Access Fund to deliver personal travel planning with jobseekers, residents and at workplaces during 2020/21.

25. The personal travel planning will provide 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.

26. Due to the nature of these programmes they are currently under review to identify the impacts of the safeguarding measures on their delivery and to identify potential alternative delivery timelines and/or alternative delivery models. These programmes, or elements of them, could therefore slip to 2021/22.

## **Potential future funding opportunities**

27. An additional bid for further Public Health General Reserves has been submitted. If successful, the bid will enable the delivery of travel planning advice to jobseekers in Worksop during 2020/21 (and potentially at Retford and Gedling in subsequent financial years).

28. As reported in the 9 January 2020 'Provisional Highways Capital & Revenue Programmes 2020/21' report to Communities & Place Committee, the County Council has submitted several bids to the DfT. In February 2020 the DfT announced the outcome of 2019/20 Maintenance Challenge Fund bids made in October 2019. Unfortunately, the Maintenance Challenge Fund 'Resilient River Crossing Route' bid submitted by Via EM Ltd/County Council in October 2019 was unsuccessful; and the 2020/21 Challenge Fund element has been distributed to all highway authorities using the maintenance funding formula. The following bids are, however, still outstanding:

- A614/A6097 junction improvements bid – the DfT has requested additional supporting information for the bid and the County Council is continuing to liaise with DfT on this

- Pinch Point Fund bids for the 'A60 Nottingham Road/Park Lane/Baums Lane, Mansfield junction improvements'; and for the 'Newark Intelligent Transport System Project' (improvements to traffic signals at a number of junctions in Newark town centre) – DfT has advised that owing to the current circumstances regarding COVID-19 a decision on these bids will be made later in the financial year.
29. An update on the outcome of the above outstanding bids (and any other subsequent bids), following announcement of any DfT decisions, will be brought through a future programme update report.
  30. Government recently announced that it is going to make £2bn investment available to improve walking and cycling; including a £250m emergency active (walking and cycling) travel fund for measures such as temporary pop-up bike lanes with protected space for cycling, wider pavements, safer junctions, and cycle and bus-only corridors. The Government has announced that potentially £2.866m from its Emergency Active Travel Fund will be available to the County Council to encourage more walking and cycling. The aim of the funding is to try and embed walking and cycling as part of long-term commuting habits to secure the associated health, air quality and congestion benefits. In the short-term this will also help avoid overcrowding on public transport as the economy restarts.
  31. The funding is being released in two tranches with the bulk of the funding available in the second tranche. Tranche 1 of the funding (potentially £573,000 for the whole of Nottinghamshire) is available for temporary measures and the County Council is investigating a range of potential measures/schemes across the county for use of this funding. A submission for the funding has been made to the DfT and further information on what will be delivered using the Tranche 1 funding will be available when the programme has been agreed with the DfT. Government hasn't, as yet, announced when Tranche 2 of the funding (potentially £2.293m for the whole of Nottinghamshire) will be made available, what types of measures will be eligible for the funding, or the timescales for delivery of such schemes.
  32. In the meantime, officers are continuing work to identify potential walking and cycling improvements that could be delivered in the short, medium and longer term, should the Council receive an allocation of this funding (as part of its ongoing work to identify such schemes and also through its resilience work with partners). The existing County Council highways webpages have also been updated to enable the public to suggest improvements they would like the Council to investigate to enable social distancing and encourage more walking and cycling.

## **Further scheme/programme development, design and consultation**

33. 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).
34. 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.

35. 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.
36. 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.
37. 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.
38. 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**

39. 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 2020/21 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**

40. 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**

41. 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**

42. The financial implications, including budget allocations, are set out within the report and are in line with allocations determined at the 27 February 2020 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**

43. 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.

44. 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**

45. 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.

## **RECOMMENDATION/S**

It is recommended that, subject to the provisions set out in paragraphs 2 and 33, 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 highway traffic management revenue programme for implementation as contained in this report and detailed in Appendix 3
- 4) approve the road safety education, training and awareness programmes as contained in this report and detailed in Appendix 4

- 5) approve the proposed consultation and information provision required to deliver each of the schemes and work programmes detailed in this report and its appendices.

**Adrian Smith**

**Corporate Director, Place**

**For any enquiries about this report please contact:**

Sean Parks – Local Transport Plan manager Tel: 0115 9774251

### **Constitutional Comments (SJE 05/06/2020)**

46. 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 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 09/06/2020)**

47. The financial implications are set out in the report. All of the capital allocations set out in the report are already approved in the Communities and Place capital programme. 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
- Provisional Highways Capital & Revenue Programmes 2020/21 – 9 January 2020 Communities & Place Committee
- Gedling Access Road – Progress Report – 5 December 2019 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
- Flood Risk Management Update – 5 December 2019 Communities & Place 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
- Use of Public Health General Reserves – 10 December 2018 meeting of the Adult Social Care and Public Health Committee report.

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

- All