



16th March 2017

Agenda Item: 5

REPORT OF CORPORATE DIRECTOR OF PLACE DEPARTMENT

HIGHWAYS INFRASTRUCTURE PROGRAMMES 2017/18

Purpose of the Report

1. The purpose of this report is to seek Committee approval for the highways infrastructure capital and revenue programmes to be delivered during 2017/18 and to update Committee on current transport funding sources. The proposed programmes are detailed in this report with individual schemes included in the attached appendices.

Information and Advice

2. The provisional capital programmes were approved by Committee at its 17th November 2016 meeting; allowing for the programming and commissioning of works so that delivery of these programmes could commence in April 2017. Following the approval of the capital programmes a number of additional schemes have been added to them to take account of external funding successfully secured by the County Council, the completion of feasibility studies, as well as additional requests for schemes from members and local communities.

Local Growth Fund schemes

3. From 2015/16 all funding for major transport schemes is allocated through the Local Growth Fund (LGF) Deal managed by Local Enterprise Partnerships (LEPs) – D2N2 for Nottinghamshire, Nottingham, Derbyshire, and Derby. In addition to this approximately 44% of the nationally available integrated transport funding is also allocated through the LGF. The LEP bids to government for LGF have to be based on programmes to stimulate the local economy and create jobs. The bids will not necessarily prioritise major transport projects, or transport projects currently promoted through integrated transport blocks, and will be subject to competitive priorities across D2N2 determined by the LEP.
4. The D2N2 LGF Deals announced in July 2014 and January 2015 confirmed the funding allocations for the D2N2 major transport schemes that had previously been prioritised for funding during the period 2015/16-2018/19 (subject to an approved business case); and detailed the additional transport schemes that would receive funding. A number of schemes nationally already had funding approval prior to the devolvement of major scheme funding and subsequent LGF announcements but were still awaiting the start of construction (e.g. Hucknall Town Centre improvement scheme).

5. The County Council has been successful in securing funding for a number of transport improvements in the county through the LGF and major scheme bidding submissions and the transport schemes in Nottinghamshire prioritised for funding during this Implementation Plan period are:
- A46 corridor local development infrastructure requirements at RAF Newton, Cotgrave and Bingham – £6.25m LGF contribution towards the works which started (in Cotgrave) in 2016/17
 - A57/A60/B6024/St Anne’s Drive, Worksop roundabout major transport scheme – £2.33m LGF contribution towards £3.24m scheme which was completed in 2016/17
 - Gedling Access Road major transport scheme – £10.8m LGF contribution towards £32m scheme starting in 2017/18
 - Harworth access links – £2.05m LGF contribution towards the scheme which started in 2016/17
 - Hucknall Town Centre improvement scheme – £8.489m DfT contribution towards £12.375m scheme which started in 2015/16
 - Midland Mainline Market Harborough rail speed improvements – £5m contribution towards £40m+ scheme, start date still to be confirmed
 - Newark Southern Link Road – £7m LGF contribution towards £20m-£30m scheme (delivered by the developer) which started in 2016/17
 - Rolls Royce Hucknall – £5.8m LGF contribution towards £20m+ scheme the funding for which was subsequently withdrawn.

Local Growth Fund D2N2 Sustainable Transport Programme

6. The LGF Deal also prioritised a provisional allocation in 2016/17 and 2017/18 totalling £5.8m for a Sustainable Transport Programme in the D2N2 area. The LEP has determined that this programme will be prioritised on schemes that enable proposed development in the area to occur, increase the vitality of town centres (by improving access and reducing congestion), and/or improve the tourism offer in the county. Such measures will help deliver the County Council’s Strategic Plan priorities by delivering a road and transport infrastructure that seeks to meet the needs of our residents and businesses; and encouraging people to be more active to positively affect their health and well-being.
7. The LEP appointed consultants to undertake an independent assessment of the proposals put forward by the local authorities to ensure they will deliver the required outputs (i.e. assist in the delivery of jobs and housing); and develop the business case for the proposals. The locations in Nottinghamshire prioritised for these sustainable transport improvements are Arnold/Carlton, Mansfield, Newark, and West Bridgford. These locations have been prioritised based on their ability to meet the D2N2 criteria to help deliver the large numbers of housing and/or employment planned for delivery within each of the towns. In December 2016 the D2N2 LEP allocated £2.15m towards the delivery of strategic cycle networks in the four locations to help deliver the Cycling Strategy Delivery Plan (approved by Transport & Highways Committee on 11th February 2016). The funding has been allocated as follows:
- Arnold/Carlton – £0.44m for delivery during 2018/19
 - Mansfield – £0.415m for delivery during 2017/18
 - Newark – £0.61m for delivery during 2017/18
 - West Bridgford – £0.685m for delivery during 2016/17.

Nottingham Enterprise Zone cycle routes

8. Nottingham City Council secured £6m for an Enterprise Zone sustainable transport package as part of the 2015/16 Local Growth Fund Deal. As the Enterprise Zone (which comprises part of the Boots site plus the Beeston Business Park, the Nottingham Science Park and the MediPark site) is located partly in the city and partly in the county. Officers from the City and County councils have worked in partnership, and with the Nottingham Cycling Development Group which (in addition to the City and County councils) comprises cycling representatives such as the Sustainable Travel Collective, Pedals and Sustrans, to develop a package of improvements to help people access the Enterprise Zone. This has resulted in the development of £0.905m of cycle route improvements in the county to join-up with proposals in the city to deliver continuous cycle routes across the administrative boundaries to enable people to access the employment opportunities the Enterprise Zone will deliver. Detailed design of the schemes is still to be undertaken and the appropriate consultation on the proposals will be undertaken as part of the design process.

2017/18 major transport schemes

9. The A57/A60/B6024/St Anne's Drive, Worksop roundabout improvements was completed in November 2016; and the Harworth Access links junction improvements have started and due to be completed in Spring 2017.
10. The 2017/18 County Council major transport programme includes the completion of the Hucknall Town Centre improvement scheme funded directly by DfT; as well as the start of the Gedling Access Road (subject of a separate report on this agenda) funded by LGF with contributions from the Homes & Communities Agency, County Council, Gedling Borough Council and private developer contributions. Progress on the schemes and County Council 2017/18 funding allocations towards these schemes are detailed below:
- Hucknall Town Centre Improvement Scheme: Work on the scheme started in October 2015 and the demolition phase was completed before Christmas 2015. The construction of the new road started in January 2016; and was opened to traffic in November 2016 with the pedestrianisation of the High Street due to be completed by the end of May 2017. A key element of the Hucknall town centre flood alleviation scheme was also delivered during 2016/17 as part of the improvement scheme
 - Gedling Access Road: Gedling Access Road is a proposed new access road bypassing Gedling village (see report elsewhere on the agenda) 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 £38.2m road is planned to start in 2017/18 with the bulk of the construction being undertaken during 2018/19. It is currently anticipated that the Gedling Access Road would be fully complete and open to traffic in Spring 2020.

	2017/18	Total
• Hucknall Town Centre Improvement (including £319k of integrated transport block funding)	£1.383m	£12.93m
• Gedling Access Road	£0.650m	£38.20m

Nottinghamshire Pre-Development Fund

11. At its meeting in May 2016 the Nottingham and Nottinghamshire Economic Prosperity Committee established a £1m fund from the Nottingham and Nottinghamshire Business Rate Pool, available only to the County and district local authorities, to support the pre-development work of economic projects across the county with a specific focus on feasibility studies and business case development in order to:
- Help the development of the Nottinghamshire economy by unlocking and speeding-up the delivery of potential projects by enabling them to be fully and properly scoped and developed
 - Give Nottinghamshire projects a competitive advantage in seeking external funding, thereby increasing funding levered into the county, and
 - Aid the development of a portfolio of well-developed projects across the county.
12. Following its launch in September 2016, the County Council submitted bids to the Fund to undertake feasibility work and develop a business case for a number of transport projects. Funding has provisionally been secured to undertake work to determine the current economic impacts of the delay along the three routes listed below, as well as any benefits that could be derived from improvements along the route to determine if there is a business case for such improvements. The feasibility work will be undertaken during 2017/18 on the following routes, which the County Council is keen to promote:
- A611 Annesley capacity improvements
 - Kelham Bridge
 - Ollerton roundabout.

National Productivity Investment Fund

13. Following its announcement in the November 2016 Autumn Statement, in January 2017 the DfT published the Roads Funding: Information Pack providing further details on the funding available to highway authorities in England, outside London, from the National Productivity Investment Fund (NPIF). The NPIF includes an allocation of £185m in 2017/18 “*for improvements in transport projects to reduce journey times and help deepen labour markets through improved travel links*”, i.e. highways schemes that will improve local road networks, to reduce congestion and aid productivity. The funding will be allocated on a formulaic approach; and Nottinghamshire has been allocated £3.008m for such improvements in 2017/18.
14. The County Council is currently identifying schemes that fulfil the Fund’s criteria. A report detailing the schemes which this funding will be used to deliver in 2017/18 will be presented at a future Transport & Highways Committee meeting for approval.

Safer Roads Fund

15. The DfT's Roads Funding: Information Pack also announced a new Safer Roads Fund which totals £175m between 2017/18 and 2020/21; of which £25m is available in 2017/18. Analysis by the Road Safety Foundation has identified 50 specific sections of local A' roads where the risk of fatal and serious collisions is highest and highway authorities are invited to bid for funding from the Safer Roads Fund to improve the safety of these specific sections of road. Two of the 50 roads extend into the county – the A634 (Blyth to Maltby) and the A161 (Beckingham to North Lincolnshire).
16. The County Council is currently liaising with the relevant neighbouring highway authority and the DfT concerning the detailed assessment of potential improvements along these two roads, and the preparation of bids to fund such improvements. Once this preparatory work is complete appropriate bids must be submitted to the DfT by 28th April 2017 for the A634 proposals and by 29th September 2017 for the A161 proposals.

Integrated transport block

17. 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.
18. Surveys undertaken in Nottinghamshire show that both residents and local businesses in each of the seven districts consider reducing traffic congestion as their highest transport priority. The Council has developed an integrated transport programme of measures to address congestion, aid productivity for businesses and reduce impacts on local communities and the environment, which have limited journey time growth to 3.5% since 2012, whilst traffic levels have grown at 4.3%. These include:
 - **Delivery of over 30 capacity improvement schemes** (e.g. junction and traffic signal improvements) to help ensure we make the best use of our existing highway infrastructure, reduce journey times and make them more reliable, including large-scale schemes such as the design and delivery of:
 - Lockwell Hill roundabout improvements
 - Kirkby in Ashfield town centre traffic improvements
 - Improvements to the A57 Millhouse roundabout in Worksop
 - A614/Blyth Road junction to build a traffic signalled junction.
 - **Delivery of 90 schemes to help pedestrians access local jobs, training as well as local centres and essential services** (e.g. new and upgraded crossings, and new and upgraded footways) to help people walk to work, the shops, the doctors etc.; and improve access to our local centres to keep them vibrant, including:
 - New signal crossings
 - New zebra crossings
 - New pedestrian refuges
 - New and upgraded footways

19. The cycling and access schemes detailed above also play a key role in delivering strategic aims of improving mental and physical health and well-being.

- **Increases in cycling levels of 8% between 2012 and 2015** through:
 - Delivery of over 40 small-scale cycling and health improvements
 - Started delivery of co-ordinated cycle networks
 - Commitment to the delivery of co-ordinated cycle networks has helped secure £2.15m additional externally funded investment in the county for their delivery
- The construction and opening of a new bus station in Worksop and a new passenger transport interchange in Beeston as part of the NET route in 2015
- **Completion of the NET extensions to Clifton and Toton**
 - The extension to the Toton Park and Ride through Beeston and Chilwell was a very difficult construction project which the Council recognised and therefore honoured the pledge to support business during the works period; supporting over 100 local businesses most affected by the NET works through the financial assistance package and the hardship fund to the value of over £1.3m
- **Delivery of successful targeted personal travel planning (PTP)** in Beeston, Daybrook, Mansfield Woodhouse, Sutton-in-Ashfield, West Bridgford, and Worksop that:
 - reduced journeys to work by car of between 5% and 18% amongst those taking part
 - used as evidence to help secure additional externally funded investment in the county.

20. The County has continued to successfully invest in improving the safety of our roads – the number of people killed or seriously injured across Nottinghamshire has reduced by 42%; and the number of children killed or seriously injured reduced by 62% when compared to the 2005–9 baseline. This has been achieved by a variety of measures including:

- Delivery of over 180 local safety schemes to address road traffic collisions
- Introduction of over 45 changes to speed limits on our roads in response to accident history, requests from local people or in response to new developments
- Installation of over 70 interactive speed signs to help address local communities concerns about speeding traffic
- Introduction of advisory 20mph speed limits outside over 300 schools in the county to create a safer journey to school and encourage more people to walk or cycle to school
- Made school keep clear markings enforceable outside 330 schools in the county to tackle the problem of bad or inconsiderate parking. This paved the way for the Council to purchase and operate an enforcement car
- Delivery of road safety education to around 19,500 pupils each year
- Working with businesses to develop a safer driving ethos across the company
- With an ever increasing older driving population the Council is working with older road users to help them to adapt their driving skills to remain independent and safe. Last year the Council worked with 169 older users.

21. This block of funding has also been used successfully to secure rail service improvements (12% increase in rail patronage at Nottinghamshire stations over the past three years) and deliver schemes to help improve people's quality of life. These include:

- Successfully lobbied for infrastructure improvements and timetable changes to improve rail journey times for Nottinghamshire residents, including:
 - Reduced journey times on the Nottingham to London services
 - Reduced journey times on the Nottingham to Leeds services (including Nottingham to Sheffield services)
 - Reduced journey times on the Sheffield – Worksop – Retford – Lincoln line
- Successfully lobbied to increase the number of rail services available to Nottinghamshire residents on the:
 - Nottingham – Newark – Lincoln line, including at Carlton
 - Nottingham – Skegness line, including at Radcliffe on Trent
 - Sheffield – Worksop – Retford – Lincoln line
- Introduction of 14 residents’ parking schemes in response to residents’ requests to help prevent intrusive non-resident parking in local communities
- Introduction of 15 environmental weight restrictions to reduce the impacts of heavy goods vehicles travelling through local communities, including area-wide schemes in:
 - Southwell
 - Calverton, Lambley and Woodborough
 - Bathley, Caunton and Norwell
 - Eakring

22. The integrated transport block and highway capital maintenance block allocations were determined at the 23rd February 2017 County Council. In 2017/18 £319,000 of the integrated transport block funding has been reallocated to help fund the Hucknall Town Centre Improvement Scheme. This has therefore reduced the amount of funding available for other transport improvements during 2017/18. The allocation for integrated transport, based on the Department for Transport (DfT) allocation, the funding for the delivery of cycle route improvements through the D2N2 LGF sustainable transport programme, and the current Medium Term Financial Strategy, is detailed below:

• Integrated transport block (DfT allocation)	£4.347m
• D2N2 LGF sustainable transport programme	£1.025m
• D2N2 Enterprise Zone sustainable transport programme	£0.905m
• Additional road safety (County capital allocation)	£0.350m
• Enhanced rail services (County capital allocation)	<u>£0.050m</u>
Total	£6.677m

23. 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.

24. 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

- 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 junction delay
 - Cycling schemes are prioritised based on their ability to deliver a strategic cycle network consistent with the Cycling Strategy Delivery Plan
 - 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
 - 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.
25. The detailed integrated transport programme (including the £350k additional road safety funding) is set out in Appendix 1 of this report. Following publication of the provisional integrated transport programme 49 additional schemes have been included in the 2017/18 programme following scheme suggestions from County Council members. Further feasibility work is underway on a number of additional scheme suggestions; and any schemes subsequently added to the attached programmes will be subject to approval at a future Transport & Highways Committee.

Capital maintenance block

26. The highway capital maintenance block accounts for 80% of the discretionary capital transport funding (excluding major schemes). It is used to carry out planned structural maintenance across a range of highways assets. Maintenance works are allocated across the seven districts in Nottinghamshire utilising Horizons Pavement Management software. Prioritisation of the maintenance works programme involves analysis of technical condition survey data, supplemented with local knowledge/judgement.
27. The Council continues to look for ways to improve the way it delivers maintenance to deliver better value for money for local residents, including upgrades to its lighting stock which has helped deliver both significant revenue savings and significant lighting improvements
- In 2016/17 only 1.3% of A roads require planned maintenance (down from 2.6% in 2012/13)
 - In 2016/17 only 3.2% of B and C roads require planned maintenance (down from 9.7% in 2012/13)
 - The Council has focussed on improving the state of the strategic roads in the county, those that carry the most traffic – carrying businesses fleet vehicles, buses and the public's private vehicles. The good condition of A, B and C roads mean that the Council can now undertake cheaper preventative measures to keep them at a good state of

repair and focus future funding on improving the condition of unclassified roads where currently 20.5% require planned maintenance (up from 18% in 2012/13)

- Introduction of a new way of working to fix potholes – The filled when found approach to repairing potholes has resulted in over 25,500 potholes being filled in the last 9 months. This new approach means that potholes identified as a Category 1 defect, are repaired as part of their routine inspection. The Highway Inspector, or their assistant, will fill the hole ‘there and then’ as part of the inspection with a product known as Viafix, which they carry in the back of the van. Whilst this material is not a suitable solution for all repairs it does offer a viable first-time fix repair method which prevents further deterioration and reduces the need for patching.
- For street lighting energy, the Council exceeded its original savings target of £1.5m over three years and reduced our annual consumption by 11,000,000 kwh per annum. This equates to savings of £1.3m per annum off the energy bill for street lighting and this will continue to rise each year as more LEDs are installed. These changes have also reduced CO₂ emissions by 3,000 tonnes last year alone hitting carbon reduction goals for the authority. Key aspects of the approach are:
 - The decision to introduce LED lighting to replace old low pressure sodium lighting (SOX) which due to their age had become very inefficient to run and were failing on a regular basis
 - Successfully securing interest free loan funding from Salix so that LED lanterns could replace all old (out of date) equipment
 - The re-introduced of bulk clean and change in 2013/14 which has the opportunity was taken to reinvest in our lighting stock leading to improved lighting assets and improved service delivery
 - The conversion of SOX lanterns to LEDs in Ashfield, Broxtowe, Rushcliffe & Gedling and have recently moved to the Newark area. Bassetlaw will follow then finally into Mansfield, Worksop & Retford to complete the whole county
 - The installation of a dimmed driver and new white light on SON lanterns as part of the bulk clean and change programme where possible so that these look similar to the LEDs and also save energy the BCC we are installing.

28. The asset management strategy and plan for Nottinghamshire is set out in the Highway Infrastructure Asset Management Plan (HIAMP) – which was approved at 12th November 2015 Transport & Highways Committee. As the HIAMP provides the framework to deliver better value for money in capital maintenance spending, through adoption of a sensible and forward thinking maintenance plan, the document provides the framework for the development of the capital maintenance programme. The proposed detailed highways capital maintenance programme is set out in Appendix 2 of this report.

29. The 2017/18 capital maintenance allocations based on the Department for Transport (DfT) allocation and the current Medium Term Financial Strategy, is detailed below:

• Highway capital maintenance (DfT allocation)	£13.265m
• Highway capital maintenance (DfT Incentive Fund Allocation)*	£ 1.118m
• Street lighting renewal/Energy saving (Salix)	£ 1.567m
• Flood alleviation and drainage (County capital allocation)	£ 0.600m
• Street lighting renewal (County capital allocation)	<u>£ 1.000m</u>
Total	£17.549m

**This figure is based on the Authority being assessed as Band 2 – the final allocation value to be confirmed*

30. Nationally many of the 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 and as such any material excavated which contain 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. 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 programming the associated issues can be avoided, however, this new constraint does have cost and logistical implications. The capital maintenance programme as detailed in Appendix 2 has been annotated with a ‘*’ to indicate the affected sites. Whilst measures are in place to deal with the tar arising from this year’s programme, these rely on the associated sites being compressed into a two-month delivery window which in itself creates delivery risks. If schemes cannot be delivered due to logistical reasons, then these will be deferred to the following year and replaced by a reserve scheme.

Maintenance Incentive Fund

31. The Incentive Fund allocation from the Department of Transport is awarded based on the results of a questionnaire which has to be submitted at the end of January each year. Local authorities score themselves against 22 questions, and place themselves into one of 3 Bands on the basis of the available evidence. Last year Nottinghamshire attained Band 2 and will shortly be undertaking an assessment to identify areas of improvement. The Department for Transport will not necessarily want to see the supporting evidence from every local highway authority, although it does reserve the right to undertake sample audits. It is the responsibility of Nottinghamshire’s Section 151 Officer to ensure that he is satisfied that the evidence is sufficient to sign off the overall submission and total score. Last year Nottinghamshire attained Band 2 and whilst advancements have been made over the last 12 months they have not been sufficient to allow progress to Band 3. To achieve Band 3 an authority has to be at the top level for 18 of the 22 criteria. For Nottinghamshire, many of the additional steps necessary to achieve Band 3 have been put in place with the creation of Via EM. However, there has not been sufficient time since the formation of the company to demonstrate that the new operational practices are embedded sufficiently to allow progression to the next Band.

Pothole Action Fund

32. 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, or to stop them forming in the first place. This funding is allocated to local highway authorities in England, outside London by formula and in 2017/18 Nottinghamshire has been allocated £1.174m. This funding will be targeted at roads that have deteriorated in small sections requiring structural patching and / or discrete sections of resurfacing. A list of sites is currently being collated from the public, Members and highway inspectors. Site works are due to commence in late spring.

Local Highways Maintenance Challenge Fund

33. The Local Highways Maintenance Challenge Fund is 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. The DfT has announced that £75m will be made available in 2017/18 through a bidding round; and it is expected that around 10 schemes will be funded.

34. The DfT have released details of the bidding round, with submissions due by 31st March. A submission based on major maintenance on the A38 (Sutton in Ashfield to Mansfield) and A617 (Sutton in Ashfield to Rainworth) is currently being developed by officers.

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 £280,000 in 2017/18 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 prioritised for delivery using this funding during 2017/18

Detailed allocations

36. The proposed capital spending levels for different integrated transport and highway maintenance sub-blocks, based on the provisional 2017/18 allocations, are set out in the table below, along with details of the 2016/17 allocations for comparative purposes.

2016/17 and 2017/18 allocations

Major transport schemes	2016/17 (£m)	2017/18 (£m)
Hucknall Town Centre Improvement	4.610	0.483
Gedling Access Road	0	0.650

Integrated transport programme	2016/17 (£m)	2017/18 (£m)
Access to local facilities (e.g. footway improvements and new crossings)	1.300	1.280
Bus improvements (e.g. bus stop infrastructure and bus stop clearways)	0.500	0.412
Capacity improvements (e.g. traffic signal and junction improvements to reduce congestion)	0.150	0.100
Cycling and health (e.g. multi user routes and cycling improvements)	0.600	0.020
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	0.470	0.450
Parking (e.g. review of parking in town centres, and delivery and review of new residents' parking schemes)	0.050	0.050
Rail improvements (e.g. small scale improvements to services and stations as well as feasibility studies on large scale improvements)	0.055	0.050
Safety improvements (e.g. local safety schemes and safer routes to school)	0.750	0.720
Smarter choices (e.g. measures to help people access work by bus or walking and support for businesses developing travel plans)	0.150	0.110
Speed management (e.g. addressing local speed concerns, 20mph speed limits and interactive signs)	0.316	0.250
Integrated transport measures	4.416	3.492
Local Growth Fund and associated match funding	0.685	2.785
Additional road safety	0.350	0.350
Nottingham to Newark rail service enhancements	0.050	0.050
National Productivity Investment Fund	0	3.008

Highway maintenance programme	2016/17 (£m)	2017/18 (£m)
Bridges (including condition assessments)	1.266	1.267
Carriageway maintenance (A, B & C, Unclassified roads)	6.700	6.700
Surface dressing (added protection to the carriageway surface, sealing it from the ingress of water while also enhancing its skid resistance, including pre-patching)	3.200	3.100
Footway maintenance	1.000	1.175
Structural drainage	0.500	0.500
Flood alleviation (5 year allocation – and may include carry forward value)	1.305	0.600
Street lighting renewal and improvement	1.000	1.000
Street lighting energy saving (including Salix Grant Funding)	1.200	1.567
Traffic signal renewal	0.330	0.320
Safety fencing	0.330	0.320
Network structural patching	1.180	1.000
Total capital maintenance allocation	18.011	17.549

37. The detailed integrated transport and highway capital maintenance programmes, listing the proposed schemes to be delivered during 2017/18 (excluding fees elements) are attached as Appendices 1 and 2 respectively to this report. Each of the schemes is still subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, design and consultation.

38. Work is ongoing to identify, secure and maximise external funding opportunities for transport improvements (such as developer contributions) and the attached appendices also include the schemes utilising external funding.

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 2017/18 financial year's programme. Reserve schemes could potentially be delivered during the 2017/18 financial year should other schemes become undeliverable or if other funding sources become available enabling schemes to be brought forward.

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, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATION/S

- 1) It is recommended that Committee:
 - a) approve the proposed integrated transport block programme for implementation as contained in this report and detailed in Appendix 1
 - b) approve the proposed highway capital maintenance programme for implementation as contained in this report and detailed in Appendix 2
 - c) approve the proposed highway traffic management revenue programme for implementation as contained in this report and detailed in Appendix 3.

Adrian Smith - Corporate Director Place Department

For any enquiries about this report please contact:
Sean Parks – Local Transport Plan manager

Constitutional Comments (SLB 20/02/2017)

42. Transport and Highways Committee is the appropriate body to consider the content of this report.

Financial Comments (GB 23/02/2017)

43. The financial implications are as set out in the report. All amounts will need to be included in the approved capital programme.

Background Papers and Published Documents

- 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 integrated transport and highway maintenance capital programmes 2017/18 – 17th November 2016 Transport & Highways Committee report
- Nottinghamshire Cycling Strategy Delivery Plan 11th February 2016 Transport & Highways Committee report
- Highway Infrastructure Asset Management Plan (HIAMP) – 12th November 2015 Transport & Highways Committee report
- Roads Funding Information Pack – Department for Transport, January 2017
- Building Our Industrial Strategy Green Paper – HM Government, January 2017
- The Nottinghamshire Pre-Development Fund – 6th January 2017 Nottingham and Nottinghamshire Economic Prosperity Committee report

Electoral Division(s) and Member(s) Affected

- All