

17 November 2016**Agenda Item: 4****REPORT OF CORPORATE DIRECTOR, PLACE****PROVISIONAL INTEGRATED TRANSPORT AND HIGHWAY MAINTENANCE
CAPITAL PROGRAMMES 2017/18****Purpose of the Report**

1. The purpose of this report is to seek Committee approval for the provisional integrated transport and highway maintenance capital programmes to be delivered during 2017/18. The proposed programmes are detailed in this report with individual schemes included in the attached appendices. The programmes will be reviewed and updated following the Council's 2017/18 budget decisions.
2. Approval of the provisional programmes at this time provides an opportunity for comments on the programmes to be provided by councillors, interested groups, local communities, residents and road users which will be considered and reported to Committee as necessary when approval of the final 2017/18 highways capital programmes is sought. Approval at this time also enables advance design work to start which in turn enables delivery of the programmes to start in April 2017.

Information and Advice**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 starting in 2016/17
 - A57/A60/B6024/St Anne’s Drive, Worksop roundabout major transport scheme – £1.83m LGF contribution towards £3.24m scheme starting in 2015/16
 - Gedling Access Road major transport scheme – £10.8m LGF contribution towards £32m scheme starting in 2017/18
 - Harworth access links – £2.05m LGF contribution starting in 2016/17
 - Hucknall Town Centre Improvement scheme – £8.489m DfT contribution towards £12.375m scheme starting 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) starting in 2015/16
 - Rolls Royce Hucknall – £5.8m LGF contribution towards £20m+ scheme starting in 2016/17. Funding for this scheme has subsequently been 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 in a Sustainable Transport Programme in the D2N2 area. The Sustainable Transport Programme in the D2N2 area will be prioritised on schemes that enable proposed development in the county 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 improvements are Arnold/Carlton, Mansfield, Newark & Sherwood, 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. The independent assessment work is still ongoing but it is hoped that this will be completed by the end of December at which time funding will be allocated to the four highway authorities. If successful, the funding available for Nottinghamshire will be used to help deliver the strategic cycle networks in each of the four locations to help deliver the Cycling Strategy Delivery Plan (approved by Transport & Highways Committee on 11th February 2016). The proposals for each of the towns will be reported to Committee in due course.

2017/18 major transport schemes

8. The A57/A60/B6024/St Anne's Drive, Worksop roundabout improvements is currently on site and is on schedule to be completed before the end of the 2016/17 financial year (currently planned to open in November 2016). Similarly, the Harworth Access links junction improvements are planned to start and be completed in late 2016/17.
9. 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 commencement of the Gedling Access Road funded by LGF with contributions from the Homes & Communities Agency, County Council and 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 it is due to open to traffic in Autumn 2016 with the pedestrianisation of the High Street completed by Spring 2017. A key element of the Hucknall town centre flood alleviation scheme will also be 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 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 commence in summer 2017. It is currently anticipated that the Gedling Access Road would be fully complete and open to traffic in summer 2019.

	2017/18	Total
• Hucknall Town Centre Improvement (including £319k of integrated transport block funding)	£0.483m	£12.93m
• Gedling Access Road	£2.350m	£38.20m

Integrated transport block

10. 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.
11. The integrated transport block and highway capital maintenance block allocations will be determined at the 23rd February 2017 County Council meeting but the provisional 2017/18 allocation for integrated transport, based on the Department for Transport (DfT) allocation and the current Medium Term Financial Strategy, is detailed below:

• Integrated transport block (DfT allocation)	£4.097m
• Additional road safety (County capital allocation)	£0.350m
• Enhanced rail services (County capital allocation)	<u>£0.050m</u>
Total	£4.497m

12. 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.
13. 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.
14. 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.
15. The detailed integrated transport programme (including the £350k additional road safety funding) is set out in appendix 1 of this report. All County Council members have been asked for integrated transport scheme suggestions by the end of November 2016; so that these suggestions can be considered for inclusion of the final programme which will be approved in March 2017. Whilst the programme may not be able to accommodate all of the requests, to allow further consideration and feasibility work to be undertaken on these scheme suggestions the programme, and particularly the access to local facilities sub-block from which most of the requests would be funded, is therefore still to be finalised. Any schemes subsequently added to the attached programmes will be subject to approval at a future Transport & Highways Committee.

Capital maintenance block

16. The highway capital maintenance block accounts for 80% of the 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. 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.

17. 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)	£13.264m
• 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 achieving Band 2 in the assessment process.*

18. 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. Early indications are that we are likely to remain at Band 2, however, background work is still ongoing so there is still time for improvements to be made. The results are likely to be published nationally in March/April 2017.

Detailed allocations

19. 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 actual allocations and 2017/18 provisional allocations

Major transport schemes	2016/17 (£m)	2017/18 (£m)
Hucknall Town Centre Improvement	4.610	0.483
Gedling Access Road	0	2.350

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, leisure and health (e.g. multi user routes and cycling improvements)	0.600	0.625
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
Total integrated transport measures	4.416	4.097
Additional road safety	0.350	0.350
Nottingham to Newark rail service enhancements	0.050	0.050

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

20. The detailed integrated transport and highway capital maintenance programmes, listing the proposed schemes to be delivered during 2017/18 are attached as appendices 1 and 2 respectively to this report. The programmes are subject to capital budget approvals at this meeting and 23rd February 2017 County Council meeting. Each of the schemes is also

subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, design and consultation.

21. 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.
22. Government are currently considering proposals for a Devolution Deal for Sheffield City Region (SCR) which is proposed to include Bassetlaw. A proportion of the DfT allocations for the integrated transport block and highway capital maintenance, relating to Bassetlaw would potentially fall under the control of SCR, in this model. Any bidding mechanisms or pass-porting arrangements to access this funding are currently unclear.

Other Options Considered

23. 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

24. 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

25. 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 provisional integrated transport block programme for implementation as contained in this report and detailed in Appendix 1 subject to the provisions set out in paragraph 20
 - b) approve the proposed provisional highway capital maintenance programme for implementation as contained in this report and detailed in Appendix 2 subject to the provisions set out in paragraph 20.

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For any enquiries about this report please contact:

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Constitutional Comments (RHC 01/11/2016)

26. Transport and Highways committee is the appropriate body to consider the contents of this report.

Financial Comments (GB 04/11/2016)

27. The financial implications are set out in the report. Any proposed variations to the capital programme will be included for formal approval at Full Council as part of the Annual Budget Report 2017/18.

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
- 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

Electoral Division(s) and Member(s) Affected

- All