

**23 March 2022****Agenda Item: 5****REPORT OF THE CORPORATE DIRECTOR, PLACE****PROVISIONAL HIGHWAYS CAPITAL & REVENUE PROGRAMMES****Purpose of the Report**

1. The purpose of this report is to seek Committee approval for the provisional Highways capital and revenue programmes to be delivered during 2022/23. The proposed programmes detailed in this report and its appendices set out how the Council proposes to use the £47.4m it is investing in Nottinghamshire's highways during 2022/23.
2. The highways review undertaken by the County Council's cross-party panel identified a number of improvements to maintenance programme development, techniques, and service delivery. One of the recommendations from the review was the development and publication of a longer-term programme of capital maintenance works to support the ability to plan, schedule and deliver for the long-term and keep residents well informed about these plans. Details of this programme for structural maintenance from 2022/23 to 2024/25 are included in the report and its appendices. Key aspects of the programme are:
  - Multi-year approach to enable longer term efficient planning and coordination of repairs, with a programme of 381 individual road, footway and drainage schemes
  - An increase in spend on footway improvements
  - An increase in spend on drainage repairs
  - The completion of the LED lighting programme for the County upgrading a further 12,000 street lights
  - Additional funding for structural patching repairs of £12m over the next four years
3. It should be noted that the programmes set out in this report and its appendices (including their potential delivery) could be affected by future measures which are considered necessary to safeguard the public and employees due to the pandemic. 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 impacts have resulted in some schemes and larger programmes planned for delivery during 2021/22 being delayed until 2022/23; and such schemes/programmes are highlighted within this report and its appendices. There are also emerging risks around inflation particularly around oil based products including fuel. The 2022/23 programmes will therefore be subject to change and will be reviewed in the future should the need arise.

## Information

4. The Nottinghamshire Local Transport Plan and its accompanying Implementation Plan set 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; reducing the economic impacts of journey time delay; improving the resilience of transport networks; and to help deliver growth in the county
  - The environment – by reducing transport's impacts on the environment; and encouraging and enabling people to make journeys by zero emission and low carbon transport options
  - 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. The proposed 2022/23 highways programmes, comprising of capital and revenue funding, include:
- £22.6m allocated to capital maintenance schemes to improve local roads and other highway assets
  - £4.8m 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 major transport scheme business cases
  - £5.4m of County Council revenue funding to deliver the traffic management revenue programme; and additional Council funding towards highway maintenance and street lighting energy savings programmes
  - £14.6m of funding secured to deliver Gedling Access Road; Southwell Flood Risk Alleviation scheme; active travel programmes; and potential bus improvements through the Transforming Cities Fund.

### 2022/23 Capital and Revenue Funding Allocations

6. The 2022/23 capital and revenue allocations for highways improvements are in line with future allocations determined at the 25 February 2021 County Council meeting as part of its 'Annual Budget 2021/22' report. The 2022/23 allocation for integrated transport and capital maintenance, based on Department for Transport (DfT) allocations and additional funding for such schemes as set out in the current Medium-Term Financial Strategy (M-TFS) is detailed below. The actual figures available in 2021/22 will also not be confirmed until the conclusion of the 2021/22 financial year accounting in order to take account of carryover and accelerated expenditure.

<b>Capital maintenance funding</b>	<b>£m</b>
Highway capital maintenance road maintenance and renewals (M-TFS allocation)	£18.630
Flood alleviation and drainage (M-TFS county capital allocation)	£ 2.993
Street lighting renewal and energy saving programme (M-TFS county capital allocation)	£ 1.000
<b>Provisional total funding available for capital maintenance improvements</b>	<b>£22.623</b>

	<b>£m</b>
<b>Integrated transport funding</b>	
Integrated transport block allocation (based on 2021/22 DfT and M-TFS allocations)	£4.447
Additional County Council capital allocation for road safety (M-TFS allocation)	£0.350
<b>Provisional total funding available for integrated transport improvements</b>	<b>£4.797</b>

	<b>£m</b>
<b>Revenue funding</b>	
Traffic management revenue	£0.315
Proposed additional County Council funding for maintenance and patching	£3.000
Proposed additional County Council funding for street lighting energy saving programme	£2.100
<b>Provisional total revenue funding available for specific programmes</b>	<b>£5.415</b>

	<b>£m</b>
<b>Externally funded capital and revenue schemes</b>	
Active Travel Fund	£1.708
Gedling Access Road (figure is County Council contribution)	£5.000
Southwell Flood Projects (figure includes County Council contribution)	£0.559
Transforming Cities Fund bus improvements	£7.527
<b>Total external funding available for specific programmes/improvement schemes</b>	<b>£14.584</b>

## Capital Programmes

7. Despite the best efforts of delivery partners to deliver the whole of the 2021/22 highway capital programmes, several schemes originally programmed for delivery during 2021/22 will now be delivered during 2022/23. Where such delays to schemes have occurred, they have been discussed with the relevant local County Council member and where necessary the schemes have been carried forward with no impact on overall budget (and are annotated as such in the attached appendices). These schemes are listed below.

A6211 Gedling Road, Arnold  
 A612 Nottingham Road, Gedling  
 A612 Nottingham Road, Burton Joyce  
 A612 Nottingham Road, Lowdham  
 B684 Plains Road, Mapperley  
 B6003 Church Street, Stapleford  
 C166 Westdale Lane, Carlton.  
 C151 Pinxton Lane, Fulwood, Sutton in Ashfield  
 C7 Main Street, North Leverton  
 C141 Berry Hill Lane, Mansfield  
 C43 Shelford Road, Radcliffe on Trent  
 Sandrock Road, Harworth  
 Rutland Drive, Harworth  
 Birkland Avenue, Mansfield Woodhouse  
 Titchfield Avenue/Portland Cres, Mansfield Woodhouse  
 Canberra Crescent, West Bridgford  
 Stainsby Drive, Mansfield  
 Beckside, Gamston  
 Cambridge Road, West Bridgford  
 Walesby Lane, Ollerton

8. In August 2021 all County Council members were asked to submit their highest priority integrated transport and highways maintenance scheme suggestions so that they could be considered for inclusion in a future highways programme. This has resulted in 170 integrated transport scheme suggestions and 224 highways maintenance scheme suggestions being received from County Council members. The 2022/23 programmes will not be able to accommodate all of the requests (and some will not be feasible) but feasibility work has begun and is still ongoing on the integrated transport requests. It is intended that members will be updated on the status of their scheme suggestions (including progress of the feasibility work undertaken) through their regular meetings with the relevant Senior District Highway Manager and future Committee / Cabinet papers. Maintenance scheme proposals relating to County Council member requests have been included in the programmes in this report, some of the requests will be accommodated using structural patching and these are not specifically listed in this report, but will be feedback to individual Councillors through the regular meetings with the Senior District Highway Managers.

### **Capital Maintenance Block**

9. As detailed in the table in paragraph 6 above, the capital maintenance block funding is made up of several different funding allocations; and the DfT maintenance funding is allocated based on three elements – a ‘needs based’ formula (based on an authority’s highway assets); an incentive element (based on asset management best practice); and bidding elements.
10. As described in paragraph 2 the highways review panel recommended the move to a multi-year capital programme. At its 17 November 2021 Committee subsequently approved the introduction of a three-year rolling capital maintenance programme and therefore appendix 1 details the first of these programmes covering 2022/23 to 2024/25. The capital programme places an increased emphasis on the unclassified local road network, footways and drainage, taking a ‘whole street’ approach where it is prudent to do so, as these were priorities identified by the highways review panel. The indicative programme for year 2 (2023/24) currently utilises 75% of anticipated funding and for year 3 (24/25) 50% of anticipated funding. The remaining anticipated funding is to allow for future member requests and any unforeseen impacts on the network that may emerge.
11. The detailed provisional capital maintenance programme is set out in appendix 1 of this report. In 2022/23 the highway capital maintenance block accounts for 81% of the discretionary capital transport funding (excluding major schemes) and is used to carry out planned structural maintenance across a range of highways assets throughout the seven Nottinghamshire districts. Prioritisation of the maintenance works programme involves analysis of technical condition survey data supplemented with local knowledge/judgement. A number of treatment types are considered as part of the development of each scheme to ensure that the ‘right repair at the right time’ is made using a range of repair techniques and include:
- Surface dressing – this relatively quick, environmentally friendly treatment relies upon warm dry weather, and for this reason work is usually carried out between May and August. It seals and waterproofs the road to prevent the formation of potholes and can prolong the life of a road by over 10 years, delivering a safer, non-skid surface
  - Micro-asphalt – more than just a short-term solution, an application of micro asphalt prevents the formation of potholes, improves traction, making roads safer for users and has the capability to improve ride quality. Reducing the need for reactive road repairs, it can prolong the life of a road for up to 10 years without the need for invasive road repairs that cause significant disruption, making it a low cost, long-term solution

- Resurfacing or overlay – this is delivered on roads where the structural damage is more severe than could be dealt with using surface treatments such as dressing or micro-asphalt and involves removing the surface course and full replacement with fresh material
  - Carriageway reconstruction – this is required for the most structurally damaged roads or where coal-tar is found and entails the removal of two or more layers of road construction, followed by subsequent laying of new material.
12. In addition to the capital funding for structural maintenance detailed above, it is proposed to invest £12m over the next four years with an additional four patching gangs. It is proposed that this is funded from the £15m Highways and Environmental established as part of the Annual Budget report to Full Council in February 2022. The new resource will focus on right first time repairs. This is as a result of the work of the highways review panel and as previously reported and discussed at Committee.

### Street lighting energy saving programme

13. Given the success of the street lighting energy saving programme, the Council proposes to allocate an additional £2.1m to continue the conversion of street lighting to LED lanterns (subject to the necessary approvals). The award winning 'Nottinghamshire's Lighting the Way to Save Energy' project has now seen over 82,000 LED lanterns installed in the county, saving 89 thousand tonnes of carbon and reducing electricity consumption by 105 million kWh since its start in 2014. Not only has the project delivered significant environmental benefits through carbon savings, it has also seen a reduction in street lighting faults resulting in an improved service and value for money for Nottinghamshire residents.
14. The project has achieved £12.6m in energy savings to date and, if extended into 2022/23 will convert more of the county's 95,500 streetlights to deliver a programme of LED lantern upgrades on the network, resulting in the benefits detailed above. The funding will enable the delivery of the street lighting energy saving programme to continue with the next planned phase of the project, a one-year programme starting in April 2022, to upgrade 12,000 lanterns from SON (high pressure sodium) to LED in the Bassetlaw and Newark & Sherwood areas.

### **Integrated Transport Block**

15. 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. The integrated transport block is allocated by the DfT based on 'needs based' formula elements. A balanced range of integrated transport measures has been developed that contribute to delivering corporate priorities; national transport priorities; and the local transport goals and objectives. The proposed packages of measures (and the individual schemes detailed in the appendix) reflect corporate commitments; a balance of member, public and stakeholder requests and priorities; evidence of need and value for money; delivery of the County Council's vision and transport objectives; and the ability to draw in external funding.
16. The County Council has been successful in securing significant amounts of external funding for a number of highway schemes. To help the Council continue to secure external funding and to be ready to bid for funding (as and when opportunities arise) the County Council needs to develop a range of schemes to a point where the Council can demonstrate they offer value for money and can be delivered within the funding timescales. The integrated transport programme therefore includes an allocation within the 'Traffic monitoring and advanced development/design of future schemes' sub-block towards the development of future schemes

(e.g. feasibility, business case assessments, and advance design) that it plans to deliver in the short to medium-term if possible.

#### 'Safe system' approach to road safety

17. At its 19 July 2021, Transport & Environment Committee meeting approved the adoption of the 'safe system' approach to road safety (as part of the 'Future Casualty Reduction Target for 2030' report). It is therefore proposed that £50,000 of the existing road safety improvements capital allocation is used to deliver route treatments based on the 'safe system' approach methodology. Typical measures delivered using this approach may include higher specifications of road surface material, upgraded street lighting, and additional or improved signing and/or road-markings. To ensure best value for money and minimise both the cost and any disruption to the public, 'safe system' upgrades will be delivered in conjunction with major maintenance schemes identified in the 2022/23 programme to utilise the opportunities to combine temporary traffic management and redesign at the point where surfaces, road markings, etc. are already being replaced. The roads identified for major highway maintenance in 2022/23 will therefore be investigated under the 'safe system' approach and ranked according to the highest numbers of accidents per mile of traffic on each route for enhancement. The top ranked sites will be prioritised for action following calculations that demonstrate the treatments that achieve the best economic rate of return using DfT values for accident prevention. Similar methodology was used for the recent DfT-funded Safer Roads Fund projects which sought to achieve rates of return of more than 200% over 20 years.

### **Externally Funded Schemes**

#### Gedling Access Road

18. Gedling Access Road (GAR) is a new access road bypassing Gedling village and is being provided as supporting infrastructure for the mixed-use residential and employment development on the former Gedling colliery/Chase Farm site. The necessary funding arrangements, planning approvals and statutory processes are all in place and the construction of the new £49.5m GAR scheme started in January 2020. It is currently anticipated that GAR will be completed and open to traffic in Spring 2022; with associated works due to be completed by the end of Summer 2022.

#### A614/A6097 junction improvements

19. The County Council submitted an outline business case (OBC) to the DfT for conditional approval, to support the proposal to improve six junctions on the A614/A6097 Major Road Network (MRN) corridor in Nottinghamshire. The A614 is an important north-south route from Nottingham in the south towards Worksop and Retford and beyond in the north. The A6097 provides a spur from the A614 to the A46 (which is a trunk road linking Leicester with Newark and Lincoln). Between the bid area junctions, the A614 is a two-way single carriageway road; and the A6097 is two-way single carriageway which becomes a dual carriageway through Lowdham.

20. The scheme progressed to programme entry (acceptance of OBC) in June 2021, subject to completion of all statutory processes including planning and submission of the Full Business Case (FBC). Planning permission will be required for the construction of the A614/ A6097 scheme and will be submitted to the planning authority in February 2022, followed by any necessary land acquisition process and public inquiry before the FBC can be submitted – scheduled for March 2023. The scheme is now anticipated to start in June 2023 and be complete by Summer 2025

## Flood risk management

21. The Southwell Flood Mitigation and Natural Flood Management schemes commenced delivery in 2018/19 with a total funding stream of £4.5m secured across a number of partners including Nottinghamshire County Council, the Environment Agency, DEFRA, Newark and Sherwood District Council, Southwell Town Council, and community partners. The proposed mitigation measures are scheduled to be completed by Autumn 2022 with the final phase of the catchment-wide scheme currently progressing through the formal planning process and will result in a reduced risk of flooding to approximately 200 properties and businesses.
22. 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 (FDGIA), £520k SR20 (EA) plus district council and community contributions.
23. In addition to the mitigation schemes detailed already delivered, flood risk management initiatives led by the County Council currently in progress include Daybrook, Bleasby, Gotham, Normanton-on-Soar, Sutton-on-Trent, Mansfield, Shireoaks, Newthorpe, Claborough and Girton. Schemes supported by the County Council but being progressed by the Environment Agency include schemes in Worksop, Lowdham, Retford and Carlton-on-Trent. The current flood risk investment programme is facilitating the delivery of five significant schemes across the county with a total estimated value of £8.3m. A further 23 schemes are being considered for feasibility and design.
24. Nottinghamshire's Local Levy revenue contributions for 2022/23 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 2022 on any proposed increases to the levy, which has been set at 2% for the last six years.
25. The County Council is working with Severn Trent Water (and other partners) on the delivery of the Mansfield Green Recovery programme. Severn Trent Water has secured £76m funding to deliver the programme which will include new sustainable urban drainage systems to make communities more resilient against the increasing threat of flooding from climate change, population growth and urban development. One element of the programme includes trialling pervious paving and it is proposed that the County Council contributes to this scheme by waiving the usual fees for commuted maintenance sums for this element.

## Active Travel Fund

26. In May 2020 government announced a £250m Active Travel Fund (ATF) to deliver interventions to encourage more walking and cycling; and embed walking and cycling as part of long-term commuting habits to secure the associated health, air quality and congestion benefits. The DfT has allocated £2.178m towards the Council's ATF Tranche 2 proposals and delivery of this programme is underway. It is likely that, however, that due to the construction works required some of the works will potentially carry forward into 2022/23 and a further update on any works will be provided as part of the final 2022/23 highway programmes report currently scheduled for consideration in May 2022.

## Capability Fund

27. On 3 March 2021 DfT wrote to local highway authorities to give details of indicative active travel revenue funding allocations for 2021/22 under a new 'Capability Fund' which replaces the Access Fund of previous years. In August 2021 the DfT confirmed Nottinghamshire's allocation of £276,845. The Capability Fund programmes being delivered (detailed below) are underway but given their nature (e.g., ongoing design work) some of these programmes will be completed in 2022/23:

- Delivery of a jobseeker and workplace travel planning programme to enhance DfT funded Access Fund and Active Travel Fund behaviour change programmes
- Business support grants for organisations undertaking travel planning activities
- Active travel marketing campaigns
- Ongoing running costs of existing cycling hubs
- Public consultation on the proposed LCWIP document and potential priority strategic corridors identified through its development
- Design of priority routes identified in the LCWIP to LTN1/20 design standards which will be required to potentially secure DfT funding for their delivery should it be made available
- Audit of town centre pedestrian routes to help identify future infrastructure improvements.

## Transforming Cities Fund

28. In March 2020 Government announced that Nottingham and Derby city councils had been successful in securing £161m of grant funding to deliver the measures outlined in their Tranche 2 Transforming Cities Fund (TCF) bid, to be delivered by March 2023. Nottinghamshire County Council was not eligible to bid for this funding, but the Nottingham and Derby TCF bid included potential projects that may benefit Nottinghamshire residents. At its Executive Board meeting on 16 June 2020, Nottingham City Council subsequently approved its TCF infrastructure programme which included the following allocations:

- a) £2.4m to construct a new park and ride facility at Leapool Island
- b) £5.51m to bus priority measures, including to support the park & ride services, the extension of bus/ULEV priority on the A612, and area-wide bus priority traffic signal priority
- c) £9.275m to construct a new pedestrian and cycle bridge over the River Trent which would land at Lady Bay, West Bridgford (and associated links to it)
- d) 7.04m towards the cost of constructing high quality cycle routes along the A453, A6005 and A612 corridors, which includes sections of the routes within Nottinghamshire.

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

30. At its 10 February 2021 meeting Policy Committee approved the County Council's next steps to develop/deliver proposals that are in the county, including acceptance of £7.91m funding from Nottingham City Council to deliver the public transport elements detailed in paragraph 28, items a) and b), which fall within the county (£3.08m of which is scheduled for delivery in 2022/23). No funding arrangements have been agreed with regards to delivery of elements c) and d) in paragraph 28. It should also be noted that there is currently no County Council commitment to financial liabilities for either the construction or future maintenance of any of the proposed improvements. Furthermore, at its 9 February 2022 meeting, Transport & Environment Committee determined that, whilst it supports in principle the proposed new bridge detailed in paragraph 28 c), it would not enter into any arrangements to undertake or fund its future maintenance. At its 9 February 2022 meeting, Transport & Environment Committee also approved consultation on the proposed cycle routes in the county detailed in paragraph 28 d) to help inform their design and whether the schemes should be investigated further. In line with the approvals granted at 10 February 2021 Policy Committee, the



highways proposals detailed in paragraph 28 which it is proposed will be funded through the TCF programme will still be subject to the necessary future County Council approvals prior to their construction, following their necessary development work.

## **Revenue Programmes**

### **Traffic Management Revenue Programme**

31. The County Council has historically prioritised a small amount of revenue funding for the delivery of small-scale transport improvements such as lining schemes (e.g., junction protection), signing improvements (e.g., warning signs), and other minor improvements such as dropped kerbs, handrails, or bollards. The County Council has allocated £0.315m in 2022/23 for such schemes which is distributed equally between the seven districts in the county. A significant number of these small-scale schemes are requested each year, which are prioritised for consideration within each district. Appendix 3 details the schemes prioritised for delivery using this funding during 2022/23 (an element of the funding has been retained for in-year requests, such as for disabled parking bays).

### **Road Safety Education, Training and Awareness**

32. 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 4) the County Council therefore, working in partnership with stakeholders such as the DfT, emergency services, and neighbouring authorities, also develops and delivers an annual programme of road safety education, training and promotional activities. The education, training and awareness raising programme is based on the concept of lifelong learning to ensure that it encompasses the issues faced by people of all ages at the appropriate time. This programme (attached as appendix 4) includes a range of evidence-led road safety education and awareness raising activities to support national campaigns and to address identified local issues.

## **Potential Future Funding Opportunities**

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

### **Active Travel Fund Tranche 3**

34. The County Council submitted its Active Travel Fund Tranche 3 proposals to DfT in August 2021, alongside an expression of interest in developing a Mini-Holland scheme in the county (as reported to and approved by Transport & Environment Committee at its 1 September 2021 meeting). The DfT is yet to announce the outcome of these submissions.

### **Capability Fund**

35. The DfT is yet to announce if highway authorities will receive further funding allocations from the Capability Fund in 2022/23. A further update on this programme will be provided as part of the final 2022/23 highway programmes report (currently scheduled for consideration in May 2022) should the DfT confirm 2022/23 Capability Fund allocations by that date.

## **Further Scheme/Programme Development, Design and Consultation**

36. 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).
37. 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 stop clearways.
38. 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.
39. Several proposed schemes in the programmes included in this report and its appendices will require more pro-active communications with local residents, including:
- 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.
40. 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.
41. 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**

42. Other options considered are set out within this report. Feasibility work on the highway capital programmes detailed within the appendices (including reserve schemes listed within them) is underway. Should funding and resources permit, schemes included in the 2022/23 provisional programme will be brought forward for delivery during 2021/22. Scheme development work is also underway for future years' programmes.

## **Reasons for Recommendations**

43. 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**

44. 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**

45. The financial implications, including budget allocations, are set out within the report and are in line with allocations determined at the 24 February 2022 County Council meeting. The allocations are made up of a combination of capital grant, borrowing and successful external funding bids. Should accelerated delivery of in-year programmes occur or any overspend occur (e.g. due to increased costs of materials) the costs for these schemes/programmes will be funded from future highway budget allocations.

## **Public Sector Equality Duty implications**

46. 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.

47. 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**

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

## RECOMMENDATIONS

It is recommended that, subject to the provisions set out in paragraphs 39 and 48, Committee:

- 1) approve the proposed provisional three-year highway capital maintenance programme for implementation as contained in this report and detailed in Appendix 1
- 2) approve the proposed provisional integrated transport block programme for implementation as contained in this report and detailed in Appendix 2
- 3) approve the proposed externally funded schemes as detailed within this report
- 4) approve the proposed provisional highway traffic management revenue programme for implementation as contained in this report and detailed in Appendix 3
- 5) approve the proposed provisional road safety education, training and awareness programmes as contained in this report and detailed in Appendix 4
- 6) approve the proposed consultation, information provision and publicity 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 – Team Manager Local Transport Plans & Programme Development

### **Constitutional Comments (SJE – 23/02/2022)**

49. This decision falls within the Terms of Reference of the Transport & Environment Committee to whom responsibility for the exercise of the Authority's functions relating to public transport (including local bus services), to integrated transport measures, to parking provision, to the planning and management of highways (including the Authority's non-regulatory functions relating to public rights of way), to traffic management and traffic regulation orders, to road safety, and to speed limit orders has been delegated.

### **Financial Comments (GB 24/02/2022 / DK 09/03/2022)**

50. Although an element of the funding set out in this report is already confirmed and approved within the Transport and Environment capital programme the majority of the provisional capital programme is based on estimates of the 2022/23 Department for Transport (DfT) block allocations. Once the DfT block allocations are announced there will be a requirement to vary the capital programme through the usual approval processes. The contributions from Revenue mentioned in this report, will be funded from the Highways revenue budget for 22/23 as agreed at the February full council meeting

### **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.

- Annual Budget 2022/23 – 24 February 2022 County Council meeting
- The Nottinghamshire Plan 2021-2031
- Place Departmental Strategy – January 2018
- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- Nottinghamshire Local Transport Plan Implementation Plans
- Nottinghamshire Local Transport Plan Evidence Base 2010

- Highways Review – 17 November 2021 Transport & Environment Committee report
- Future Casualty Reduction Target for 2030 – 19 July 2021 Transport & Environment Committee report
- Gedling Access Road – Progress Report – 22 November 2021 Finance Committee report
- A614/A6097 Major Route Network Scheme Update – 2 November 2021 Economic Development and Asset Management Committee report
- Flood Risk Management Update and Revised Strategy 2021-2027 – 17 November 2021 Transport & Environment Committee report
- Active Travel Fund Tranche 2 Infrastructure Programme – 13 October 2021 Transport & Environment Committee report
- Active Travel Fund Tranche 2 Infrastructure Programme – 5 January 2022 Transport & Environment Committee report
- Transforming Cities Fund Scheme update and funding agreements – 10 February 2021 Policy Committee report
- Proposed Pedestrian and Cycle Bridge, West Bridgford – 9 February 2022 Transport & Environment Committee report
- Cycling Infrastructure Programmes – 9 February 2022 Transport & Environment Committee report
- The UK Community Renewal and Levelling Up Funds – 21 April 2021 Policy Committee report
- Active Travel Fund Tranche 3 – 1 September 2021 Transport & Environment Committee report
- Highway Infrastructure Asset Management Plan (HIAMP) – 12 November 2015 Transport & Highways Committee report
- Alternative Road Repair Techniques – 7 February 2019 Communities & Place Committee report
- Electric Vehicle Charging Infrastructure – 18 July 2018 Policy Committee report
- Electric Vehicle Charging Infrastructure – 19 July 2018 Communities & Place Committee report
- On-street Electric Vehicle Charging Infrastructure – 9 February 2022 Transport & Environment Committee report
- Miner to Major: The Real Sherwood Forest Stage 2 Application– 11 January 2018 Communities & Place Committee report

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

- All