

17 March 2016**Agenda Item: 5****REPORT OF INTERIM SERVICE DIRECTOR HIGHWAYS****INTEGRATED TRANSPORT AND HIGHWAY MAINTENANCE CAPITAL
PROGRAMMES 2016/17****Purpose of the Report**

1. The purpose of this report is to seek Committee approval for the integrated transport and highway maintenance capital programmes to be delivered during 2016/17. The proposed programmes are detailed in this report with individual schemes included in the attached appendices.

Information and Advice**Local Growth Fund schemes**

2. 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 following the submission of suggested projects from local authorities, education establishments, businesses and private organisations. Consequently, 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.
3. 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).
4. 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 starting in 2015/16 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.
5. The LGF Deal also prioritised a provisional allocation in 2016/17 for £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. More specific details on this programme will be determined in the coming months.

2016/17 major transport schemes update

6. The major transport programme is either funded directly from DfT (Hucknall Town Centre improvement scheme) or through the LGF, with support from local contributions. Of the schemes detailed in paragraph 4 above, three of the schemes are being delivered during 2016/17 by the County Council, as follows:
- a. Hucknall Town Centre Improvement Scheme: Work on the scheme started in October 2015 and the demolition phase was completed before Christmas. The construction of the new road started in January 2016; and it is due to open to traffic in October 2016 with the pedestrianisation completed in Spring 2017
 - b. A57/A60/B6024/St Anne's Drive, Worksop roundabout improvements: Works on this scheme started in February 2016 and the scheme is due to complete in Winter 2016
 - c. Harworth access links: The scheme includes improvements to the A614/ Bawtry Rd/Blyth Rd and the A1/A614 junctions. Works on these junction improvements are planned to start in late 2016/17 and continue into 2018/19.

	2016/17	Total
• Hucknall Town Centre Improvement	£7.86m	£12.93m
• A57/A60/B6024/St Anne's Drive, Worksop roundabout	£2.82m	£ 3.24m
• Harworth access links	£1.56m	£ 1.56m

Integrated transport block

7. 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.

8. The integrated transport block and highway capital maintenance block allocations were agreed at the 25th February 2016 County Council meeting and the 2016/17 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)	£4.416m
• Additional road safety (County capital allocation)	£0.350m
• Nottingham to Newark rail service enhancements (County capital allocation)	<u>£0.050m</u>
Total	£4.816m

9. 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. Delivery of advisory 20mph speed limits outside schools (a County Council priority) has now substantially been completed. This has enabled funding to be reallocated to other areas of the programme, predominantly the access to local facilities sub-block as the majority of scheme/funding requests from members and the public are funded from this sub-block.

10. 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.
11. The detailed integrated transport programme (including the £350k additional road safety funding) is set out in appendix 1 of this report. Following scheme suggestions from County Councillors, and the public, a number of additional schemes have been added to the integrated transport programme. Further schemes may be added to the programme at a later date once initial feasibility studies have been completed and such schemes will be subject to future Transport & Highways Committee approval.

Capital maintenance block

12. The highway capital maintenance block 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 proposed detailed highways capital maintenance programme is set out in appendix 2 of this report and the carriageway and footway elements of the programme are essentially the same as those detailed in the draft programme approved at 8th October Transport & Highways Committee.

13. The 2016/17 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)	£13.678m
• Highway capital maintenance (DfT Incentive Fund Allocation)*	£ 0.828m
• Street lighting renewal/Energy saving (Salix)	£ 1.200m
• Flood alleviation and drainage (County capital allocation)	£ 1.305m
• Street lighting renewal (County capital allocation)	<u>£ 1.000m</u>
Total	£18.011m

**This figure is based on the Authority achieving Band 2 (currently the highest level achievable by a local authority) in the assessment process. The outcome of this assessment is expected shortly.*

Flood risk management

14. In addition to the flood alleviation and drainage maintenance programme the Hucknall town centre flood alleviation scheme will also be delivered during 2016/17 as part of the Hucknall town centre major transport improvement scheme. The scheme is subject to part-funding by the Environment Agency.

15. Nottinghamshire's Local Levy contributions of £275,199 (including a 2% increase in 2016/17) to the Regional Flood and Coastal Committee (RFCC) will facilitate investments designed to mitigate surface water flooding. The £2.4m annual fund allows the County Council to bid for significant scheme contributions, as well as smaller schemes that are subject to a lesser cost benefit requirement than necessary for significant schemes. This offers greater flexibility to finance schemes which protect smaller communities that would not

otherwise be eligible for large grant schemes, as well as enabling FDGiA funding to be spent more widely across the county.

Detailed allocations

16. The proposed capital spending levels for different integrated transport and highway maintenance sub-blocks, based on the provisional 2016/17 allocations, are set out in the table below, along with details of the 2015/16 allocations for comparative purposes.

2015/16 and 2016/17 highways capital allocations

Major transport schemes	2015/16 (£m)	2016/17 (£m)
Hucknall Town Centre Improvement	2.295	7.863
A57/A60/B6024/St Anne's Drive, Worksop roundabout	0.372	2.820
Harworth access links	0	1.555

Integrated transport programme		
Access to local facilities (e.g. footway improvements and new crossings on main pedestrian routes)	1.006	1.300
Bus improvements (e.g. bus stop infrastructure and bus stop clearways)	0.400	0.500
Capacity improvements (e.g. traffic signal and junction improvements to reduce congestion)	0.100	0.150
Cycling, leisure and health (e.g. multi user routes and cycling improvements)	0.450	0.600
Environmental weight limits (e.g. HGV weight limits and HGV route signing)	0.065	0.075
Traffic monitoring and advanced development and design of future schemes	0.420	0.470
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)	0.050	0.055
Safety improvements (e.g. local safety schemes and safer routes to school)	0.725	0.750
Smarter choices (e.g. measures to help people access work by bus or walking and support for businesses developing travel plans)	0.150	0.150
Speed management (e.g. addressing local speed concerns, 20mph speed limits and interactive signs)	1.000	0.316
Total integrated transport measures (excluding carry overs and external funding)	4.416*	4.416
Additional road safety	0.350	0.350
Nottingham to Newark rail service enhancements	0.050	0.050

**the final 2015/16 integrated transport budget available, including carry overs and external funding, is currently £5.278m*

Highway maintenance programme		
Bridges (including condition assessments)	1.265	1.266
Carriageway maintenance (A, B & C, Unclassified roads)	6.645	6.700
Surface dressing (including pre-patching)	3.300	3.200
Footway maintenance	1.030	1.000
Structural drainage	0.500	0.500
Flood alleviation (<i>5year allocation – both years include carry forward value</i>)	0.349	1.305
Street lighting renewal and improvement	1.300	1.000
Street lighting energy saving (including Salix Grant Funding)	1.364	1.200
Traffic signal renewal	0.350	0.330
Safety fencing	0.350	0.330
Network structural patching	1.180	1.180
Total capital maintenance allocation	18.360	18.011

17. The detailed integrated transport and highway capital maintenance programmes, listing the proposed schemes to be delivered during 2016/17 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.

18. 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

19. 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 2016/17 financial year's programme. Reserve schemes could potentially be delivered during the 2016/17 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

20. 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 transport vision and objectives.

Statutory and Policy Implications

21. 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

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 subject to the provisions set out in paragraph 17
- b) approve the 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 17.

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Constitutional Comments (SJE 26/02/2016)

22. This decision falls within the Terms of Reference of the Transport & Highways Committee to whom responsibility for the exercise of the Authority's functions relating to the planning, management and maintenance of highways has been delegated.

Financial Comments (KP 08/03/2016)

23. 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 2016/17
8th October 2015 Transport & Highways Committee report

Electoral Division(s) and Member(s) Affected

- All