

17 September 2013**Agenda Item:****REPORT OF SERVICE DIRECTOR, HIGHWAYS****INTEGRATED TRANSPORT AND HIGHWAY MAINTENANCE CAPITAL
PROGRAMMES 2014/15****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 implemented during 2014/15. The proposed schemes are detailed in the appendices to this report.

Background

2. The County Council continues to invest in providing and maintaining a quality highway network for the benefit of local residents, road users and the local economy through a programme including:
 - Continued investment in the highway maintenance programmes including additional funding for footway maintenance
 - Continued investment in sustainable transport including programmes to improve passenger transport, walking and cycling infrastructure
 - Further investment in highway safety improvements including speed management measures on A38 Kingsmill Road East
 - Further investment in the interactive speed sign programme (approx. 25 signs)
 - 14 new or improved pedestrian crossings, including puffin crossings on Thievesdale Lane, Worksop and London Road, Balderton
 - Capacity improvements to help make journey times more reliable including improvements to the A60/Mere Way roundabout and traffic signal improvements at five locations
 - Continued investment in improving local centres including St Wilfrid's Square, Calverton and Westdale Lane/Main Road, Gedling
 - The introduction of 20mph speed limits outside schools across the county
 - The introduction of area-wide 20mph speed limits in West Bridgford and Worksop
 - Investment in drainage improvements to reduce the risk of flooding.

Information and Advice

Major Projects

3. Major transport schemes have historically been large transport schemes costing more than £5m. From 2015/16 major transport funding has been devolved to local transport bodies. The local transport bodies (LTBs) will prioritise funding and submit their proposals to the Department for Transport (Dft) who will assess the proposed funding profiles for all LTBs across the country against their financial allocations. Nottinghamshire County Council forms part of the D2N2 LTB. The D2N2 LTB has determined that from 2015/16 major transport schemes will be defined as schemes that require a £2m minimum contribution from the LTB; and such schemes can only receive up to 80% of the scheme cost from the LTB.

4. Key parcels of land required to deliver a new bus station in Worksop have been acquired with design and preparation of a planning application progressing well. Negotiations with Bassetlaw District Council are underway to secure a joint revenue funding agreement for future operation and management of the facility. It is hoped that the planning application will be submitted to the County Planning Authority in Summer/Autumn 2013, this being dependent upon the on-going negotiations. A planning application for Hucknall Town Centre Improvement scheme was submitted in December 2012, following the conclusion of additional studies as required by the Environment Agency, and it is hoped that the planning application will be determined in October 2013. The scheme is currently programmed to open in 2016. Major works to widen the A453 and improve its junctions with side roads are now on-going and are expected to continue until summer 2015.

	2014/15	Total
• A453 improvement (NCC contribution to £160m trunk road scheme)	£5.0m	£20.0m
• A1 Elkesley (NCC contribution to trunk road scheme)	£0.25m	£0.25m
• Worksop Bus Station	£1.5m	£3.2m
• Hucknall Town Centre Improvement (note the 2014/15 figure does not include sums required for land purchase)	£3.58m	£12.4m

5. The County Council supports the implementation of the £570m NET phase 2 project and are working with partner authorities to facilitate the integration of walking, cycling and passenger transport with existing and new tram routes. This will include improved cycle facilities to link to new tram stops and a financial allocation has been made for such improvements in the Beeston/Chilwell area in 2014/15, as detailed in Appendix 1.

6. The County Council has also started further feasibility and development of the Gedling Access Road and A57/A60/B6024/St Anne's Drive, Worksop roundabout schemes for construction in 2015/16 to 2018/19.

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 addressing congestion or road safety, is called the integrated transport block. The integrated transport block and highway capital maintenance block allocations will be determined at the 27 February 2014 County Council meeting but the provisional 2014/15 allocations, as set out in the County Council Budget Book, are detailed below; and the proposed detailed provisional integrated transport programme is set out in Appendix 1 of this report:

• Integrated Transport Measures (excluding £250k reallocated to footway maintenance)	£7.031m
• Additional Road Safety	£0.35m
• Rail enhancements	<u>£0.3m</u>
Total	£7.681m

8. 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. These packages of measures and the programme detailed in the appendices reflect a balance of member, public and stakeholder requests and priorities, evidence of need, value for money and delivery of the County Council's vision and transport objectives.

Capital Maintenance Block

9. 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 based on network/asset size and taking into account the condition of the highways assets. Prioritisation of the maintenance works programme involves analysis of technical condition survey data supplemented with local knowledge/judgement, customer enquiry information, inspection history, reactive maintenance costs, utility works and any other relevant information. This analysis is being stream-lined through the development of the highway asset management system. The proposed detailed provisional integrated transport programme is set out in Appendix 1.

10. The provisional 2014/15 allocations, as set out in the County Council Budget Book, are detailed below; and the proposed detailed provisional capital maintenance programme is set out in Appendix 2 of this report:

• Highway capital maintenance	£12.419m
○ additional DfT highway maintenance capital	£1.0m
○ footway maintenance from IT block	£0.25m
• Street lighting renewal/Energy saving	£1.502m
• Flood alleviation	<u>£0.6m</u>
Total	£15.771m

Additional Investment for Economic Growth

11. The Department for Transport (DfT) allocated additional capital maintenance funding in 2013/14 and 2014/15 to undertake essential maintenance to renew, repair and extend the life of roads in England. Nottinghamshire's allocation of this funding is £1m in 2014/15 and will be towards additional investment on strategic routes to support economic growth.
12. It is proposed that the additional DfT capital maintenance funding is used for strategic route improvements. The County Council's key strategic routes were identified as part of the development of the third Local Transport Plan as such routes support existing as well as planned economic and employment growth. The selected routes will be given whole length route treatments including structural repairs and drainage improvements, new surfacing and an audit and rationalisation of existing signs, after which they would appear brand new roads. Prioritising these routes for maintenance improvements will also aid in attracting inward investment to the county. In 2013/14 this investment was used to improve the A614 between Nottingham and the A1 and it is proposed that in the 2014/15 this funding is used to improve other priority routes which are currently being assessed (e.g. the A617 and A57).

Detailed allocations

13. The proposed capital spending levels for different integrated transport and highway maintenance sub-blocks based on the provisional 2014/15 allocations are set out in the table below.

2014/15 Provisional allocation

Major schemes	(£m)
A453 Improvement	5.000
Worksop Bus Station	1.500
Hucknall Town Centre Improvement	3.580
Integrated Transport Measures	
Access to local facilities (e.g. footway improvements and new crossings)	1.100
Bus improvements (e.g. bus stop infrastructure and bus stop clearways)	0.720
Capacity improvements (e.g. traffic signal and junction improvements to reduce congestion)	1.100
Cycling, leisure and health (e.g. multi user routes and cycling improvements)	0.691
Environmental weight limits (e.g. HGV weight limits and HGV route signing)	0.050
Local centre improvements (e.g. environmental improvements to improve vitality)	0.200
Traffic monitoring and advanced development and design of future schemes	0.420
Parking (e.g. review of parking in town centres, and delivery and review of new residents' parking schemes)	0.100
Public transport interchanges (e.g. bus station and rail station improvements)	0.200
Rail improvements (e.g. small scale improvements to services and stations as well as feasibility studies on large scale improvements)	0.100
Safety improvements (e.g. local safety schemes and safer routes to school)	0.950
Smarter choices (e.g. measures to help people access work by bus or walking)	0.200

and support for businesses developing travel plans)	
Speed management (e.g. addressing local speed concerns, 20mph speed limits and interactive signs)	1.200
Total integrated transport measures	7.031
Additional road safety	0.350
Rail enhancements	0.300
Highway Maintenance	
Carriageway maintenance (A, B & C, Unclassified roads)	6.819
Surface dressing (including pre-patching)	2.500
Footway maintenance (includes contribution of £250k from IT block)	1.000
Bridges (including condition assessments)	1.200
Traffic signal renewal	0.350
Safety fencing	0.300
Structural drainage	0.500
Flood alleviation	0.600
Street lighting renewal and improvement	1.5020
Total highways capital maintenance allocation (including £250k from ITM)	14.771
Strategic corridor improvements (funded from additional DfT allocation)	1.000

14. The provisional integrated transport and highway capital maintenance programmes, detailing the proposed schemes to be delivered during 2014/15 are attached as appendices 1 and 2 respectively to this report. The programmes are subject to capital budget approvals at this meeting and at the 27 February 2014 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.

Other Options Considered

15. Other options considered are set out within this report.

Conclusions

16. Whilst the highway capital programmes are detailed within the appendices to this report, scheme development work is underway for future years' as well as feasibility work on schemes which have been included as reserve schemes for the 2014/15 financial year's programme. Reserve schemes could potentially be delivered during the 2014/15 financial year should other schemes become undeliverable or if other funding sources become available meaning that the scheme could be brought forward.

Statutory and Policy Implications

17. This report has been compiled after consideration of implications in respect of finance, the public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment

and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATIONS

18. 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 14
- b. approve the proposed highway capital maintenance programme for implementation as contained in this report and detailed in Appendix 2 subject to the provisions set out in paragraph 14.

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For any enquiries about this report please contact:

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Constitutional Comments (SLB 13/08/2013)

17. Transport and Highways Committee has authority to consider the matters set out in this report, subject to County Council approval of capital budget, and statutory requirements set out in paragraph 14 of the report.

Financial Comments (TMR 13/08/2013)

18. The financial implications are set out in the report.

Background Papers

Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
Nottinghamshire Local Transport Plan Implementation Plan 2011/12-2014/15
Nottinghamshire Local Transport Plan Evidence Base 2010

Electoral Division(s) and Member(s) Affected

All