



9 January 2020

Agenda Item:5

REPORT OF THE CORPORATE DIRECTOR, PLACE

PROVISIONAL HIGHWAYS CAPITAL & REVENUE PROGRAMMES 2020/21

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 2020/21. The proposed programmes detailed in this report and its appendices set out how the Council proposes to use the £54m it is investing in Nottinghamshire's highways during 2020/21. This figure includes successful external funding bids as well as a proportion of the Authority's additional £21.4m investment in highways improvements during the period 2018/19 to 2021/22 to help deliver local highway priorities.
2. The programmes will be reviewed and updated following the Council's 2020/21 budget decisions. Similarly, the programmes would need to be reviewed and updated if indicative Department for Transport (DfT) allocations are revised or not made. Approval of the provisional programmes at this time, however, provides an opportunity for comments on the programmes to be given by County Council members, local communities, residents, interested groups and road users which will be considered and reported to Committee as necessary when approval of the final 2020/21 highway programmes is sought. Approval at this time also enables development of the programmes to start (e.g. advance design and consultation; as well as publicity and media activity) which in turn enables delivery of the programmes to start in April 2020.

Information

3. 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 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; by reducing the impacts of journey time delay; and to help deliver growth in the county
 - 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.

4. The capital and revenue allocations for all highway improvements (including the integrated transport and highway capital maintenance block allocations) will be determined at the 27 February 2020 County Council meeting but the provisional programmes detailed in this report and its appendices have been developed based on the provisional 2020/21 allocations approved in February 2019. The proposed 2020/21 highways programmes, comprising of £53.62m capital and £0.69m revenue funding, include:
- £20.43m allocated to capital maintenance schemes to improve local roads and other highway assets – which includes £3.018m of additional County Council funding. Having listened to local communities across the county, in order to help address communities' highest priorities the additional funding available for highway maintenance will primarily be used to deliver improvements to residential unclassified roads
 - £5.57m allocated to integrated transport schemes (e.g. pedestrian crossings, capacity improvements, speed management schemes) – which includes £0.75m of additional County Council funding for schemes that address journey time delay for motorists, and £0.35m of additional County Council funding for road safety schemes; as well as allocations to fund enhanced rail services and major transport scheme business cases
 - £27.62m of funding secured to deliver Gedling Access Road, Southwell Flood Risk Alleviation scheme, and street lighting upgrades.
5. All County Council members were invited to give their priority integrated transport and maintenance scheme suggestions during August 2019-October 2019 and this resulted in over 350 suggestions. Given the large number of suggestions, feasibility work is still ongoing on the majority of them and therefore the outcome of the members' scheme suggestions will not be available until April 2020 when the final highways programmes are scheduled to be considered for approval by this Committee.

2020/21 capital and revenue funding allocations

6. The 2020/21 capital and revenue allocations for all highways improvements will be determined at the 27 February 2020 County Council meeting but the provisional allocations based on the DfT allocation and additional funding for such schemes, as set out in the current Medium-Term Financial Strategy, are detailed below.

Capital maintenance funding <i>*Indicative allocations still subject to confirmation</i>	£m
Highway capital maintenance (DfT allocation)	£12.006
Additional County Council capital allocation for road maintenance	£3.018
Highway capital maintenance (DfT Incentive Fund allocation)*	£2.501
Highway maintenance (DfT Pothole Fund allocation)*	£1.000
Flood alleviation and drainage (County capital allocation)	£0.900
Street lighting renewal (County capital allocation)	£1.000
Total funding available for capital maintenance improvements	£20.425

Integrated transport funding	£m
Integrated transport block allocation	£4.416
Additional County Council capital allocation to address congestion	£0.750
Additional County Council capital allocation for road safety	£0.350
County Council allocation for enhanced rail services	£0.055
Total funding available for integrated transport improvements	£5.571

Externally funded schemes	£m
Gedling Access Road	£25.421
Southwell Flood Risk Alleviation scheme (figure includes £500k contribution from the County Council)	£ 1.000
Salix street light fund	£ 1.100
Total external funding available for specific improvement schemes	£27.521

Revenue funding	£m
Traffic management revenue	£0.525
Public health reserves (travel planning)	£0.165
Total external funding available for specific schemes	£0.690

Capital programmes

Additional funding for maintenance and integrated transport improvements

7. Having listened to local communities across the county, the County Council has allocated £21.4m of additional funding during the period 2018/19 to 2021/22 to help deliver local highway priorities, specifically:
- £17m to help address the backlog of structural maintenance on residential unclassified roads
 - £3m to help address local journey time delay for motorists
 - £1.4m to help address reported road traffic collisions that result in injuries to road users.
8. In 2020/21 an additional £3.018m funding allocation has been made available for highway maintenance and will primarily be used to deliver improvements to residential unclassified roads (including on those roads prioritised by the local members) reducing the impacts that deteriorated highway conditions have on local communities. The funding will be concentrated on the roads we know are going to deteriorate in the next few years, making the 'right repair at the right time' with the use of a range of repair techniques (including both preventative maintenance and patching techniques). £1m per annum of the capital maintenance allocation has been allocated to 'Alternative Road Repair Techniques' including mechanised patching as described in the report approved by Communities & Place Committee on 7 February 2019. The additional funding available to help tackle local journey time delay will be used to support the A614/A6097 improvements and 'pinch point' programme (see 'Potential future funding opportunities' section below) should these bids be successful.

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:
- 'Needs based' formula elements – the basic DfT allocation and the Pothole Action Fund (currently an indicative allocation) – which are calculated based on an authority's highway assets

- An incentive element – the Maintenance Incentive Fund (currently an indicative allocation) – which is based on an assessment of the authority’s use of asset management best practice
 - Bidding elements – the Local Highways Maintenance Challenge Fund – which are announced periodically and have historically been available to enable local highway authorities to bid for major maintenance projects that are otherwise difficult to fund through the normal ‘needs based formula’ funding they receive (further information on the maintenance challenge fund bids are included in the ‘Potential future funding opportunities’ section below).
10. The detailed provisional capital maintenance programme is set out in appendix 1 of this report. The highway capital maintenance block accounts for 79% of the discretionary capital transport funding (excluding major schemes) in 2020/21 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.
11. In addition to the formal process of identifying schemes through a planned asset management approach to highway maintenance, each County Council member was asked to identify the locations within their division that they consider should be a priority for maintenance works. This year members have identified over 200 potential locations through the scheme suggestions submitted in August 2019-October 2019, which are currently being investigated and where possible will be incorporated into the programme to be considered by this Committee in April 2020.

Integrated transport block

12. 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 it is allocated by DfT based on a number of formulae.
13. The detailed provisional integrated transport programme is set out in appendix 2 of this report. 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. Each County Council member was asked to identify the locations within their division that they consider should be a priority for integrated transport schemes. This year members have identified over 160 potential locations through the scheme suggestions submitted in August 2019-October 2019 which are currently being investigated.
14. The County Council has been successful in securing significant amounts of external funding for a number of highway schemes, including the Gedling Access Road (detailed below). To help secure external funding and to be ready to bid for funding (as and when opportunities arise) the County Council will need 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 provisional 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).

Externally funded capital schemes

Gedling Access Road

15. Gedling Access Road (GAR) 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. The necessary funding arrangements, planning approvals and statutory processes are now in place and the construction of the new £40.9m road is planned to start in January 2020. It is currently anticipated that GAR will be complete and open to traffic by Summer 2021. The current funding allocations for this scheme (based on the latest delivery programme) are shown in the table below.

	Funding contribution (£m)								
	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	TOTAL
County Council	0.017	0.207	0.604	0.540	0.488	2.000	1.544		5.400
D2N2 LEP LGF			0.500		1.800	8.500			10.800
Developer contributions/ Gedling BC					1.750	8.500	6.529	0.750	17.529
Homes & Communities Agency	0.003	0.140	0.110	0.197	2.720	1.500	1.500	1.000	7.170
TOTAL	0.020	0.347	1.214	0.737	6.758	20.500	9.573	1.750	40.899

Flood risk management

16. The Southwell Flood Mitigation and Natural Flood Management schemes commenced delivery in 2018/19, having received National Project Assurance Board sign off, jointly securing £5.3m of investment from DEFRA. The schemes have several other funding partners including the Environment Agency, Newark and Sherwood District Council, Southwell Town Council and community partners. The proposed mitigation measures are scheduled to be completed by Spring 2021 and will benefit approximately 240 properties and 60 businesses. The delivery of the £1m individual property level resilience work is scheduled to complete in December 2019.

17. A project to protect 86 properties from flooding along the Titchfield Park Brook catchment has been allocated £0.912m of Flood Defence Granting Aid and Local Levy funding for delivery in 2019 and 2020 with support from County Council capital. The business case was approved in August 2019 and project completion is expected in May 2020.

18. 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 (FDGID), plus district council and community contributions.

19. In addition to the Southwell mitigation scheme detailed above, flood risk management schemes led by the County Council currently in delivery include schemes in Southwell, Daybrook, Calverton, Normanton on Soar, Sutton on Trent, Egmanton, Newthorpe and Hucknall. Schemes supported by the County Council but being progressed by the Environment Agency include schemes in Gunthorpe, Lowdham and Carlton on Trent.

20. Nottinghamshire's Local Levy revenue contributions for 2020/21 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 2020 on any proposed increases to the levy; which has been set at 2% for the last 4 years.

Street lighting energy saving programme

21. Salix offer interest free loans to local authorities for energy saving projects and this has been utilised to deliver a programme of LED lantern upgrades on the network, resulting in the assets being more efficient to run and maintain. An additional £2.2m Salix loan has been secured (£1.1m allocated in 2020/21) for further LED lighting upgrade works to upgrade remaining low/high pressure sodium in the Ashfield and Broxtowe areas. This funding will result in 12,000 lanterns being changed between April 2019-2021.

Revenue Programmes

Traffic management revenue programme

22. 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, hand rails or bollards. It was acknowledged by Members that there was a need to react to emerging traffic management problems 'in-year', and as such, the funding available for the traffic management revenue programme has been increased by £0.210m in 2020/21 to accommodate these requests. Consequently, in 2020/21 the Council has allocated £0.525m 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 provisionally prioritised for delivery using this funding during 2020/21 (an element of the funding has been retained for in-year requests, such as for disabled parking bays).

Road safety education, training and awareness

23. 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 2) 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 includes a range of evidence led road safety education and awareness raising activities to support national campaigns and to address identified local road safety and travel awareness issues; and the proposed draft programme is attached as Appendix 4.

Public Health General Reserves programme

24. The 10 December 2018 meeting of the Adult Social Care and Public Health Committee approved a number of proposals to be funded from the Public Health General Reserves programme. These proposals included a successful bid to fund personal travel planning with residents and workplaces in Ashfield and Bassetlaw districts.
25. The personal travel planning will provide tailored travel advice to targeted residents and workplaces in Ashfield and Bassetlaw districts to encourage people to walk and/or cycle (as well as using public transport or car-sharing) on their commute to work or to services such as shops. The travel planning will also be used to promote active leisure activities such as using the countryside access network in the county which provides opportunities for walkers, cyclists and horse riders. The County Council's free publication, 'Routes and Rides', which details self-guided walks and rides, will be promoted and distributed as part of the travel planning undertaken. The project will be similar to that currently being delivered in Mansfield and Newark funded by the DfT but will target areas that have a greater prevalence of inactivity and obesity/overweight. The travel planning will be delivered during Spring/Summer 2020.

Further scheme/programme development, design and consultation

26. 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. 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).
27. 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 clearways.
28. 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.
29. Several proposed schemes in the programmes included in this report and its appendices will require more pro-active communications with local residents, including:
 - The 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 will require 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.
30. 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.
31. 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.

Potential future funding opportunities

Maintenance Challenge Fund bid

32. In July 2019, the DfT announced the next tranche of the Maintenance Challenge Fund which will be available for 2019/20 and 2020/21, with a total of £198m on offer (£98m in 2019/20 and £100m in 2020/21). Local authorities were able to bid for projects that will carry out improvements to the quality of roads and surrounding infrastructure (including bridges and viaducts) to benefit the local economy and make driving safer.
33. Each local highway authority was eligible to submit one bid for up to £5m for 2019/20 as well as expressions of interest – but not bids – for larger projects with a minimum DfT contribution of £5m to be delivered in 2020/21. The County Council subsequently submitted two bids:
- £4.92m (including a £0.25m County Council contribution) Resilient River Crossing Route Maintenance bid for funding to undertake:
 - resurfacing and structural works on sections of the A6097 between Lowdham roundabout and the A46 Fosse Road, as well as drainage repairs and footway resurfacing
 - resurfacing on sections of the A612 between Burton Joyce and Lowdham roundabout
 - resurfacing on sections of the A6211 Radcliffe Road and Lady Bay Bridge, West Bridgford
 - resurfacing the A60 Loughborough Road/Wilford Lane junction, West Bridgford
 - An expression of interest was also submitted to bid for ‘Resilient Network Resurfacing’ on sections of the A38 and A617 in and around the Mansfield/Sutton in Ashfield area (A617 Rainworth By-pass [Millennium Way]; A38 Alfreton Road [M1 to Coxmoor Road]; and A617 Pleasley Hill Way [Abbott Road to Pleasley Hill] for delivery in 2020/21.
34. The outcome of the Bid is still to be announced by DfT but should the ‘Resilient River Crossing Route Maintenance’ bid be successful the capital programme will need to be reconfigured to accommodate the £0.25m County Council contribution. Should the ‘Resilient Network Resurfacing’ on sections of the A38 and A617 be short-listed the County Council will be invited to submit a full DfT business case assessment.

A614/A6097 junction improvements

35. The County Council has 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.
36. The OBC was submitted this summer and the County Council has not yet had any detailed feedback from the DfT but it is proposed that a 'full business case' will be submitted for 'full approval' in early 2021.
37. The Benefit Cost Ratio (BCR) for these improvements should deliver a positive economic case which represents 'high value' for money (i.e. a BCR between 2 and 4). Other appraisal objectives which have not been monetised but should be taken into account include:
- Journey-time reliability benefits (expected to be 'moderate' beneficial impact)
 - Tourism benefits (expected to be 'moderate' beneficial impact)
 - Planning gain (land value uplift) associated with unlocking the dependent development (expected to be a 'large' beneficial impact).
38. Further detailed design is ongoing, along with public consultation events, to move this scheme forward in anticipation of a positive sign-off by the DfT. This process will inevitably lead to some detailed design alterations to minimise the localised impacts of the scheme whilst maintaining the overall benefits of the package.

Pinch Point Fund

39. The Budget 2018 announced a competitive Pinch Point Fund for local authorities to bid for high-impact schemes to help address congestion pinch points and to reduce congestion on local roads. The £150m funding (with £75m in each of the 2021/22 and 2022/23 financial years) is available to all local highway authorities in England outside London to deliver capital infrastructure improvements supporting economic growth by tackling barriers on the local highway network that may be restricting the movement of goods and people. The first stage of the application process asks for authorities to make brief expressions of interest by 31 January 2020.
40. Analysis of journey time delay on routes across the county which are not on the local Major Road Network (MRN) – as roads that form part of the MRN are not eligible for the funding – is ongoing to identify potential locations/deliverable schemes that are likely to be eligible for the funding. Following completion of this work it is proposed that bids are to be submitted (and Committee will be updated on these bids in due course).

Access Fund

41. The DfT has announced that the Access Fund will potentially be extended for a further year and has invited previously successful highway authorities to bid to continue all or elements of their existing programmes. The County Council subsequently submitted a bid to continue the

personal travel planning with jobseekers, residents and at workplaces during 2020/21. The outcome of the Bid is due to be announced by DfT in early 2020.

Other Options Considered

42. 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 programmes. Reserve schemes could potentially be delivered during the 2020/21 financial year should other schemes become undeliverable or if other funding sources become available enabling schemes to be brought forward for delivery.

Reason/s for Recommendation/s

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 future allocations determined at the 28 February 2019 County Council meeting. The allocations are made up of a combination of capital grant, borrowing and successful external funding bids. The programmes included within this report are still subject to the Council's 2020/21 budget decisions and confirmation of the DfT indicative 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) and the A634 Safer Roads Fund programme (undertaken in April 2017).

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.

RECOMMENDATION/S

It is recommended that Committee:

- 1) approve the proposed provisional highway capital maintenance programme for implementation as contained in this report and detailed in Appendix 1 subject to the provisions set out in paragraphs 2 and 26;
- 2) approve the proposed provisional integrated transport block programme for implementation as contained in this report and detailed in Appendix 2 subject to the provisions set out in paragraphs 2 and 26;
- 3) approve the proposed provisional highway traffic management revenue programme for implementation as contained in this report and detailed in Appendix 3 subject to the provisions set out in paragraphs 2 and 26;
- 4) approve the proposed provisional road safety education, training and awareness programmes as contained in this report and detailed in Appendix 4 subject to the provisions set out in paragraphs 2 and 26;
- 5) 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 – Local Transport Plan Manager Tel: 0115 9774251

Constitutional Comments (SJE – 25/11/2019)

49. This decision falls within the Terms of Reference of the Communities & Place Committee to whom responsibility for the exercise of the Authority's functions relating to the planning, management and maintenance of highways (including traffic management and residents' parking schemes), and the development of integrated transport systems, has been delegated.

Financial Comments (GB – 30/12/2019)

50. The provisional 2020/21 capital allocations are set out in paragraph 6 of the report. These provisional allocations and any proposed variations required to the capital programme will be

included for formal approval as part of the Annual Budget Report 2020/21 to Full Council in February 2020.

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.

- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- Nottinghamshire Local Transport Plan Implementation Plan 2018/19-2021/22
- Nottinghamshire Local Transport Plan Evidence Base 2010
- Gedling Access Road – Progress Report – 5 December 2019 Communities & Place Committee report
- Place Departmental Strategy – January 2018
- Street Lighting Energy Saving – 11 January 2018 Communities & Place Committee report
- Highway Infrastructure Asset Management Plan (HIAMP) – 12 November 2015 Transport & Highways Committee report
- Electric Vehicle Charging Infrastructure – 18 July 2018 Policy Committee report
- Electric Vehicle Charging Infrastructure – 19 July 2018 Communities & Place Committee report
- Nottingham Go Ultra Low City Bid to the Office of Low Emission Vehicles
- Nottingham Go Ultra low City Bid to the Office of Low Emission Vehicles (OLEV) Transport & Highways Committee – 8 October 2015
- Nottingham Go Ultra low Bid to the Office of Low Emission Vehicles (OLEV) Transport & Highways Committee – 17 March 2016
- Personal Travel Planning – 9 February 2017 Transport & Highways Committee report
- Flood Risk Management Update – 5 December 2019 Communities & Place Committee report
- Miner to Major: The Real Sherwood Forest Stage 2 Application– 11 January 2018 Communities & Place Committee report
- Alternative Road Repair Techniques – 7 February 2019 Communities & Place Committee report
- Use of Public Health General Reserves – 10 December 2018 meeting of the Adult Social Care and Public Health Committee report.

Electoral Division(s) and Member(s) Affected

- All