

19 June 2014**Agenda Item:4****REPORT OF SERVICE DIRECTOR, HIGHWAYS****INTEGRATED TRANSPORT AND HIGHWAY MAINTENANCE CAPITAL PROGRAMMES 2014/15****Purpose of the Report**

1. To update Committee on the current highway capital programme and seek approval for variations to the programme including provision for additional local safety schemes and traffic management schemes to address local concerns.
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 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 traffic signal improvements at a number of locations
 - Continued investment in improving local centres including Westdale Lane/Main Road, Gedling
 - The introduction of 20mph speed limits outside schools across the county
 - Investment in drainage improvements for both the highway asset and working in partnership with other agencies to reduce the risk of flooding.

Information and Advice

3. The funding for local transport improvements, such as addressing congestion or road safety, is called the integrated transport block. The integrated transport block and highways capital maintenance block allocations both benefit from capital grant funding from the Department for Transport (DfT).

2014/15 capital highways programmes

4. The highways capital funding allocations were approved by the County Council at the meeting on the 27 February 2014 and the integrated transport and capital maintenance detailed programmes (schemes) were approved at the 13 February 2014 Transport & Highways Committee meeting. This report proposes various amendments to those programmes following completion of feasibility, design work, local member and community consultation, recent deterioration, and accident investigations all as set out in the appendices to this report. The amendments include additional:
 - Local safety schemes to address the specific causes of reported road injury accidents identified following further investigation of reported accident data, including:
 - speed limit reductions on the A638 around Retford following fatalities in October and December 2013, as well as April 2014; and on Shireoaks Road following a fatality in January 2014
 - high-friction surfacing schemes on Chesterfield Road, Huthwaite and High Road, Chilwell following a history of accidents at these locations in wet conditions related to surface deterioration. The severity of the injuries sustained in the accidents has also increased recently leading to the need to address the issue more urgently
 - a signing and lining scheme on Catfoot Lane, Lambley to address vehicles losing control and hitting trees. Collisions with trees often lead to serious or fatal injuries and implementation will reduce the potential for future high severity accidents
 - Traffic management schemes to reduce the impact of traffic on communities. These include:
 - speed management schemes such as speed reduction measures on Castlewood Grove, Sutton in Ashfield to address anti-social behaviour of drivers as part of a co-ordinated approach with the police
 - signage improvements to guide HGVs along the most suitable roads in response to the concerns of a number of parish councils in the Bassetlaw area
 - right-turn prohibition on Westgate/Halloughton Road, Southwell to help reduce rat-running following a petition request
 - Pedestrian and cycling improvements to utilise developer funding that must be spent on sustainable transport improvements in specific geographic locations during 2014/15. These schemes include a toucan crossing on Mapperley Plains, as well as dropped crossings, reopening footpath 10 and bus stop improvements in Ravenshead
 - Maintenance schemes to address the accelerated deterioration identified at Mattersey Road, Ranskill and Brown Crescent and Herne Street, Sutton in Ashfield required to keep the network in the best condition possible within the funds available.
5. A report will be presented to the next Committee on the new process for highways repairs along with the outcome of a recent bid submitted to DfT for additional pot hole funding which is being made available nationally.

6. The 2014/15 maintenance programme has also been reviewed to take account of the accelerated delivery of maintenance improvements that occurred during 2013/14 and the revised programme is detailed in Appendix 2. All proposed works as shown in the appendices are funded from within the approved Transport & Highways capital programme.
7. There are a number of major flood studies currently in progress such as at Southwell, Hucknall and Thurgarton. The Flood Risk Management Capital Programme and associated schemes will be developed as the result of these studies becomes known also taking account of other priorities. The total cost of many of these schemes is only part funded by the County Council with contributions being sought from all parties involved to provide a solution. As detailed in the Flood Risk Management Update 2014 report to 24 April 2014 Transport & Highways Committee these flood studies are ongoing but some improvement schemes have been identified and funding bids have been made to Central Government to part finance them where appropriate.
8. Each of the schemes included in the 2014/15 capital highways programmes is still subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, design and consultation. Work is also 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.
9. Delivery of both the integrated transport and maintenance capital programmes is under way with delivery and construction works now scheduled wherever possible through to the end of the financial year. Where the construction dates have been scheduled these are also included in the appendices.

20mph speed limits

10. Nottingham City Council has recently introduced a number of area-wide 20mph speed limits which abut the county boundary. In most cases, where appropriate (following Transport & Highways Committee approval on 28 November 2013), the 20mph speed limits have been extended into the county on roads where otherwise it would lead to confusing speed limit changes for road users, one such site is in Bramcote.
11. Whilst several roads within the county were included in the Bramcote area-wide 20mph speed limit, a number of roads that the local County Councillor asked to be included could not be introduced as part of the original scheme. Nottingham City Council was unable to accommodate this request due to the conditions and timescales of the external funding source being used to fund the scheme. It is therefore proposed that the existing area-wide 20mph speed limit is extended to include roads immediately adjacent to the existing scheme and it is considered that implementing a 20 mph speed limit on these roads will provide a clearer, consistent message to drivers. The proposed extension to the Bramcote area-wide 20mph speed limit will consist of only signing with no other engineering

measures and will be funded from the 2014/15 integrated transport block allocation.

12. A recent survey carried out by road safety charity Brake shows that 78% of people think 20mph should be the normal speed limit around schools, on residential streets, and in village, town and city centres. The survey also found that:
- 72% of people thought roads in their town or village need to be made safer for walking and cycling
 - 81% of people say traffic travels too fast on some (51%) or most (30%) of their local roads
 - 79% think it would encourage more people to walk or cycle if roads and routes in their town or village were made safer.
13. A pilot area-wide advisory 20mph speed limit was introduced in part of West Bridgford in April 2012. When the scheme was introduced the type of sign that could be used on an advisory 20mph speed limit was restricted and the success of the scheme has therefore been limited. Since its introduction DfT has made significant changes to help reduce the cost of providing enforceable area-wide 20mph speed limits, including the relaxation of the traffic calming features required. West Bridgford Local Area Forum has requested that the pilot existing advisory limit be amended to be permanent and mandatory. The introduction of pilot mandatory area-wide 20mph speed limits in the county was approved at 17 September 2013 Transport & Highways Committee. It is therefore proposed that the existing advisory area-wide 20mph speed limit in West Bridgford is converted to an enforceable area-wide speed limit and included as a reserve scheme within the 2014/15 integrated transport block. The scheme will be monitored to determine its effectiveness at increasing the numbers of people walking and cycling, and maintaining low accident levels and vehicle speeds.

Future integrated transport funding

14. From 2015/16 approximately 44% of the national integrated transport block funding will be removed from local highway authorities (councils) and included instead in the Local Growth Fund (LGF) managed by Local Enterprise Partnerships (LEPs) – D2N2 for Nottinghamshire, Nottingham, Derbyshire, and Derby. This means that in 2015/16 the County Council will likely receive integrated transport funding of around £4m from DfT compared to around £7m currently. The LEP bids to government for LGF – Strategic Economic Plans – have to be based on programmes to stimulate the local economy and create jobs, and will not necessarily be allocated to transport projects at all or transport projects currently promoted through integrated transport blocks, and will be subject to competitive priorities across D2N2 determined by the LEP.

Other Options Considered

15. 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 2014/15

capital programmes. Reserve schemes could potentially be delivered during the 2014/15 financial year should other schemes become undeliverable or if other funding sources become available enabling schemes to be brought forward. It is, however, anticipated that the reserve programme of 20mph speed limits outside schools will be prioritised and their delivery accelerated should funding become available.

Reason/s for Recommendation/s

16. 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

17. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATION/S

- 1) It is recommended that Committee:
 - a) approve the revised integrated transport programme as detailed in this report and appendix 1 to the report
 - b) approve the revised capital maintenance programme as detailed in this report and appendix 2 to the report.

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For any enquiries about this report please contact:

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Constitutional Comments (SLB 23/05/2014)

18. Transport and Highways Committee is the appropriate body to consider the content of this report providing the revised programmes are within the capital funding allocation approved by County Council on 27 February 2014.

Financial Comments (GB 23/05/14)

19. The financial implications are set in paragraph 6 and the appendices to this report.

Background Papers and Published Documents

- Integrated transport and highway maintenance capital programmes 2014/15 report to 13 February 2014 2014/15 Transport & Highways Committee
- Flood Risk Management Update 2014 report to 24 April 2014 Transport & Highways Committee
- Nottingham City 20mph speed limits report to 28 November 2013 Transport & Highways Committee
- Implementing 20mph speed limits in Nottinghamshire report to 17 September 2013 Transport & Highways Committee
- 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