

7 January 2021**Agenda Item: 4****REPORT OF THE CORPORATE DIRECTOR, PLACE****PROVISIONAL HIGHWAYS CAPITAL & REVENUE PROGRAMMES 2021/22****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 2021/22. The proposed programmes detailed in this report and its appendices set out how the Council proposes to use the £35.8m it is investing in Nottinghamshire's highways during 2021/22. 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 2021/22 budget decisions. Similarly, the programmes will need to be reviewed and updated if anticipated 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 2021/22 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 2021.
3. It should be noted that the programmes set out in this report and its appendices (including their potential delivery) could be affected by existing and/or future measures which are considered necessary to safeguard the public and employees against infection of Covid-19. 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 2020/21 being delayed until 2021/22; and such schemes/programmes are highlighted within this report and its appendices as necessary. The 2021/22 programmes will therefore be subject to change and will be reviewed in the future as and when government and/or County Council guidance on safeguarding practices is provided. Similarly, the programmes will be reviewed should there be changes to the availability of materials and/or other resources necessary for their delivery.
4. Whilst the Council supports the need to proceed with these essential works it also recognises that some of the planned works are due to take place outside of people's homes at a time when more people will be potentially inconvenienced by noise and disruption whilst working from home or on furlough from work. Continued community support for such schemes (and patience during their delivery) is therefore also required in order to deliver the proposed programmes.

Information

5. 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; 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.
6. The capital and revenue allocations for all highway improvements (including the integrated transport and highway capital maintenance block allocations) will be determined at the 25 February 2021 County Council meeting but the provisional programmes detailed in this report and its appendices have been developed based on the provisional 2021/22 allocations approved in February 2020. The proposed 2021/22 highways programmes, comprising of capital and revenue funding, include:
- £16.4m allocated to capital maintenance schemes to improve local roads and other highway assets
 - £5.5m 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
 - £13.4m of funding secured to deliver Gedling Access Road, active travel programmes and to continue delivery of the street lighting energy saving programme
 - £0.64m of revenue funding to deliver the traffic management revenue programme which includes £0.21m of additional County Council funding to help react to emerging traffic management problems 'in-year'; and public health general reserves to deliver travel planning.

2021/22 Capital and Revenue Funding Allocations

7. The provisional 2021/22 capital and revenue allocations for highways improvements are in line with future allocations determined at the 27 February 2020 County Council meeting as part of its 'Annual Budget 2020/21' report. The provisional 2021/22 allocation for integrated transport and capital maintenance, based on previous 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.

Capital maintenance funding	£m
Highway capital maintenance road maintenance and renewals (M-TFS allocation)	£12.006
Highway capital maintenance (DfT Incentive Fund predicted allocation)	£ 2.501
Flood alleviation and drainage (M-TFS county capital allocation)	£ 0.900
Street lighting renewal (M-TFS county capital allocation)	£ 1.000
Total funding available for capital maintenance improvements	£16.407

NB. No 'Pothole Fund' or 'Challenge Fund' allocations are included in the above figures as DfT are yet to provide information on how these will be allocated in 2021/22

	£m
Integrated transport funding	
Integrated transport block allocation (M-TFS allocation)	£4.416
Additional County Council capital allocation for capacity improvements	£0.750
Additional County Council capital allocation for road safety (M-TFS allocation)	£0.350
Total funding available for integrated transport improvements	£5.516

	£m
Revenue funding	
Traffic management revenue	£0.525
Public health general reserves (travel planning)	£0.119
Total revenue funding available for specific programmes	£0.644

	£m
Externally funded capital and revenue schemes	
Gedling Access Road (figure includes £1.544m contribution from the County Council)	£9.573
DfT Active Travel Fund	£2.178
DfT Access Fund (travel planning)	£0.200
Salix Grant (street lighting energy saving programme)	£1.300
Total external funding available for specific programmes/improvement schemes	£13.251

Capital Programmes

- Despite the best efforts of Via EM Ltd (and other delivery partners) to deliver the whole of the 2020/21 highway capital programmes, several schemes originally programmed for delivery during 2020/21 will now be delivered during 2021/22. In addition to common delays (such as those resulting from the need to amend scheme proposals following feedback from the public), delivery of the 2020/21 capital programmes has been impacted by Covid-19 safeguarding measures, as well as the availability of materials and/or other resources necessary for their delivery. 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 included in the 2021/22 capital programme (and are annotated as such in the attached appendices).

Capital Maintenance Block

- As detailed in the table in paragraph 7 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.
- The detailed provisional capital maintenance programme is set out in appendix 1 of this report. Please note that the programme shown in the appendix totals £19.038m and is based on an assumption that 'Challenge Fund' and 'Pothole Fund' monies from the DfT will cover the shortfall between the £17.707m allocation and £19.038m indicative programme. The final allocation and programme will therefore be subject to review in April 2021 once the final figures from the DfT are known. In 2021/22 the highway capital maintenance block accounts for 76% 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.

11. Due to the success of the current preventative maintenance carriageway patching programme, it is proposed to increase the level of preventative maintenance and structural patching on footways & cycleways across the county (as detailed in the attached appendix 1). The current programme consists of sites identified through highway inspection regimes, alongside recommendations from County Council members, which are prioritised and delivered as part of a rolling programme of works. This enables sites of various sizes to be resurfaced, ranging from discreet areas of severe deterioration to larger scale works as and when required, and provides the in-year flexibility to deal with locations where rapid deterioration has occurred.
12. The proposed maintenance programme includes a contribution to the resurfacing of Bestwood Lodge Drive. It is proposed that the County Council consider a contribution of either 30% of the cost of the necessary resurfacing works, or £40,000 (whichever is the smaller figure), in recognition of the road's use as an access point to Bestwood Country Park.

Integrated Transport Block

13. 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.
14. The County Council has been successful in securing significant amounts of external funding for a number of highway schemes (as detailed in the table in paragraph 7 above). 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) that it plans to deliver in the short to medium-term if possible.

Externally Funded 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 all in place and the construction of the new £40.9m GAR scheme started in January 2020. It is currently anticipated that GAR will be completed and open to traffic by Autumn 2021 (subject to any unseen delays, such as further Covid-19 related impacts). Options to bring the project back on track are currently under review. The current funding allocations for this scheme (as approved at Finance and Major Contracts Management Committee on 16 December 2019) are shown in the table below (and include carry over from 2019/20).

	Funding contribution (£m)								TOTAL
	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	
County Council	0.017	0.207	0.604	0.540	0.350	2.138	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	6.620	20.638	9.573	1.750	40.899

Flood Risk Management

16. 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 Summer 2021 and will result in a reduced risk of flooding to approximately 240 properties and 60 businesses.
17. A project to protect 86 properties from flooding along the Titchfield Park Brook catchment has been allocated £985k of Flood Defence Granting Aid and Local Levy funding for delivery in 2020/21 with support from County Council capital. This project is programmed for completion in March 2021.
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), £585k SR20 (EA) plus district council and community contributions.
19. A scheme to deliver Property Flood Resilience to vulnerable communities across the County has been approved with a value of £1m (NCC Capital). The Tender process has been completed with contract award expected in December and works completed by July 2021.
20. 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, Bleasby, Calverton, Normanton on Soar, Sutton on Trent, Mansfield, Egmont, Shireoaks, Newthorpe and Hucknall. Schemes supported by the County Council but being progressed by the Environment Agency include schemes in Gunthorpe, Worksop, Lowdham and Carlton on Trent.
21. Nottinghamshire's Local Levy revenue contributions for 2021/22 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 2021 on any proposed increases to the levy; which has been set at 2% for the last six years.

Street Lighting Energy Saving Programme

22. Via East Midlands has been awarded the 2020 Association of Public Sector Excellence Street Lighting Innovation Award for its work on the Nottinghamshire LED street lighting renewals project. The 'Nottinghamshire's Lighting the Way to Save Energy' project has been managed and implemented by Via EM, in partnership with the County Council's Energy Team and Salix Finance. It has now seen over 70,000 LED lanterns installed in the county, saving 71.3 thousand tonnes of carbon and reducing electricity consumption by 81.5 million kWh since its start in 2014. Not only has the project delivered significant environmental benefits through carbon savings, it has also seen a 47% reduction in street lighting faults resulting in an improved service and value for money for Nottinghamshire residents.
23. The project has achieved almost £10m in energy savings to date and, following a further successful bid to Salix for £2.6m, is set to be extended to convert more of the county's 94,000 streetlights through to 2023. 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 benefits detailed above. The successful £2.6m bid will enable the delivery of the street lighting energy saving programme to continue with the next planned phase of the project, a two-year programme starting in April 2021, to replace SON with LED in the Gedling and Rushcliffe areas.

Active Travel Fund

24. 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. In the short-term this will also help avoid overcrowding on public transport as the economy restarts.

Tranche 1

25. The DfT allocated Nottinghamshire £263,250 from Tranche 1 of the ATF which was available for temporary measures (such as road closures, pop-up cycle lanes and pop-up footway widening), as well as permanent measures that could be delivered within 12 weeks of the funding allocation. The programme to be delivered using this funding was subsequently determined by the Council's COVID 19 Resilience, Recovery and Renewal at its meeting on 16 July 2020; and most schemes included in the approved programme have now been delivered. The DfT's intention was that the Tranche 1 programme would be delivered, whilst traffic levels were reduced due to Covid-19 restrictions, to help embed walking and cycling as part of new long-term commuting habits. However, by the time the funding allocations were confirmed by DfT (at the end of June 2020) small retailers were able to reopen and bars/restaurants were about to reopen which had resulted in traffic levels returning to 80% of their pre-lockdown levels. It was therefore decided that a review of some of the planned schemes was required prior to their implementation to determine their local impacts, such as on journey time delay. This resulted in the need to undertake consultation with the local County Council member and/or local businesses to ensure, working in partnership, that the proposed schemes were considered in the context of the economic recovery. Based on the review of scheme impacts and/or consultation, it is proposed that the planned Tranche 1 schemes at the following locations will not be progressed any further (and that this be reported to the DfT):

- Arnot Hill Road/Nottingham Road junction
- B6020 Station Road/Urban Road, Kirkby in Ashfield
- B684 Plains Road, Mapperley

- Forest Street, Sutton in Ashfield
- Victoria Parkway, Netherfield
- Victoria Street/Portland Street/Mill Gate, Newark.

Tranche 2

26. As detailed in the 3 December 2020 'Communities and Place Performance and Finance Report for Quarter 2 Place Core Data Set' report to this Committee, the DfT has announced that it has allocated £2.178m towards the Council's ATF Tranche 2 proposals. The Council's ambitious Tranche 2 bid proposals, however, totalled over £3m which exceeds the Council's funding allocation. As the costs of the proposals exceed the funding available it won't be possible to deliver all the schemes included within the original Bid (or currently to replace any of the Bid proposals with alternative schemes). Further refinement of the proposals included in the Bid is therefore required to determine a programme that fits the funding available. The first stage of this process was to undertake further feasibility work on each of the schemes included in the Bid proposals. This work has identified that it is not feasible to deliver the following scheme as planned and consequently it will not be progressed any further:

- Victoria Street/Portland Street, Newark – creation of a new lightly segregated cycleway on Victoria Street/Portland Street following the introduction of a new one-way traffic system on Victoria Street/Portland Street/Albert Street

27. Public and stakeholder consultation will be undertaken to demonstrate both general support for proposals and on the detailed design of each scheme included in the final delivery programme (and the proposed consultation plan is attached as appendix 3). The consultation will be used to help determine the programme taken forward for detailed design and delivery; and to inform the design of each of the schemes subsequently included in the final ATF Tranche 2 delivery programme. It is proposed that consultation will be undertaken on the following schemes for possible inclusion in the final ATF Tranche 2 programme:

- A6191 Chesterfield Road North/South, Mansfield – improvements to the existing on-road cycle lane from north of Rosemary Street to south of Debdale Lane junction to provide a fully segregated cycle track
- Beeston cycling improvements – a point closure to through traffic on Dovecote Lane to provide a quiet route for cyclists; and additional secure cycling hubs at the nearby rail station
- Randall Way, Retford – a new fully segregated cycleway/footway adjacent to the existing carriageway between Hallcroft Road and the A638 North Road
- Regatta Way, Gamston – upgrade of the existing shared use footway to create a new fully segregated cycleway between Adbolton Lane and the A6011 Radcliffe Road
- A targeted behaviour change support package, potentially including:
 - a Bike Aid programme providing refurbished bikes to key workers living/working along/near the Tranche 1 and Tranche 2 infrastructure improvements
 - targeted travel planning at workplaces, schools, health providers, and/or local community groups close to Tranche 1 and Tranche 2 infrastructure improvements.

28. A meeting with the local County Council members that represent that area to discuss a potential scheme on High Pavement, Sutton in Ashfield is scheduled for 8 January 2021. It will be determined if the High Pavement, Sutton in Ashfield proposals will proceed to consultation (and potential delivery) following this date.

29. It is planned that the first stage of consultation will be undertaken during January/February 2021 and that the proposed final ATF Tranche 2 programme taken forward for construction is determined following consideration of the consultation responses. In order to meet the funding's delivery requirements this process will need to be completed by the end of March

2021. Due to the scheduled Communities & Place Committee cycles it will not be possible to report the outcomes of the consultation to Committee before the 31 March 2021 deadline. To meet the deadline, it is therefore proposed that the Corporate Director Place, in consultation with the Chair of Communities & Place Committee, is given delegated authority to consider and approve the proposed final ATF Tranche 2 programme taken forward for construction. An update on the proposed ATF Tranche 2 programme (which will still be subject to the necessary detailed scheme design, consultation and equality impact assessments) will, however, be reported to Committee in the final 'Highways Capital & Revenue Programmes 2020/21' report currently scheduled for consideration at April's Committee meeting.

DfT Access Fund / Public Health General Reserves Programme

30. 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 businesses during 2020/21. Using the Public Health funding as match funding, the County Council also successfully secured funding from the DfT Access Fund to deliver personal travel planning with jobseekers, residents and at workplaces during 2020/21. The funding was secured to deliver tailored travel advice to 18,000 targeted residents and at 20 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 DfT funding has also been secured to deliver travel planning advice to jobseekers in Ashfield to help them overcome transport barriers to work and/or training opportunities.
31. The workplace element of the programme has gone ahead as planned, but with additional focus on helping employees travel to work safely during the current Covid-19 pandemic. The jobseeker and residential elements of the programmes have, however, been delayed due to the nature of these programmes, the delivery options available and the impacts of Covid-19 safeguarding measures. The start of the delivery of the jobseeker element was delayed until October 2020; and the residential travel planning has been postponed until Spring 2021. Recognising the reasons for the delays, the DfT and Public Health colleagues have agreed that the Council can carry forward the funding for the jobseeker and residential travel planning elements that are not spent during 2020/21.
32. It should be noted that, as these travel planning services are publicly funded, they are not available to any businesses or developers at sites that have ongoing travel planning obligations (i.e. they must develop and deliver a travel plan/travel planning) as part of a planning consent.

A6006 Safety Cameras

33. Local concerns about traffic speeds along the A6006 have been raised with the County Council and feasibility work is underway looking into the possibility of safety cameras along the route. Any such scheme would be subject to securing the necessary funding for its delivery (including the potential for external contributions) and Committee approval as part of a future capital programme. Further detail including costs and funding arrangements will therefore be provided to members in due course.

Revenue Programmes

Traffic Management Revenue Programme

34. 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 2021/22 to accommodate these requests. Consequently, in 2021/22 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 4 details the schemes provisionally prioritised for delivery using this funding during 2021/22 (an element of the funding has been retained for in-year requests, such as for disabled parking bays).

Road Safety Education, Training and Awareness

35. 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 (attached as appendix 5) 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

36. 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.

Public Health General Reserves

37. Additional bids have been submitted to try to secure Public Health General Reserves to deliver additional travel planning and active travel infrastructure across the county.

A614/A6097 Junction Improvements

38. 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.

39. Although the OBC was originally submitted in May 2020, the County Council in consultation with the DfT submitted a revised and final OBC in December 2020, and if subsequently approved by the Transport Minister this will be followed by a full business case submission in late 2021.
40. 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 A614-A6097 junction improvement package.

Pinch Point Fund

41. 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 (£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 asked authorities to make brief expressions of interest by 31 January 2020.
42. Analysis of journey time delay on routes across the county which were eligible for the funding (it excludes the local Major Road Network [MRN]) identified potential locations/deliverable schemes that are likely to be eligible for the funding. Following completion of this work the Council submitted bids for the following two schemes which are still pending a decision as DfT has advised that owing to the current circumstances regarding COVID-19 a decision on these bids will be made later in the financial year:
- A60 Nottingham Road/Park Lane/Baums Lane junction improvements, Mansfield
 - Newark Intelligent Transport System Project (improvements to traffic signals at several junctions in Newark town centre).

Further Scheme/Programme Development, Design and Consultation

43. 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).
44. 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.
45. 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.

46. 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 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.

47. 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.

48. 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

49. 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 2021/22 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

50. 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

51. 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

52. The financial implications, including budget allocations, are set out within the report and are in line with future allocations determined at the 27 February 2020 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 2021/22 budget decisions and confirmation of the DfT indicative allocations.

Public Sector Equality Duty implications

53. 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.

54. 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

55. 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 43;
- 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 43;
- 3) approve the proposed externally funded schemes as detailed within this report subject to the provisions set out in paragraphs 2 and 43
- 4) grant the Corporate Director Place, in consultation with the Chair of Communities & Place Committee, delegated authority to determine the final Active Travel Fund Tranche 2 programme based on the outcome of the proposed public consultation, as set out in paragraph 29
- 5) approve the proposed provisional highway traffic management revenue programme for implementation as contained in this report and detailed in Appendix 4 subject to the provisions set out in paragraphs 2 and 43;

- 6) approve the proposed provisional road safety education, training and awareness programmes as contained in this report and detailed in Appendix 5 subject to the provisions set out in paragraphs 2 and 43;
- 7) 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 22/12/2020)

56. 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 18/12/2020)

57. The provisional 2021/22 capital allocations are set out in paragraph 7. The confirmed allocations and any further proposed variations required to the capital programme will be included for formal approval as part of the Annual Budget Report 2021/22 to Full Council in February 2021.

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 2015/16-2017/18
- Nottinghamshire Local Transport Plan Evidence Base 2010
- Provisional Highways Capital & Revenue Programmes 2020/21 – 9 January 2020 Communities & Place Committee
- 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
- 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