

Sponsor: Strategic Director of Communities & Place  
Author: Programming & Policy Team Leader

## **Infrastructure Programme Board Capital Programmes 2021/22**

### **Purpose**

1.1 This report sets out the following proposed 2021/22 work programmes for approval:

- |                                     |             |
|-------------------------------------|-------------|
| • Highways & Transport (H&T)        | £37,142,000 |
| • Vehicles, Plant & Equipment (VPE) | £1,100,000  |
| • Flood Defence (FD)                | £250,000    |

Included in H&T is a 3-year programme, 2021/22, 2022/23 and 2023/24, for the Asset Management elements, as required by the Department of Transport (DfT) and in accordance with sound asset management principles. There is also a specific recommendation to approve s106 spend.

1.2 The H&T programme supports the achievement of the goals of Derby's long-term plan, set out in our Local Transport Plan, LTP3. It responds to the nine challenges in LTP3 but in particular – provide network efficiency, reduce unnecessary delays and facilitate economic activity. The H&T programme helps to keep the transport network moving efficiently and effectively.

1.3 In the VPE programme, funding is prioritised against a replacement criterion. This is based on the expected life of the different types of vehicles and equipment and the operational demands/requirements of the service.

1.4 The FD programme funding is targeted towards schemes which manage and reduce the potential for and impacts of flooding to properties and infrastructure in the city.

### **Recommendations**

- 2.1 To approve the proposed H&T programme for 2021/22, which includes Asset Management schemes for 2021/22 as detailed in appendix 2a, and Asset Management schemes for future years as detailed in appendix 5 (2022/23) and appendix 6 (2023/24).
- 2.2 To approve the allocation of s106 contributions in the 2021/22 H&T programme, as shown in appendix 2b and 2c.
- 2.3 To approve the proposed VPE programme for 2021/22, as shown in appendix 3.
- 2.4 To approve the proposed FD programme for 2021/22, as shown in appendix 4.
- 2.5 To continue to give delegated authority to the Strategic Director for Communities and Place, in consultation with the Cabinet Member for Communities, Neighbourhoods & Streetpride, to respond to changing priorities through the year by introducing new schemes or bringing forward schemes to replace others, within the scope of the approved budget.

## Reasons

- 3.1 Approval of the work programmes prior to the start of 2021/22 financial year allows effective planning and programming, particularly for schemes allocated in 2022/23 and 2023/24 allowing a move away from design and delivery in the same year. This means that schemes are delivered in the best possible way and achieve value for money. Early approval of the programmes will allow the identification of any risks to delivery, which will enable us to review and monitor risks and costs efficiently.
- 3.2 In the interests of the effective management of the programmes, it is appropriate to maintain the delegated approvals as outlined in the Infrastructure Board Terms of Reference. Any revisions to the H&T programmes would still reflect the strategy of LTP3, whilst any changes to either the VPE or FD programmes would continue to maintain the methodology of their original development.

## Supporting information

### 4.1 Highways & Transport

The H&T programme supports the objectives in LTP3, with key priority areas:

- Asset Management – maintaining our assets based on sound management principles, including life cycle planning, risk and value for money
- Network Management – managing traffic flows
- Active Travel – support and travel choice

### 4.2 Additional funding

Several additional capital funding streams and the related schemes have been added to our programme:

#### 4.2.1 Highways infrastructure

Over the last few years, a significant amount of work has been undertaken to provide a full understanding of the condition and performance of the highway network. This allows the authority to demonstrate the effects of different funding levels on condition, deliver the right treatments at the right time and ensure that all available funding is spent as effectively as possible, based on sound asset management principles.

This increase in understanding has contributed to an additional £9m funding being allocated for highways infrastructure across 2020/21 (£3m) and 2021/22 (£6m). This has been used effectively to fund additional schemes in the H&T programme and to focus on innovation and technology. Two thirds are targeted on highway maintenance, whilst the remainder has secured multi-use highway plant, smarter drainage and a gully replacement programme.

It is well documented nationally that all Councils face significant challenges to maintain a safe and reliable highway network with constraints on resources, deteriorating condition and increased public expectation. It is widely accepted that investment has been insufficient for many decades to achieve and retain a position of steady state on roads and pavements.

This funding was allocated as part of the 2020/21 MTFP process in recognition of the continued strain on local authorities to keep pace with the demands of highway maintenance, not only the condition of the road surface but the critical infrastructure that supports the life of carriageways and footways, such as gullies and drainage. The impact of more extreme weather over the last few years, has demonstrated just how important this infrastructure is.

We will assess the full impact of the additional funding at the end of our 2021/22 programme, but already it has made a real difference. The investment in plant for instance has allowed us to work more effectively throughout the year and be able to do multiple operations without having to wait for different vehicles or conditions. In 2021/22 we will continue to direct this funding to schemes that provide additionality to our normal activities.

#### **4.2.2 Active Travel Fund**

Following the successful delivery of the Government's Emergency Active Travel Fund in 2020, Derby has been allocated £776,150 as part of Tranche 2 Active Travel Fund. Approximately £621,000 of this is capital spend (Appendix 2.1). Proposed projects all support sustainability efforts to decarbonise transport and have emerged from community engagement as encouraged by the Department for Transport.

The Moving Derby Forward (2) programme is made up of four schemes:

- School Safe Haven Project – building on the highly successful work of Parking Services the project will trial measures to promote active travel for trips to schools and reduce school gate traffic
- Segregated Cycle Lanes – on key routes including, Sinfin Lane, Ashbourne Road, Duffield Road, and Burton Road
- Cycle Derby Plan – to increase training for children and adults, including information and guided rides to encourage cyclists to take advantage of the visible changes to roads. There will be a specific programme for Chellaston to demonstrate how existing infrastructure can be used to increase active travel.
- Normanton Road – working closely with the community, proposals will be focused on reducing traffic and creating a better environment for walking and shopping, with more space for social distancing.

#### **4.2.3 Transforming Cities Fund (TCF)**

As part of a joint bid with Nottingham City Council, the Department for Transport awarded the authorities over £100m to deliver the second phase of TCF. Derby City Council was awarded £61.46m to support comprehensive sustainable transport measures to be delivered between 2019/20 and 2022/23. The programme provides an opportunity to transform Derby's sustainable transport infrastructure and improve our city centre streets and squares. As the projects develop and following further consultation with stakeholders the programme may change. The Derby and Nottingham joint bid for transport improvements was the only bid to receive the full amount requested from the Department of Transport.

The funding will have a major impact on delivering schemes that will:

- improve city centre connectivity
- support growth and connectivity
- improve air quality
- promote social inclusion
- support local industry
- improve sustainable connections between Derby, Nottingham and East Midlands airport
- support Derby and Nottingham growth corridors

In 2021/22 proposed spend of approximately £23.96m will be on the following schemes:

- Electric Rapid Transit (eRT) linking the Cathedral Quarter to Pride Park
- Park and Ride Smart Hubs, bus lanes and cycle lanes
- Derby Bus Partnership Corridor improvements
- City Centre Public Realm Improvements
- Bus Station improvements
- A cycle expressway linking to Nottingham and East Midlands Airport
- Priority cycle corridor improvements

All schemes will support our efforts to decarbonise transport. Furthermore, the economic benefits will be significant for both cities because this level of investment offers the chance to implement exciting changes; bringing mass transit to the city and creating public transport innovations and transport experiences.

#### 4.2.4 **Future Transport Zones (FTZ)**

In partnership with Nottingham City Council, Derby has been successful in securing funding for FTZ. A total of £16.7m between the two cities has been awarded over 2020/21 and 2023/24. The aim of the funding is for experimental schemes and the Derby/Nottingham project will explore:

- open access Mobility as a Service (MaaS) and complementary data platform across the combined travel to work area
- improved connection between the two cities through a consistent transport offer
- link a network of flagship mobility hubs at key locations in community and campus settings
- trial future mobility options like eScooters

Specific schemes will be agreed in 2021/22 as both cities develop their approach.

#### 4.3 **Asset Management**

The DfT and the Council require strong Asset Management principals and processes. Not having these processes and policies in place can result in a reduction in our allocation from the DfT. A robust approach is critical to ensuring cost effectiveness, longevity and best value. The Council constantly seeks to improve, for example a new Highway Infrastructure Asset Management Framework, policy and strategy was adopted in September 2018 with a suite of supporting policies and processes having been developed or in development. Recently, this has included embracing innovative solutions and investigating options for sustainability.

The Council has set aside £4.9m for asset management in each of the next three years - 21/22, 22/23 and 23/24. Funding in 21/22 totals £5.5m as it includes additional slippage and s106. Using Lifecycle Planning the funding has been apportioned across the strategy areas to ensure a balanced budget and that the funding available is spent in the most appropriate manner.

It is important to understand the inter-relationship between good asset management and maintenance. The additional schemes funded through the additional capital in 2020/21 and 2021/22 have been selected using our strong asset management framework. The detailed investigation, analysis and assessment needed to understand the condition of our assets means the Council has a clearer understanding of future maintenance requirements which means we can make evidence-based investment and funding decisions.

Good Asset Management however goes beyond simply managing the condition, we need to understand how the community interacts with our assets and the social and economic systems that impact on how we use our infrastructure. It requires detailed analysis of the current condition and assessment of future use. Ultimately funding that supports our asset management will have a direct impact on the gap between what we estimate we need to maintain our assets in steady state, and the resources we have available in our budget. A detailed breakdown of asset management funding is provided in appendices 2a, 5 and 6.

The value of continuing to build our strength and depth of knowledge, data and condition across the management of all our assets is the most important way the Council can fulfil its responsibilities as highway authority and move its spending from high cost interventions on life expired infrastructure, towards lower cost maintenance and prevention.

#### **4.4 H&T S106**

In line with the s106 protocol, Neighbourhood Boards and Councillors were consulted about our proposed s106 spend for 2021/22. Appendix 2b shows the schemes that are being funded by s106. In 2021/22, this totals £145,724.

#### **4.5 Vehicles, Plant & Equipment**

Streetpride provides many of the critical, frontline services that people who live, work and visit Derby benefit from every day. The quality of our grounds maintenance, street cleansing, refuse collection and highway maintenance is important for both our local communities and our visitor economy. The Council works closely with residents to ensure that the services we deliver are responsive, sensitive and appropriate.

#### **4.6**

One of the key drivers for change the VPE programme is the national 2050 target for net carbon zero and move away from petrol and diesel vehicles. Accordingly, the Cleaner Fleet Policy was adopted in December 2019. This approach seeks to 'sweat' our assets; either through using them beyond their predicted replacement dates (where financially viable) or redeploying them across services to maximise their use and life. In 2021/22 and beyond the Fleet Management Section will only acquire battery electric vehicles for all new cars and small vans with a revenue weight (maximum authorised mass) of less than 2500kg or 2.5 metric tonnes. For all other vehicle categories, a hierarchy of procurement will be applied that will ensure that the cleanest fuels are always considered first.

#### 4.11 Flood Defence

The Flood Defence team prioritises drainage and flood defence schemes which aim to reduce the potential for and consequences of flooding incidents by managing, reducing and controlling the rate of surface water discharge. Their schemes also improve water quality, thus promoting biodiversity benefits, which align with national and local strategic objectives.

- 4.12 Flood defence and highway drainage schemes are prioritised using a flood matrix scoring system, which considers the extent of potential flood, the risk to people and property, loss of critical infrastructure and the effects on biodiversity. They also undertake an assessment of the economic costs and benefits.

#### 4.13 Slippage subject to approval

Due to the impact of Covid-19 and shortage of skilled staff, slippages to the value of £14,838 for 2020/21 have been put forward for approval by Council Cabinet on 10 February 2021. Slippage values for each programme are included in the table below:

2020/21 Slippage requests Strategy Areas	Slipped Budget 20/21 subject to approval (£000's)
Highways and Transport total	13,993
Flood Defence total	760
Vehicles, Plant & Equipment total	85
TOTAL	14,838

### Public/stakeholder engagement

- 5.1 Neighbourhood Boards develop their local priorities for investment in transport. The priorities they choose inform the H&T programme. Appendix 2c details how these priorities have been included in the programme.

### Other options

- 6.1 The development of the H&T programme has involved the consideration of various schemes for inclusion. The draft programme is the best fit to the objectives of LTP3, the local priorities of Neighbourhood Boards, with the level of budget available. It also contributes to our statutory functions.
- 6.2 The VPE and FD programmes have been developed in consideration against Council objectives, Streetpride service standards and statutory obligations. They offer the maximum value for money considering available budgets.

### Financial and value for money issues

- 7.1 This report seeks to continue delegated authority as outlined in the main body of the report. The programmes are managed in accordance with the current financial and contract procedure rules.
- 7.2 All scheme changes are reported to Infrastructure Programme Board and are recorded appropriately, identifying the details and reasons for the scheme variation, and are managed in consultation with the respective technical, legal and financial colleagues.

## Legal implications

8.1 As a local authority, we are responsible for a range of statutory functions, including those contained in the following pieces of legislation, effective compliance with and regulation of which rely on the provision of funding for the three programmes that are the subject of this report:

- Environmental Protection Act 1990
- Household Recycling Act 2003
- Landfill Allowance and Trading Scheme (England) Regulations 2004
- Waste and Emissions Trading Act 2003
- Refuse Disposal (Amenity) Act 1978
- Controlled Waste Regulations 1992
- Clean Neighbourhoods and Enforcement Act 2005
- Flood and Water Management Act 2010
- Flood Risk Regulations
- Water Industry Act 1991
- Litter Act 1983
- Dogs (Fouling of Land) Act 1996
- Control of Pollution Act 1974
- Highways Act 1980
- Traffic Management Act 2004

## Climate implications

- 9.1 These programmes provide direct contributions to the environmental sustainability of the city.
- 9.2 Similarly, to all previous years, the H&T programme seeks to encourage and promote use of sustainable transport; the VPE programme promotes recycling and encourages use of outside space for recreation through grounds maintenance activities. The FD programme strives to reduce flooding in the city through the implementation of sustainable drainage systems that encourage biodiversity.

## Other significant implications

10.1 None.

This report has been approved by the following people:

Role	Name	Date of sign-off
Legal	Olu Idowu	29.01.2021
Finance	Amanda Fletcher	08.02.2021
Service Director(s)	Verna Bayliss	17.02.2021
Report sponsor	Rachel North	16.02.2021
Other(s)	Infrastructure Programme Board	17.02.2021

Background papers:

List of Appendices:

2a 2021/22 Proposed H&T Work Programme (including Asset Management)  
2b 2021/22 Highways and Transport s106 Proposed Spend  
2c 2021/22 Highways and Transport Neighbourhood Priorities  
3 2021/22 Vehicles, Plant & Equipment Work Programme  
4 2021/22 Flood Defence Programme  
5 Table 1.3 Asset Management 2022/23 total allocations by strategy  
6 Table 1.5 Asset Management 2023/24 total allocations by strategy area  
7 Infrastructure Board's Terms of Reference



## PROPOSED HIGHWAYS AND TRANSPORT WORK PROGRAMME

### Summary

This paper provides information on the proposed Highways and Transport Programme in 2021/22.

**Table 1.1 2021/22 total allocations by strategy area (values are £'000's)**

Strategy area	LTP	S106	Revenue	Other	Total
<b>ASSET MANAGEMENT</b>					
Highways Maintenance	3197	0	0	0	<b>3197</b>
Structures Maintenance	595	0	0	0	<b>595</b>
Land Drainage	881	0	0	0	<b>881</b>
ITS Network Management Maintenance	227	111	0	117*	<b>455</b>
Street Lighting	0	0	0	375*	<b>375</b>
<b>Asset Management TOTAL</b>	<b>4900</b>	<b>111</b>	<b>0</b>	<b>492</b>	<b>5503</b>
<b>INTEGRATED TRANSPORT</b>					
Strategic Network Management	245	0	0	0	<b>245</b>
Local Traffic Management	515	35	0	0	<b>550</b>
Casualty Reduction	80	0	0	0	<b>80</b>
LUP and Strategic Integrated Transport Schemes	0	0	0	0	<b>0</b>
Air Quality	0	0	0	100	<b>100</b>
<b>Network Management TOTAL</b>	<b>840</b>	<b>35</b>	<b>0</b>	<b>100</b>	<b>975</b>
Smarter Choices	0	0	0	0	<b>0</b>
Pedestrian Accessibility	60	0	0	0	<b>60</b>
Cycle Derby	15	0	0	0	<b>15</b>
Active Travel Fund	0	0	0	621	<b>621</b>
<b>Active Travel TOTAL</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>621</b>	<b>696</b>
Public Transport	0	0	0	0	<b>0</b>
<b>Public Transport TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TRANSFORMING CITIES</b>					
Transforming Cities	0	0	0	23,968	<b>23,968</b>
<b>Transforming Cities TOTAL</b>					<b>23,968</b>
<b>ADDITIONAL HIGHWAYS INFRASTRUCTURE FUNDING</b>					
Additional Highways Infrastructure Funding	6,000	0	0	0	<b>6,000</b>
<b>Additional Highways Infrastructure Funding TOTAL</b>	<b>6,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,000</b>

STRATEGY AREA	LTP	S106	Revenue	Other	Total
Asset Management Total	4,900	111	0	492	5503
Integrated Transport Total	915	35	0	721	1,671
Transforming Cities TOTAL	0	0	0	23,968	23,968
Additional Highways Infrastructure Funding TOTAL	6,000	0	0	0	6,000
<b>TOTAL</b>	<b>11,815</b>	<b>146</b>	<b>0</b>	<b>25,181</b>	<b>37,142</b>

\*approved slippage

**Table 1.2 Scheme Detail 2021/22**

**Asset Management** – looking after all highways and transport assets, including carriageways, footways and highways structures, intelligent transport systems and drainage to minimise lifetime costs and to maintain safety for highway and transport users.

This is split into 4 sub-sections:

- Highways Maintenance (HM)
- Structures Maintenance (SM)
- Land Drainage (LD)
- Intelligent Transport Systems Maintenance (IM)

AM – Highway Maintenance (HM)						
Ref	Scheme	Contribution (£'000s)				Ward/Priority See ward key
		LTP	S106	Rev	Other	
Highway Maintenance						
HM S01	<b>Design of Future Year Schemes</b> Ongoing design to ensure a rolling programme of schemes	50	0	rev	0	City
Carriageways						
HM S03	<b>Planned Maintenance</b> Locations identified following assessment of condition surveys and application of value management/scheme prioritisation	1,811	0	0	0	City
HM S04	<b>Preventative Maintenance</b> Locations identified following assessment of condition surveys and application of value management/scheme prioritisation	937	0	0	0	City
Footways						
HM S05	<b>Planned Maintenance</b> Locations identified following assessment of condition surveys and application of value management/scheme prioritisation	400	0	0	0	City
Total		3,197	0	0	0	3,197

AM – Structures Maintenance (SM)						
Ref	Scheme	Contribution (£'000s)				Ward/Priority See ward key
		LTP	S106	Rev	Other	
Structural Maintenance						
SM S01	<b>Principal Bridge Inspections</b> Statutory Principal Bridge Inspections and structural reviews programme. This work is essential to identify and maintain important structures on our highway network	70	0	0	0	City
SM S02	<b>Structural Maintenance Projects</b> Bridge maintenance & unforeseen reactive works	100	0	0	0	City
SM S03	<b>Design of Future Years</b> Continued feasibility and detailed design to ensure a rolling programme of schemes for future years	50	0	0	0	City
SM S04	<b>Structural Asset Improvement Works</b> Schemes could include: Post-tensioned structures, Caxton Street Footbridge, Markeaton Lane, Derwent Street Underpass, Uttoxeter Old Road Bridge, Ponsonby Terrace Retaining Wall, Cathedral Green Footbridge	300	0	0	0	City
SM S05	<b>Highways Maintenance Framework</b> Development of the new Nottingham and Derby Joint Highway Framework Service Contract for Highway Maintenance	75	0	0	0	City
Total		595	0	0	0	595

AM – Land Drainage (LD)						
Ref	Scheme	Contribution (£'000s)				Ward/Priority See ward key
		LTP	S106	Rev	Other	
Land Drainage & Flood Defence						
LDS01	<b>Design of Future Years</b> Continued feasibility and detailed design to ensure a rolling programme of schemes for future years	30	0	0	0	City
LD S02	<b>Forward Works Programme</b> Continued feasibility and detailed design to ensure a rolling programme of schemes for future years	150	0	0	0	City
LD S03	<b>Gully Replacement Programme 21/22</b> Replacement of defective highway gullies	150	0	0	0	City
LD S04	<b>LDFD Data Capture</b> Capture of data via surveys and investigations	100	0	0	0	City
LD S05	<b>Rykneld Road Phase 4 &amp; 5</b> Completion of drainage scheme	200	0	0	0	Lit
LD S06	<b>Cotton Brook</b> Flood Risk Remedial Works	251	0	0	0	Sin
Total		881	0	0	0	881

AM - Intelligent Transport Systems Maintenance (IM)						
Ref	Scheme	Contribution (£'000s)				Ward/Priority See ward key
		LTP	S106	Rev	Other	
Signal Refurbishments						
IM S01	<b>Design of Future Years</b> Continued feasibility and detailed design to ensure a rolling programme of schemes for future years	10	0	0	0	City
IM S02	<b>Normanton Road (Rosehill Business Centre)</b> Refurbishment to puffin crossing	42	0	0	0	Arb
IM S03	<b>Normanton Road/Lower Dale Road</b> Refurbishment to puffin crossing	45	0	0	0	Arb
IM S04	<b>Chellaston Road/Boulton Lane</b> Junction refurbishment	0	111	0	0	Bou
IM S05	<b>Pastures Hill/Swanmore Road</b> Toucan Crossing Upgrade	40	0	0	0	Lit
IM S06	<b>Halogen Lamp Replacement Programme</b> Replacement of soon to be obsolete halogen lamps	50	0	0	0	City
IM S07	<b>Arlleston Way (Sinfyn Academy)</b> Puffin refurbishment	40	0	0	0	Sin
IM P08	<b>Bold Lane/Cheapside</b> Review of junction including efficiency, layout and mode of operation	0	0	0	9	Arb
IM P09	<b>Sitwell Street, Spondon</b> Refurbishment of the traffic signal equipment	0	0	0	15	Spo
IM P10	<b>St Alkmunds Way/Cathedral Road</b> Refurbishment of the traffic signal equipment	0	0	0	93	Arb/Dar
Total		227	111	0	117	455

**Network Management** – the efficient management of the transport network and improvements to the existing network to improve the efficiency of junctions and links

This is split into 5 sub-sections:

- Strategic Network Management (NM)
- Local Traffic Management (TM)
- Casualty Reduction (CR)
- Land Use Policies & Strategic Transport Schemes (SI)
- Air Quality

NM – Strategic Network Management (NM)						
Ref	Scheme	Contribution (£'000s)				Ward/Priority See ward key
		LTP	S106	Rev	Other	
Junction Improvements						
NM S01	Chain Lane, Littleover Installation of controlled crossing	10	0	0	0	Lit 1
Strategic Schemes						
NM S02	Traffic Signal Remote Monitoring Phase 2 of the planned replacement of obsolete remote monitoring system, to also include UTC outstations	105	0	0	0	City
NM S03	Stenson Road/Blagreaves Lane Budget to fund compensation claims resulting from the junction scheme	40	0	0	0	Bla
NM S04	Asset Management Work to progress asset management activities including asset data collection	40	0	0	0	City
NM S05	Strategic Signal Maintenance Programme of asset enhancing improvements	50	0	0	0	City
Total		245	0	0	0	245

NM – Local Traffic Management (TM)						
Ref	Scheme	Contribution (£'000s)				Ward/Priority See ward key
		LTP	S106	Rev	Other	
Traffic Management schemes for Investigation/feasibility/option development						
TM S01	<b>Great Northern Road/Uttoxeter Road</b> Measures to address traffic management issues	10	0	0	0	Abb 2/NHB
TM S02	<b>Kedleston Road Service Road</b> Measures to address traffic management issues	10	0	0	0	All 1/NHB
TM S03	<b>District Centre/Yates Street</b> Measures to address traffic management issues	15	0	0	0	Arb 1/NHB
TM S04	<b>Littleover Lane Vehicle Speeds</b> Measures to address vehicle speed concerns	10	0	0	0	Bla 2
TM S05	<b>Boulton Lane Vehicle Speeds</b> Measures to address vehicle speed concerns	10	0	0	0	Bou 1
TM S06	<b>Maple Drive Roundabout</b> Measures to address traffic management issues	10	0	0	0	Che 1
TM S07	<b>Carlton Avenue/Gardens</b> Measures to address parking and grass verge issues	10	0	0	0	Che 2
TM S08	<b>West End Area Parking Issues</b> Measures to address parking issues	15	0	0	0	Dar 1
TM S09	<b>Darley Abbey</b> Implementation of measures identified during 21/21 temporary scheme	10	0	0	0	Dar 2
TM S10	<b>Mayfield Road</b> Measures to address vehicle speed concerns	10	0	0	0	Der 1
TM S11	<b>Hawkshead Avenue</b> Measures to address parking issues	10	0	0	0	Der 2
TM S12	<b>Ryknelnd Road</b>	10	0	0	0	Lit 2

	Measures to address vehicle speed concerns					
TM S13	<b>Utttoxeter Road</b> Review of 40mph speed limit	10	0	0	0	Mic 1
TM S14	<b>Peartree Crescent</b> Measures to address vehicle speed and through traffic concerns	10	0	0	0	Nor 1
TM S15	<b>Lime Lane</b> Review of speed limit and pedestrian accessibility	10	0	0	0	Oak 1
TM S16	<b>Mansfield Road/Bishops Drive</b> Pedestrian and Cycling Improvements	0	20	0	0	Oak 2
TM S17	<b>Ashcroft Primary School</b> School traffic and parking issues	10	0	0	0	Sin 2
<b>Traffic Management Schemes for Implementation</b>						
TM S18	<b>Small Scale Schemes</b> Delivery of small scale schemes identified during 2021/22	30	0	0	0	City
TM S19	<b>Minor Amendment Order</b> Delivery of minor TRO changes, including Oakwood TRO locations	20	0	0	0	City
TM S20	<b>Carsington Crescent</b> Delivery of the outcomes of the 20/21 feasibility schemes	15	0	0	0	All 2/NHB
TM S21	<b>Wilmorton Residents Parking</b> Implementation of residents parking scheme	15	0	0	0	Alv 1/NHB
TM S22	<b>Alvaston Traffic Regulation Orders</b> Implementation of waiting restrictions in various locations	10	0	0	0	Alv 2/NHB
TM S23	<b>Mill Hill Lane Area</b> Implementation of residents parking scheme	15	0	0	0	Arb 2/NHB
TM S24	<b>Swarkestone Drive</b> Vehicle Access Improvements	15	0	0	0	Bla 1
TM S25	<b>Boulton Traffic Regulation Orders</b> Implementation of waiting restrictions in various locations	10	0	0	0	Bou2
TM S26	<b>Chaddesden Traffic Regulation Orders</b> Implementation of waiting restrictions in various locations	10	0	0	0	Cha 1
TM S27	<b>Cavan Drive Verges</b> Measures to address verge parking	10	0	0	0	Cha 2
TM S28	<b>Morley Estate</b> Implementation of recommendations resulting from 20/21 resident consultation	0	15	0	0	Mac 1
TM S29	<b>Spondon Traffic Regulation Orders</b> Implementation of waiting restrictions in various locations	10	0	0	0	Spo 2
<b>Parking Services</b>						
TM S30	<b>Digital Payment Drive</b> Review and rationalisation of pay & display machines	15	0	0	0	City
TM S31	<b>Safe Haven at Schools</b> Safe Haven cameras at 8 more locations	100	0	0	0	City
TM S32	<b>Smart Debt Collection</b> Implementation of a debtor alert system	10	0	0	0	City
TM S33	<b>Intelligent Parking Management</b> Review of limited waiting bays and introduction of bay sensors and links to camera patrol vehicle	30	0	0	0	City
TM S34	<b>Assembly Rooms and Chapel Street Car Parks</b>	30	0	0	0	Arb

	Implementation of MiPermit and Frictionless parking					
<b>Total</b>		<b>515</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>550</b>

NM – Casualty Reduction (CR)						
Ref	Scheme	Contribution (£'000s)				Ward/Priority See ward key
		LTP	S106	Rev	Other	
Design of Safety Schemes						
CR S01	<b>Casualty Reduction Scheme Option Development</b> Design of schemes small scale scheme for implementation in a future year	10	0	0	0	City
Schemes for Implementation						
CR S02	<b>Stenson Road/Sunnyhill Avenue</b> Implementation of casualty reduction scheme	35	0	0	0	Bla
CR S03	<b>Osmaston Road/Portland Street</b> Implementation of casualty reduction scheme	35	0	0	0	Sin
Total		80	0	0	0	80

NM – Land Use Policy & Strategic Transport Schemes (SI)						
Ref	Scheme	Contribution (£'000s)				Ward/Priority See ward key
		LTP	S106	Rev	Other	
Strategic Transport Scheme						
SI R01	Strategic Transport Scheme Development	0	0	rev	0	City
SI R02	Strategic Modelling Improvements	0	0	rev	0	City
Alignment of Transport and Land Use Planning						
SI R03	Strategic Transport Priorities	0	0	rev	0	City
SI R04	Planning Applications & Transport Assessments	0	0	rev	0	City
Total		0	0	0	0	

NM – Air Quality (AQ)						
Ref	Scheme	Contribution (£'000s)				Ward/Priority See ward key
		LTP	S106	Rev	Other	
Air Quality Implementation						
AQ S01	<b>Contingency/risk pot</b> Contingency budget to support the delivery of the AQ schemes	0	0	rev	100	City
Total		0	0	0	100	

**Active Travel** – supporting and encouraging travel choice, providing information on travel alternatives available through promotion and training, delivering and promoting walking and cycling schemes and initiatives

This is split into 4 sub-sections:

- Smarter Choices (SC)
- Pedestrian Accessibility Improvements (PA)
- Cycle Derby (CD)
- Active Travel Funding (EA)

AT – Smarter Choices (SC)						
Ref	Scheme	Contribution (£'000s)				Ward/Priority See ward key
		LTP	S106	Rev	Other	
Marketing & Travel Awareness Activities						
SC R01	Smarter Choices Implementation	0	0	Rev	0	City
SC P01	Business Travel Grants Continuation of our sustainable transport grant scheme	0	0	rev	0	City
Total		0	0	0	0	0

AT – Pedestrian Accessibility Improvements (PA)						
Ref	Scheme	Contribution (£'000s)				Ward/Priority See ward key
		LTP	S106	Rev	Other	
Dropped Crossings & Pedestrian Improvements						
PA S01	<b>Dropped Crossing Programme</b> Provision of dropped kerbs and tactile paving across the city	40	0	0	0	City
PA S02	<b>Abbey Pedestrian Accessibility Improvements</b> Provision of dropped kerbs and tactile paving across the ward	10	0	0	0	Abb 1/NHB
PA S03	<b>St Thomas Road Area</b> Pedestrian Accessibility improvements	10	0	0	0	Nor 2
Total		60	0	0	0	60

AT – Cycle Derby (CD)						
Ref	Scheme	Contribution (£'000s)				Ward/Priority See ward key
		LTP	S106	Rev	Other	
Cycle Network Development						
CD S01	Local Walking and Cycling Improvement Plan Completion and adoption of the LCWIP	15	0	0	0	City
Education, Training, Promotion & Information						
CD S02	Bikeability	0	0	rev	0	City
CD S03	Cycling activities & initiatives	0	0	rev	0	City
Total		15	0	0	0	15

Active Travel Fund (EA)						
Ref	Scheme	Contribution (£'000s)				Ward/Priority See ward key
		LTP	S106	Rev	Other	
Cycle Network Development						
EA S01	Active Travel Tranche 2 Delivery of Active Travel Tranche 2 initiatives, to include neighbourhood priorities from Spondon, Sinfin, Mickleover and Mackworth	0	0	0	621	City/Dar 2/ Mac 2/Mic 2/ Sin 2/Spo2
Total		0	0	0	621	621

**Public Transport** – supporting and encouraging travel choice, providing information on travel alternatives, working in partnership with public transport providers to improve services



Public Transport (PT)						
Ref	Scheme	Contribution (£'000s)				Ward/Priority See ward key
		LTP	S106	Rev	Other	
Public Transport Infrastructure Improvements						
PT R01	<b>Highway Asset Management</b> Development of Code of Practice and activities related to Self-Assessment	0	0	rev	0	City
Quality of Service Improvements						
PT R02	<b>Revenue Support for Contracted Local Bus Services</b>	0	0	rev	0	City
PT R03	<b>Concessionary Fares</b>	0	0	rev	0	City
Total		0	0	0	0	0

**Transforming Cities** – the Transforming Cities fund (TCF) is designed to provide comprehensive transport measures which improve city centre connectivity; improve sustainable connections between Derby, Nottingham and East Midlands airport and support Derby and Nottingham growth corridors.

Transforming Cities (TC)						
Ref	Scheme	Contribution (£'000s)				Ward/Priority See ward key
		LTP	S106	Rev	Other	
TC S01	<b>eRT link - Cathedral Quarter to Pride Park</b> New eRT service linking city centre and Pride Park	0	0	0	4485	City
TC S02	<b>Park and Ride Hubs</b> Provide of 3no. P&R hubs including bus and cycle lanes	0	0	0	3572	City
TC S03	<b>Bus Corridor Improvements</b> Upgrade bus shelters, electronic displays along bus corridors	0	0	0	3120	City
TC S04	<b>Public Realm City Centre</b> Interchange and public realm improvements	0	0	0	2535	Arb
TC S05	<b>Bus Station Upgrades</b> Improvement to vehicular entrances and exits	0	0	0	1755	Arb
TC S06	<b>City Centre to Rail Station Access</b> Provision of cycle route	0	0	0	1560	Arb
TC S07	<b>Demand Rapid Transit</b> DRT for Infinity Park, RR, Bombardier, bus/rail stations and city centre	0	0	0	1267	Lit/Bla/Nor/ Sin
TC S08	<b>Cycle Expressway to East Midlands Airport</b> Provision of the Derby element of the scheme	0	0	0	1209	Arb/Alv/Bou
TC S09	<b>Mickleover to city centre cycle route</b> Provision of cycle route	0	0	0	1170	Mic/Lit/Abb/ Arb
TC S10	<b>Pentagon to Spondon cycle route</b> Provision of cycle route	0	0	0	1170	Der/Spo
TC S11	<b>Raynesway to city centre cycle route</b> Provision of cycle route	0	0	0	1170	Cha/Alv/Arb
TC S12	<b>Inter-urban bus lane and traffic light priority</b> Expansion of bus priority	0	0	0	780	City
TC S13	<b>Derby Contactless EMV upgrade</b>	0	0	0	117	City

	Expansion of existing multi operator smart ticketing scheme					
TC S14	<b>Derby Workplace Travel Service</b> Continuation of the service	0	0	0	58	City
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>23,968</b>	<b>0</b>

### Ward Key

Ward	Code
Abbey	Abb
Alvaston	Alv
Allestree	Als
Arboretum	Arb
Blagreaves	Bla
Boulton	Bou

Ward	Code
Chaddesden	Cha
Chellaston	Che
Citywide	City
Darley	Dar
Derwent	Der
Littleover	Lit

Ward	Code
Mackworth	Mac
Mickleover	Mic
Normanton	Nor
Oakwood	Oak
Sinfin	Sin
Spondon	Spo

NB – where the codes below are followed by a 1 or 2, this indicates that the scheme is a local priority, selected by the Neighbourhood Board. A summary of all local priorities is provided at appendix 2C.

## 2021/22 Highways and Transport s106 Proposed Spend

Ref	s106 ref number	Development Location	Ward	Amount £'s	Scheme Name	Neighbourhood board comments / suggestions
IM S05	MerC4-01a	Merrill College	Chellaston	69,460	Merril Way/ Boulton Lane Signal refurb	Previously approved
IM S05	Wool2-05	Woodlands Lane	Chellaston	41,264	Merril Way/ Boulton Lane Signal refurb	Previously approved
Active Travel Scheme	MacC1-08a	Prince Charles Avenue Phase 2	Mackworth	15,000	Morley Estate Traffic Management Measures	Suggested by NHB/ Mac 1
TM S15	ManR2-03	Mansfield Road/Lime Lane	Oakwood	20,000	Mansfield Road/Bishops Drive Pedestrian and Cycling Improvements	Suggested by NHB/ Oak 2
<b>Total</b>				<b>145,724</b>		

## 2021/22 Highways and Transport Neighbourhood Priorities

Ward	Priority	Included in 21/22 work programme?	Strategy Area
<b>Abbey</b>			
Priority 1	Abbey Pedestrian Accessibility Improvements	Yes	Pedestrian Accessibility
Priority 2	Great Northern Road/Uttoxeter Road Traffic Management Issues	Yes	Local Traffic Management
<b>Allestree</b>			
Priority 1	Kedleston Road Service Road Traffic Management Issues	Yes	Local Traffic Management
Priority 2	Carsington Crescent – delivery of the outcomes of 20/21 Feasibility	Yes	Local Traffic Management
<b>Alvaston</b>			
Priority 1	Wilmorton Residents Parking	Yes	Pedestrian Accessibility
Priority 2	Alvaston Traffic Regulation Orders	Yes	Pedestrian Accessibility
<b>Arboretum</b>			
Priority 1	District Centre/Yates Street Traffic Management Issues	Yes	Local Traffic Management
Priority 2	Mill Hill Lane Area Residents Parking	Yes	Local Traffic Management
<b>Blagreaves</b>			
Priority 1	Swarkestone Drive Vehicle Access Improvements	Yes	Local Traffic Management
Priority 2	Littleover Lane Speed Issues	Yes	Pedestrian Accessibility
<b>Boulton</b>			
Priority 1	Vehicle Speeds – Boulton Lane investigation and option development	Yes	Local Traffic Management
Priority 2	Boulton Traffic Regulation Order	Yes	Pedestrian Accessibility
<b>Chaddesden</b>			
Priority 1	Chaddesden Traffic Regulation Orders	Yes	Local Traffic Management
Priority 2	Cavan Drive Verges	Yes	Intelligent Transport
<b>Chellaston</b>			
Priority 1	Maple Drive Roundabout Traffic Management Issues	Yes	Local Traffic Management
Priority 2	Carlton Avenue/Gardens Parking and Grass Verges		
<b>Darley</b>			
Priority 1	West End Parking Concerns	Yes	Local Traffic Management
Priority 2	Darley Abbey implementation of measures identified during 20/21 temporary scheme and consultation	Yes	Local Traffic Management/*Active Travel
<b>Derwent</b>			
Priority 1	Vehicle Speeds – Mayfield Road	Yes	Local Traffic Management
Priority 2	Parking Issues – Hawkshead Avenue	Yes	Local Traffic Management

<b>Littleover</b>			
Priority 1	Chain Lane Pelican Crossing	Yes	Strategic Network Management
Priority 2	Rykneld Road Speed Limit	Yes	Local Traffic Management
<b>Mackworth</b>			
Priority 1	Morley Estate – to implement the recommendations from consultation with residents regarding traffic and parking issues	Yes	Local Traffic Management
Priority 2	Ashbourne Road/Prince Charles Avenue Cycling	Yes	*Active Travel
<b>Mickleover</b>			
Priority 1	Speed limit review on Uttoxeter Road	Yes	Local Traffic Management
Priority 2	School Traffic and Parking issues – school safe haven	Yes	*Active Travel
<b>Normanton</b>			
Priority 1	Address speeding and traffic issues on Peartree Crescent	Yes	Local Traffic Management
Priority 2	Improve pedestrian facilities in St Thomas Road area including potential dropped kerb crossings and crossing facilities	Yes	Local Traffic Management
<b>Oakwood</b>			
Priority 1	Lime Lane – review of speed limit and pedestrian accessibility	Yes	Local Traffic Management
Priority 2	Mansfield Road/Bishops Drive – pedestrian and cycle improvements	Yes	Local Traffic Management
<b>Sinfin</b>			
Priority 1	Redwood Road/Sinfin Lane – school traffic and parking issues	Yes	*Active Travel
Priority 2	Ashcroft Primary School – school traffic and parking issues	Yes	Local Traffic Management
<b>Spondon</b>			
Priority 1	School Traffic and Parking issues – school safe haven	Yes	*Active Travel
Priority 2	Spondon Traffic Regulation Orders	Yes	Highways Maintenance

\*Funded by Active Travel Fund

**2021/22 Vehicles, Plant & Equipment Work Programme**

<b>Work Area</b>	<b>2021/22* Budget (£000's)</b>
<b>Grounds Plant &amp; Equipment</b> The purchase of plant and equipment to undertake grounds maintenance activities including grass cutting	400
<b>Street Cleaning Equipment</b> The purchase of equipment to enable street cleansing activities throughout the city.	220
<b>Replacement of Leased Vehicles</b> Purchase of vehicles to replace currently leased	330
<b>Refuse Vehicles &amp; Plant</b>	150
<b>Reintroduction of Garden Waste</b>	0
<b>Purchase of New Bikes for Derby Arena</b>	0
<b>Total</b>	<b>1,100</b>

## 2021/22 Flood Defence Programme

Ref	Scheme	Contribution (£'000s)				
		DCC	ERDF	Rev	Other	Totals
FD S01	<b>Oakwood Flood Study</b> Surface water flood risk study for Oakwood, optioneering for future alleviation works.	10	0	0	0	10
FD S02	<b>Thulston Brook Flood Study</b> Flood risk study for Boulton Moor, optioneering for future alleviation works.	10	0	0	0	10
FD S03	<b>Dale Road Park SuDS</b> ERDF Phase 2 project to install highway SuDS in Dale Road Park	51	0	0	0	51
FD S04	<b>Oakwood Natural Flood Management</b> ERDF Phase 2 scheme to install upstream surface water storage and tree planting in Oakwood	12	0	0	0	12
FD S05	<b>Markeaton Brook Stiling Bay Reinstatement</b> Upgrading of the Mundy Car Park stilling bays to reinstate silt management capacity	30	0	0	0	30
FD S06	<b>Cuttle Brook Flood Alleviation Scheme (additional)</b> Flood alleviation works and ecological works on Sunnydale Park	137	0	0	0	137
<b>Total</b>		<b>250</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250</b>

**Table 1.3 Asset Management 2022/23 total allocations by strategy area (values are £'000's)**

Strategy area	LTP	S106	Revenue	Other	Total
<b>Asset Management</b>					
Highways Maintenance	3,197	0	0	0	3,197
Structures Maintenance	796	0	0	0	796
Land Drainage	680	0	0	0	680
ITS Network Management Maintenance	227	0	0	0	227
<b>Asset Management TOTAL</b>	<b>4,900</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,900</b>

**Table 1.4 Scheme Detail 2022/23**

**Asset Management** – looking after all highways and transport assets, including carriageways, footways and highways structures, intelligent transport systems and drainage to minimise lifetime costs and to maintain safety for highway and transport users.

This is split into 3 sub-sections:

- Highways Maintenance (HM)
- Structures Maintenance (SM)
- Land Drainage (LD)
- Intelligent Transport Systems Maintenance (IM)

AM – Highway Maintenance (HM)						
Ref	Scheme	Contribution (£'000s)				Ward/Priority See ward key
		LTP	S106	Rev	Other	
Highway Maintenance						
HM T01	<b>Design of Future Year Schemes</b> Continued feasibility and detailed design to ensure a rolling programme of schemes for future years	50	0	rev	0	City
Carriageways						
HM T02	<b>Planned Maintenance</b> Locations identified following assessment of condition surveys and application of value management/scheme prioritisation	1,718	0	0	0	City
HM T03	<b>Preventative Maintenance</b> Locations identified following assessment of condition surveys and application of value management/scheme prioritisation	929	0	0	0	City
Footways						
HM T04	<b>Planned Maintenance</b> Locations identified following assessment of condition surveys and application of value management/scheme prioritisation	500	0	0	0	City
Total		3,197	0	0	0	3,197



AM – Structures Maintenance (SM)						
Ref	Scheme	Contribution (£'000s)				Ward/Priority See ward key
		LTP	S106	Rev	Other	
Structural Maintenance						
SM T01	<b>Principal Bridge Inspections</b> Programme of principle bridge inspections and structural reviews	100	0	0	0	City
SM T02	<b>Structural Maintenance Projects</b> Bridge maintenance and unforeseen reactive works	100	0	0	0	City
SM T03	<b>Design of Future Years</b> Continued feasibility and detailed design to ensure a rolling programme of schemes for future years	40	0	0	0	City
SM T04	<b>Structural Asset Improvement Works</b> Schemes could include: <ul style="list-style-type: none"><li>Nuns Street</li><li>Causey Bridge</li><li>Holmes Bridge</li><li>King Street Bridge</li><li>Underpass West Bridge</li><li>Station Approach Viaduct</li><li>Ponsonby Terrace</li><li>Caxton Street Footbridge</li><li>Derwent Street Underpass</li><li>St Mary's Bridge</li></ul>	450	0	0	0	City
SM T05	<b>Structure Painting/Joints Programme</b> Programme of structure painting and joists	76	0	0	0	City
SM T06	<b>Low Bridge Sign Upgrading</b> Programme to upgrade low bridge warning signs	30	0	0	0	City
Total		796	0	0	0	796

AM – Land Drainage						
Ref	Scheme	Contribution (£'000s)				Ward/Priority See ward key
		LTP	S106	Rev	Other	
Land Drainage						
LD T20	<b>Design of Future Years</b> Continued feasibility and detailed design to ensure a rolling programme of schemes for future years	30	0	0	0	City
LD T21	<b>Cotton Brook</b> Flood risk remedial works	200	0	0	0	Sin
LD T22	<b>Forward Works Programme</b> Continued feasibility and detailed design to ensure a rolling programme of schemes for future years	300	0	0	0	City
LD T23	<b>LDFD Data Capture</b> Capture of data via surveys and investigations	150	0	0	0	City
Total		680	0	0	0	680

AM - Intelligent Transport Systems Maintenance (IM)						
Ref	Scheme	Contribution (£'000s)				Ward/Priority See ward key
		LTP	S106	Rev	Other	
Signal Refurbishments						
IM T01	<b>Design of Future Years</b> Continued feasibility and detailed design to ensure a rolling programme of schemes for future years <b>Normanton Road (Rosehill Bus Centre)</b> Refurbishment to puffin crossing	10	0	0	0	City
IM T02	<b>Royal Derby Hospital Roundabout</b> Design of major junction refurbishment, including surveys and trial holes	10	0	0	0	Mic
IM T03	<b>Nottingham Road/Lodge Lane South</b> Puffin Crossing Upgrade	40	0	0	0	Spo
IM T04	<b>Rowditch</b> Junction Refurbishment	77	0	0	0	Abb
IM T05	<b>Nottingham Road/Cumberland Avenue</b> Puffin Crossing Upgrade	40	0	0	0	Der
IM T06	<b>Halogen Lamp Replacement Programme</b> Replacement of soon to be obsolete halogen lamps	50	0	0	0	City
Total		227	0	0	0	227

**Table 1.5 Asset Management 2023/24 total allocations by strategy area (values are £'000's)**

Strategy area	LTP	S106	Revenue	Other	Total
<b>Asset Management</b>					
Highways Maintenance	3,197	0	0	0	<b>3,197</b>
Structures Maintenance	746	0	0	0	<b>746</b>
Land Drainage	730	0	0	0	730
ITS Network Management Maintenance	227	0	0	0	227
<b>Asset Management TOTAL</b>	<b>4,900</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,900</b>

**Table 1.6 Scheme Detail 2023/24**

**Asset Management** – looking after all highways and transport assets, including carriageways, footways and highways structures, intelligent transport systems and drainage to minimise lifetime costs and to maintain safety for highway and transport users.

This is split into 3 sub-sections:

- **Highways Maintenance (HM)**
- **Structures Maintenance (SM)**
- **Land Drainage (LD)**
- **Intelligent Transport Systems Maintenance (IM)**

AM – Highway Maintenance (HM)						
Ref	Scheme	Contribution (£'000s)				Ward/Priority See ward key
		LTP	S106	Rev	Other	
Highway Maintenance						
HM U01	<b>Design of Future Year Schemes</b> Continued feasibility and detailed design to ensure a rolling programme of schemes for future years	50	0	rev	0	City
Carriageways						
HM U02	<b>Planned Maintenance</b> Locations identified following assessment of condition surveys and application of value management/scheme prioritisation	500	0	0	0	City
HM U03	<b>Preventative Maintenance</b> Locations identified following assessment of condition surveys and application of value management/scheme prioritisation	1718	0	0	0	City
Footways						
HM U04	<b>Planned Maintenance</b> Locations identified following assessment of condition surveys and application of value management/scheme prioritisation	929	0	0	0	City
Total		3,197	0	0	0	3,197

AM – Structures Maintenance (SM)						
Ref	Scheme	Contribution (£'000s)				Ward/Priority See ward key
		LTP	S106	Rev	Other	
Structural Maintenance						
SM U01	<b>Principal Bridge Inspections</b> Programme of principle bridge inspections and structural reviews	100	0	0	0	City
SM U02	<b>Structural Maintenance Projects</b> Bridge maintenance and unforeseen reactive works	100	0	0	0	City
SM U03	<b>Design of Future Years</b> Continued feasibility and detailed design to ensure a rolling programme of schemes for future years	40	0	0	0	City
SM U04	<b>Structural Asset Improvement Works</b> Schemes could include: <ul style="list-style-type: none"><li>• Raynesway Bridge No.4,</li><li>• Underpass West Bridge</li><li>• Both Pentagon Island Bridges</li></ul>	376	0	0	0	City
SM U05	<b>Structure Painting/Joints Programme</b> Programme of structure painting and joists	100	0	0	0	
SM U06	<b>Low Bridge Sign Upgrading</b> Programme to upgrade low bridge warning signs	30	0	0	0	
Total		746	0	0	0	746

AM – Land Drainage						
Ref	Scheme	Contribution (£'000s)				Ward/Priority See ward key
		LTP	S106	Rev	Other	
Land Drainage						
SM U20	<b>Design of Future Years</b> Continued feasibility and detailed design to ensure a rolling programme of schemes for future years	30	0	0	0	City
SM U21	<b>LDFD Forward Works Programme</b> Continued feasibility and detailed design to ensure a rolling programme of schemes for future years	450	0	0	0	City
SM U22	<b>LDFD Data Capture</b> Capture of data via surveys and investigations	150	0	0	0	City
SM U23	<b>Kings Croft Drainage</b> Installation of new drain	100	0	0	0	Lit
Total		730	0	0	0	730

AM - Intelligent Transport Systems Maintenance (IM)						
Ref	Scheme	Contribution (£'000s)				Ward/Priority See ward key
		LTP	S106	Rev	Other	
Signal Refurbishments						
IM U01	<b>Design of Future Years</b> Continued feasibility and detailed design to ensure a rolling programme of schemes for future years	10	0	0	0	City
IM U02	<b>Arleston Lane/Ryan Close</b> Puffin Crossing Refurbishment	37	0	0	0	Sin
IM U03	<b>Shardlow Road/Coronation Avenue</b> Puffin Crossing Refurbishment	40	0	0	0	Alv
IM U04	<b>Kedleston Road/Markeaton Lane</b> Puffin crossing upgrade	40	0	0	0	All
IM U05	<b>Pride Parkway/Pacific Way</b> Junction Refurbishment	100	0	0	0	Alv
Total		227	0	0	0	227

## INFRASTRUCTURE PROGRAMME BOARD TERMS OF REFERENCE

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## **1. Scope and Purpose**

Infrastructure Programme Board's scope includes:

All capitally funded infrastructure related schemes, projects, initiatives, policies and strategies.

The following annual capital work programmes:

- Highways & Transport
- Land Drainage & Flood Defence
- Vehicles, Plant & Equipment

These programmes, regardless of funding source, include:

- Asset Management
- Integrated Transport
- Major transport schemes
- Streetpride Vehicles
- Local Flood Alleviation schemes

Additionally, Infrastructure Programme Board's remit extends to the following revenue funded activities:

- Highways Maintenance revenue programme

Infrastructure Programme Board will have consideration to other related programmes, without directly influencing or monitoring them. These currently include the Street Lighting PFI and the Regeneration Capital Programme.

The purpose of Infrastructure Board is to:

- Maintain an overview of the progress and delivery of the annual capital work programmes
- Monitor scheme progress in respect of timescales and budget
- Approve proposals for changes to the work programmes including recommendations to reallocate budgets depending on priorities and funding pressures (in line with delegated approval levels and the Financial Procedure Rules)
- Refer decisions beyond delegated approval levels appropriately
- Ensure that all schemes are managed in accordance with the Financial Procedure Rules
- Ensure that the work programmes comply with the Council's capitalisation policy
- Make certain that all schemes are managed in line with agreed project and programme management processes
- Ensure that decisions taken are recorded and reported appropriately
- Provide strategic direction and coordination
- Endorse future years work capital programmes for Cabinet approval

## **2. Personnel**

**Infrastructure Board core membership:**

- Director of Planning and Transport (co-chair and programmes owner)
- Director of Public Protection and Streetpride (co-chair and programmes owner)

- Head of Street Cleansing, Waste and Fleet Management
- Head of Highways and Grounds Maintenance
- Head of Highway Assets and Engineering
- Head of Traffic and Transportation
- Head of Finance – Communities and Place
- Head of Planning
- Programming and Policy Team Leader (Programme Manager)

Others as required:

- Flood Defence Team Leader
- Strategy and/or Project Managers
- Director of Community and Place (alternate service director)

### **3. Roles and responsibilities**

The Senior Responsible Officers (SROs) are the Director of Planning and Transport and the Director of Public Protection and Streetpride. They are responsible for making programme decisions in accordance with delegated approvals and in consultation with Cabinet Member and/or refer recommendations to Cabinet for approval as appropriate.

Their responsibilities are:

- Ownership of the work programmes within the remit of Infrastructure Programme Board
- Ensuring the effective delivery of the work programmes
- Provision of strategic direction and mandates for issue mitigation and resolution
- Endorsement of future years work programmes that contribute to relevant policies, strategies, and operational requirements
- Guiding the meeting according to the agenda
- Ensuring all discussion items and recommendations reach a decision, action, or clear outcome

The inclusion of the Director of Community and Place is intended to be a temporary arrangement, in place whilst Infrastructure Programme Board is minus a director in its core membership. The Strategic Director of Communities and Place has authorised this arrangement. When the Director of Communities and Place's input is required, full explanations and details of any required changes will be provided.

The Programme Manager ensures the operation of the Infrastructure Programme Board and sub-groups to provide an overview of programme development, approval, and delivery. Responsibilities are:

- Present programme issues and recommendations for mitigation and resolution
- Refer issues in accordance with delegated approval levels
- Develop annual work programmes for board endorsement
- Provide timely and accurate progress reports to board and Corporate Capital Programme Board
- Facilitating meetings – agendas, papers, minutes, meeting requests



Each Head of Service's responsibility within the remit of Infrastructure Board is in line with their individual service area responsibilities, including:

- Attending Infrastructure Board and provide direction and steer to the Programme Manager and Strategy/Project Managers as necessary.
- Acting within their respective service areas to remove barriers to effective programme and project delivery
- Ensuring that all resource issues are highlighted and addressed to meet approved commitments

In the case of the Head of Finance – Communities and Place, advising on the financial implications of recommendations and decisions to support the effective delivery of the programme

#### **4. Cabinet Member Areas of Responsibility**

The following Cabinet Members' portfolios include responsibility regarding the direction and decision in respect of Infrastructure Programme Board's work programmes and the schemes within them:

*Cabinet Member for Communities, Neighbourhoods and Streetpride– Councillor Jonathan Smale*

- Traffic and Transport
- Grounds Maintenance and Street Cleansing
- Highways and Engineering
- Refuse and Waste Management

*Cabinet Member for Regeneration and Public Protection – Councillor Matthew Holmes*

- Strategic Planning and Transport

NB – these responsibilities are taken directly from the Democratic Services Team.

#### **5. Delegated Authority – Financial Approval Limits**

##### **i. Financial Approval Limits**

In line with the Council's Financial Procedure Rules, a Strategic Director can approve a £100k variation if it is contained within a Programme Area. The Strategic Director of Communities and Place has delegated absolute authority to the Infrastructure Programme Board. This approval is included in the report that accompanies the work programmes to Cabinet each year and will normally be made via the Infrastructure Programme Board. However, in exceptional circumstances, approval can be made by the Director of Planning and Transport and/or the Director of Public Protection and Streetpride outside of scheduled board meetings.

In instances where the Director of Planning and Transport nor the Director of Public Protection and Streetpride are not present at board meetings, there are two alternative

routes available for decision-making outcomes. The first involves the remaining board members who have been delegated authority to recommend approval. Their decision is however subject to ratification, retrospectively securing formal consent from either director. The Strategic Director of Communities and Place has agreed a further delegation if neither the Director of Planning and Transport nor the Director of Public Protection and Streetpride are available. In that instance, the Director of Communities and Place can approve, however this will only be utilised in extenuating circumstances.

Infrastructure Programme Board, with the approval of a Cabinet Member can approve budget variation between £100k and £250k subject to being contained within the approved funding. This approval will normally be secured at the briefings attended by the Director of Planning and Transport and/or the Director of Public Protection and Streetpride and Cabinet Member.

Each year, when seeking Cabinet approval for the Highways & Transport, Vehicles, Plant & Equipment and Flood Defence work programmes, a specific recommendation is included to seek delegated approval to permit Infrastructure Programme Board, in consultation with the relevant Portfolio Holder, to introduce new schemes or bring forward the implementation of schemes at the expense of others.

Any change of £250k or greater requires Cabinet approval.

Cabinet approval is also required where a scheme is being funded from revenue of capital reserves, which have not previously been earmarked for specific uses consistent with the purpose of the capital scheme.

## **ii. Financial Approval Limits for Strategy Managers**

Infrastructure Programme Board have approved further delegation to Strategy Managers, providing changes are contained within a single strategy area and do not result in the addition or removal of a scheme. The financial limits prescribed are:

- A minor change in scheme design or an alternative solution to better achieve the scheme outcomes, that is less costly or cost neutral (subject to any relevant grant conditions or s106 heads of terms)
- A change to an individual scheme cost of up to £20k for schemes costing less than £100k.

Regardless of value, all scheme cost changes within a strategy area will be reported to Infrastructure Programme Board and will be recorded appropriately, identifying the details and reasons for the scheme variation, and will be managed in consultation with the respective technical, legal and finance officers. Close monitoring of schemes during the financial year will allow the bringing forward of scheme variations to Infrastructure Board as soon as practicable. All decisions taken within delegated authority must be appropriately reported through the corporate governance structure. Information submitted is agreed between the Programme Manager and the Finance Leads.

Diagram 1 provides a graphical representation of the above delegated procedure.

Appendix 1 shows corporate delegated approval requirements as contained in the Financial Procedure Rules.

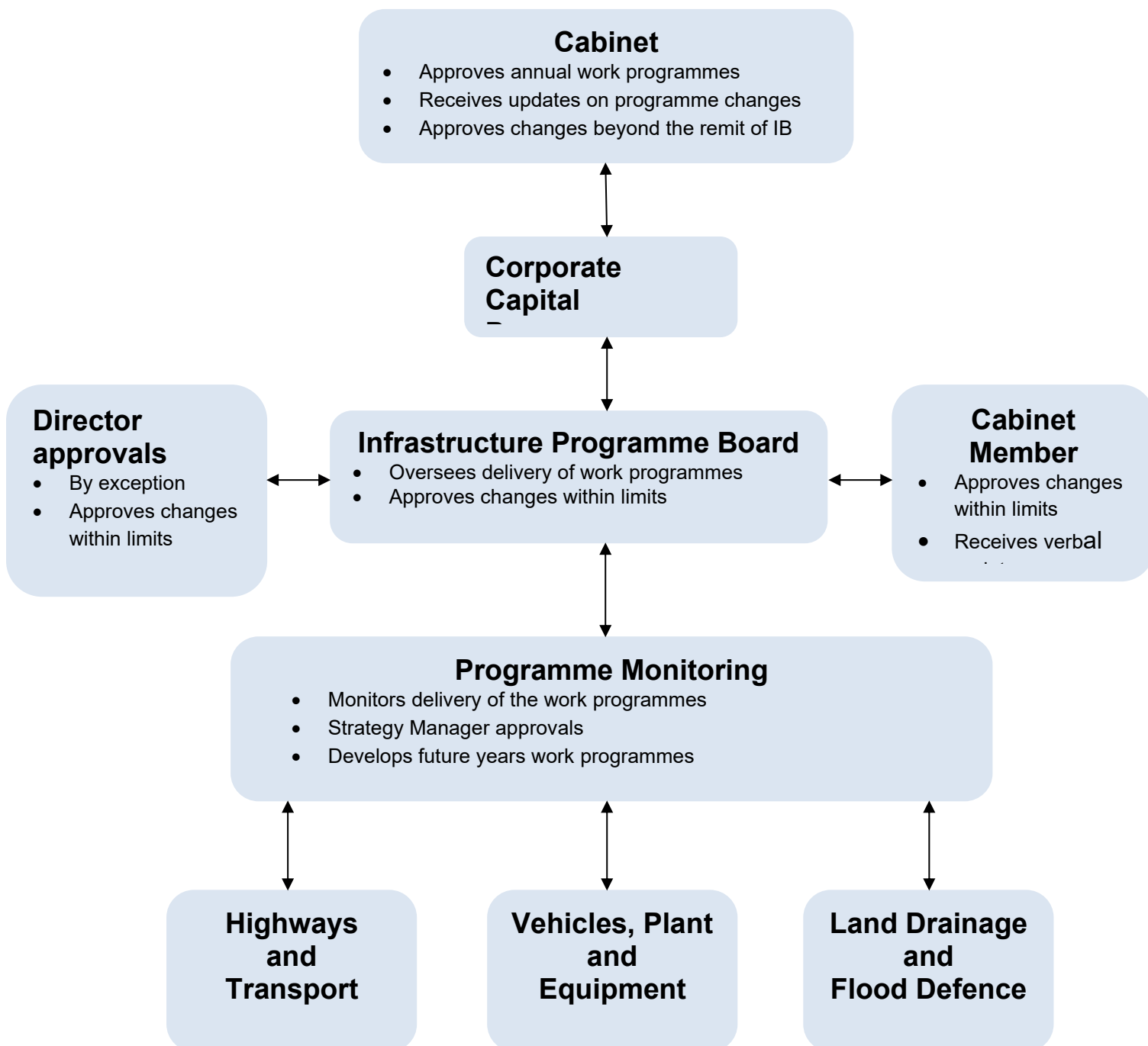
## **6. Frequency and Duration of Meetings**

Infrastructure Programme will meet monthly. Meeting requests are 1.5 hours in duration.

Any programme issues requiring decisions by exception, outside of these meetings will be coordinated by the Programme Manager and taken to the Director of Planning and Transport and/or the Director of Public Protection and Streetpride.

## 7. Programme Management Processes

**Diagram A: Programme Governance**



## **8. Appendix 1: Financial Procedure Rules – Delegation Approval**

<b>Approval Requirements:</b>	<b>Below £10k</b>	<b>Below £15k</b>	<b>Below £100k</b>	<b>100k - £250k</b>
Transfer of Budgets	SD	SD	SD	SD and CM
Bid for Funding	DoF and SD	DoF and SD	DoF and SD	DoF, SD and CM
Accept Funding	DoF and SD	DoF and SD	DoF and SD	DoF, SD and CM
Use of Reserves (in line with intended use)	CLT	CLT	CLT	CM
Accountable body/3 <sup>rd</sup> party	DoF and SD	DoF and SD	DoF and SD	DoF, SD and CM
Special Allowances/Grants to Individuals	CO	CO	Cabinet	Cabinet
Write off Stock / Equipment	CO	DoF	DoF	DoF
Write off Debt	DoF and SD	Cabinet	Cabinet	Cabinet

Abbreviations Key: Chief Officers = CO, the Director of Finance = DoF, Corporate Leadership Team = CLT and Cabinet Members = CM, Strategic Director - SD.