**COUNCIL CABINET**
**13 March 2024**

Report sponsor: Councillor Swan, Cabinet Member for Climate Change, Transport and Sustainability
Strategic Director of Place Climate Change, transport and Sustainability
Report author: Programming and Policy Team Leader

# ITEM 12

# Infrastructure Programme Board Capital Programmes 2024/25

## Purpose

1.1 This report sets out the proposed Infrastructure Programme Board Capital work programmes for 2024/25 for approval comprising:

- Highways and Transport (H&T) – £8.040m
- Vehicle Plant and Equipment (VPE) – £2.304m
- Flood Defence (FD) – £0.250m
- Parks and Open Spaces (P&OS) – £0.967m

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. It should also be acknowledged that potential major investment schemes are also being identified for submission to the East Midlands County Combined Authority.

1.3 In the FD programme, funding is prioritised based on available funding and schemes which support the Flood Risk Management Plan and the Environment Agency's Humber Flood Risk Management Plan.

1.4 In the VPE programme, funding is typically prioritised against a replacement criterion based on the expected life of the different types of vehicles and equipment arising from the statutory and operational demands of the service.

1.5 In the P&OS programme, funding is prioritised on availability of funds and associated conditions to improve infrastructure assets, allotments, parks buildings and community centres across parks and green spaces in the city.

## Recommendations

2.1 To approve the proposed H&T programme and the addition of new schemes to be added to the capital programme for 2024/25 as detailed in appendix 1a and s106 allocations in appendix 1b.

2.2 To approve the proposed VPE programme and the addition of new schemes to be added to the capital programme for 2024/25, as shown in appendix 2.

2.3 To approve the proposed FD programme and the addition of new schemes to be added to the capital programme for 2024/25, as shown in appendix 3.

2.4 To approve the proposed P&OS programme and the addition of new schemes to be added to the capital programme for 2024/25 as shown in appendix 4a and s106 allocations in appendix 4b.

2.5 To note the proposed changes to the Infrastructure Programme Board Capital Work programmes included in this report post the capital programme approved at February Cabinet detailed in appendix 5.

2.6 To note to continue to give delegated authority to the Director of City Sustainability and the Director of Community, in consultation with the Cabinet Member for Climate Change, Transport and Sustainability, to respond to changing priorities throughout the year by introducing new schemes or bringing forward schemes to replace others, within the scope of the approved budget, and to respond to new opportunities and demands as a result of the East Midlands County Combined Authority, and available funding.

## Reasons

3.1 Approval of the work programmes prior to the start of the financial year means that schemes, projects and initiatives are delivered in the best possible way and achieve value for money.

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, FD and P&OS programmes would continue to maintain the methodology of their original development.

## Supporting information

4.1 **Medium Term Financial Plan (MTFP)**

Delivering a balanced budget for the next financial year has been a challenge but the Council has delivered on that legal requirement despite having delivered over £226m of savings since 2010. Whilst the Council is not in immediate danger of issuing a S114 notice it would be misleading to suggest that our financial position is anything less than the most challenging it has been. Challenging savings targets exist for years two and three of the strategy.

4.2 The projects funded through the Infrastructure Board capital programme have a direct impact on Derby residents, because of our dependence on our urban infrastructure. This includes roads, parks and green spaces, flood defences, and the statutory services delivered by our Streetpride fleet of vehicles. There remains a growing demand for infrastructure improvements and continuous management of existing assets. In setting 2024/25 budgets, it has been necessary to strike a balance between the MTFP context and the need to continue investment in our infrastructure. We also need to ensure we support the benefits delivered through improvements made to highways in recent years. Across the programmes, funding has been maximised through the complementary use of Department for Transport (DfT) annual block funding, s106, external grants, capital receipts and lastly unsupported capital borrowing only where essential.

4.3 **Progress in 2023/24**
In 2023/24, Infrastructure Programme Board placed a firm focus on improving programme performance. This has been through a dual effort to deliver a backlog of schemes, particularly in Highways and Transport and Flood Defence, as well as strengthening internal governance and monitoring.

4.4 The Board continue to develop its strategic programmes, underpinned by asset management principles (see section 4.14). The continued investment in our asset inventories and knowledge of its condition and performance means that the Council can make informed, data driven decisions and appropriately planned interventions, at the most cost-effective times. The acquisition and development of data is integral in developing our future years programmes and ensuring we have the foresight to target appropriate investment opportunities as they arise.

4.5 **Programme resilience - staff -** Our services in highways, traffic, engineering and supporting functions continue to suffer from a global skills shortage, affecting the design and delivery of specialist schemes. This means that not only is it difficult to recruit staff, it is also difficult to procure external resource. There is an acute shortage of construction workers which is exacerbated by competition across the construction industry sectors, including building and utility industries for example. The combination of skills shortage in design and delivery means there is an inevitable impact on successfully delivering an overall programme on time and to budget.

4.6 **Unexpected events** – as identified, there is a relatively small pool of skilled staff to deliver the Capital programmes, however this same pool of staff can regularly be called away to deal with statutory responsibilities and other issues including:

- emergency events: weather, failing structures, third party asset failures; and
- national funding: government funding calls with varying delivery timescales. Emerging Government priorities with short, in year bid and delivery requirements are common – these are difficult to plan for and can significantly disrupt the delivery of planned budgeted works.

4.7 The city saw widespread disruption when Storm Babett hit in October 2023 causing the River Derwent to rise to its record highest level of 3.58m. Several parts of the city centre were closed to traffic as areas became impassable; all flood gates in the city were activated. Staff from across the Council, including a significant number working directly and indirectly on the Capital programme worked tirelessly and meticulously to manage and reduce the flood impacts.

4.8 **Inflation** - Our Capital Programme has suffered impacts from the uncertain global economy over the last three years**.** Several projects have seen significant price shifts between initial estimates to final costs in 2023/24. Market forces have meant that labour, plant and materials costs remain historically high.

4.9 The engineering and construction industry are greatly affected by high energy costs which adds pressure to already stretched revenue budgets. Increased project costs have been mitigated by balancing existing capital allocations, and in some cases, reducing project scope as appropriate.

4.10 Continuing market conditions, combined with significant budget pressures, mean that 2024/25 schemes are likely to see these trends continue, differing from our current assumptions, resulting in potential unbudgeted pressures. Infrastructure Board will continue to monitor and address these pressures through the risk management processes.

4.11 **Proposals for 2024/25 and beyond**
In 2024/25 we will build on progress from the previous year, where we will continue to develop the strategic programme, and plan for future schemes based on intelligence from asset management, carbon reduction strategies and benefits value. We will continue to profile schemes across years to spread design and delivery into more realistic timelines instead of trying to compact schemes into a single year.

4.12 **East Midlands Combined County Authority** (EMCCA) - in their Network North report, Government announced, that a new City Regional Sustainable Transport Settlement (CRSTS) allocation of over £1.5 billion will be provided to the East Midlands Combined County Authority (EMCCA). We will work with our fellow constituent authorities and the emerging EMCCA on responding to new opportunities and demands, and developing pipeline schemes for investment in line with the Local Transport Plan which will be led by the new Mayor and EMCCA.

4.13 **Locality Working** – For many years, the H&T programme has programmed a significant proportion of local ward priorities annually, particularly in Traffic and Transport. As the locality working model continues to develop and embed in our places, we will work closely with Locality Managers to understand local priorities and develop future years programmes. It's also important we work closely with our Access, Equality and Inclusion Hub to flag up access for disabled people at an early stage. However, a number of existing schemes which are already in progress will continue into 2024/25.

4.14 **Asset Management** – in line with recognised industry and Department for Transport (DfT) standards, we have adopted strong asset management principals and processes to systematically manage our assets. This ensures interventions at the right time in the asset's life cycle, which can help negate expensive and urgent repairs at a later date. This is prudent for long term value for money and sustainability. We have exemplar asset management protocols in our highways maintenance area and continue to work towards aligning other strategy areas to the same standard. In 2024/25 we will endeavour to adopt asset management principles across our programmes and schemes to ensure that we make intelligence led decision, which will help inform our future priorities and enable more aligned working across the service.

4.15 **Sustainability** – Infrastructure Board is committed to tackling the causes of climate change by minimising greenhouse gas emissions and carbon dioxide. The Council promotes active travel and public transport to support sustainability. Additionally, we continue to invest in land drainage and flood defence activities to adapt to the increasing challenges posed by higher rainfall and flooding in recent years.

4.16 In 2024/25 we will also continue to invest in our Parks and Open Spaces to enhance our natural environment and increase biodiversity making a real difference to the communities that use our green spaces. We will also develop a Tree Planting Policy to outline specific objectives, guidelines, and actions aimed at enhancing the city's urban greenery, mitigating environmental degradation, and fostering sustainable development. This policy will showcase the council's commitment to sustainable development, environmental stewardship, and the well-being of Derby residents. .

4.17 In highways maintenance, we continue to work with a wide range of stakeholders to establish carbon reduction and sustainability into our asset management principles. We now prioritise treatment types that reduce the need for using non-replenishable resources and by intervening earlier in the life cycle of our assets. Further examples of sustainability practices in highways maintenance include:

- preventative treatment through sealing existing road surfaces before significant defects become apparent, thus prolonging asset life;
- pothole treatment through spray injection patching; this utilises lower temperature materials instead of excavation and reinstating with hot materials;
- the use of warm mix asphalt (WMA) as default over traditional hot mix asphalt (HMA) which requires lower temperatures and thus reduced energy consumption;
- continued exploration of in-situ recycling of highway products to minimise use of virgin material and reusing good quality aggregate on site where appropriate.

4.18 Separately, revenue funding continues to be a financial pressure due to high energy prices which inevitably gives rise to increased running costs of street lighting, traffic signals, bus stops, variable messaging signs (VMS) etc. We are investing in asset upgrades with more sustainable infrastructure, which reduce energy costs and also their ongoing revenue commitment:

- **LED Bulb Conversion Phase 2** – Conversion of approximately 300 streetlights from conventional High Pressure Sodium to energy efficient LED technology.
- **Intelligent Transport System Upgrades** – Older traffic signals are powered by a low voltage supply (240v) like domestic homes, but they can now be converted to extra low voltage (50v). The most cost effective window to intervene is when a site is being refurbished, with the following schemes upgrades in 2024/25:

    - IM V06 - A514/High St, Chellaston Signal Refurbishment Scheme
    - IM V07 - A514 Chellaston Rd (Golden Pheasant) Signal Refurbishment Scheme
    - IM V08 - A5111 Manor Rd/A5250 Burton Rd signal refurbishment
    - IM V09 - Station Road/Park Road pedestrian crossing refurbishment.

4.19 **Vehicles, Plant & Equipment (VPE) Programme**
The VPE programme is a vehicle replacement programme seeking to make the best use of our vehicles. The programme seeks to actively reduce our emissions and constantly improve the standards of our fleet. As part of imminent changes to Waste regulations, we will require a significant increase in our HGV fleet in due course. In line with the Cleaner Fleet Policy, new vehicles procured will be subject to a hierarchy of procurement to ensure that the cleanest fuels are always considered first, whilst balancing against the need for cost effectiveness.

**4.20 Flood Defence (FD) Programme**
The work programme is underpinned by our statutory functions as Lead Local Flood Authority (LLFA) and the Flood Risk Management Plan. This also covers our inclusion as part of the Environment Agency's Humber Flood Risk Management Plan (HFRMP), approved for publication by Cabinet in November 2022. The role of drainage in infrastructure schemes is increasingly important in the challenges of adapting to and mitigating against climate change. We will continue to improve our engagement with the planning and design of complex cross-disciplinary schemes, such as Cotton Brook Culvert replacement, so that we can take a place-based approach, maximising value for the community.

**4.21 Parks and Open Spaces (P&OS) Programme**
The Council maintains almost 400 parks and green spaces in the city which are a valuable resource for residents and visitors to the city. The P&OS programme focuses on improving the accessibility and inclusivity of parks and green spaces for all, through the creation of new sporting facilities and play areas together with improvements to existing infrastructure such a footpaths and car parks, nature reserves and water bodies. The Access, Equality and Inclusion Hub's Parks Sub-Group has been instrumental in making our parks and open spaces accessible for disabled children with accessible play equipment being fitted in several parks and Changing Places Toilets being installed in three parks.

## 4.22 Reprofiling and Slippage

Throughout 2023/24 funds have been reprofiled to future years where it was not feasible to spend in year. Reasons for reprofiling/slippage include:

• Schemes require longer than 12 months for completion;
• Schemes delayed to enable coordinated delivery of multiple schemes; and
• External delays including supplier and supply chain issues and the availability of construction resource.

The following Table details funds approved for reprofile and slippage from 2023/24 to 2024/25:

| Capital Programme | 2023/24 Slippage to 2024/25 |
|---|---|
| Highways and Transport | £3.180m |
| Vehicles, Plant and Equipment | £1.679m |
| Flood Defence | £0.161m |
| Parks and Open Spaces | £0.064m |
| **Total** | **£5.084m** |

* *These figures are subject to any further slippage approved at outturn*.

**Public/stakeholder engagement**

5.1 The outline proposals (excluding s106 schemes) for the programmes were consulted on publicly as part of the Medium Term Financial Plan 2024/25 to 2026/27 – Update and proposed Consultation. The consultation was open from 21 December 2023 to 26 January 2024.

**Other options**

6.1 The development of the H&T and FD programmes has involved the consideration of various schemes for inclusion. The draft programme is the best fit of the objectives of LTP3 and the Council's MTFP, with the level of budget available. The programme also contributes to our statutory functions.

6.2 The VPE programme has been developed in consideration against Council objectives, Streetpride service standards and statutory obligations. They offer the maximum value for money against available budgets.

6.3 The P&OS programme has been developed based on available funding and offers the maximum value for money against 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 four programmes that are the subject of this report:

- Environmental Protection Act 1990
- Household Recycling Act 2003

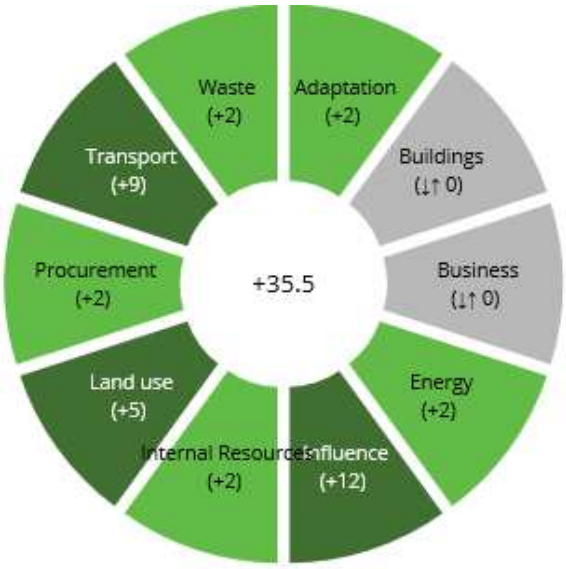
- Landfill Allowance and Trading Scheme (England) Regulations 2004
- Waste and Emissions Trading Act 2003
- Refuse Disposal (Amenity) Act 1978
- Controlled Waste Regulations 1992
- Clean Neighbourhoods and Enforcement Act 2005
- Flood and Water Management Act 2010
- Flood Risk Regulations
- Water Industry 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 positive contributions to the environmental sustainability of the city as follows:

- the H&T programme seeks to encourage and promote use of sustainable transport, sustainable highway maintenance operations and development of a Tree Planting Policy;
- the VPE programme promotes recycling, encourages use of outside space for recreation through grounds maintenance activities, and promotes the use of more zero carbon options for Council fleet;
- the FD programme strives to reduce flooding through the implementation of sustainable drainage systems that encourage biodiversity; and
- the P&OS programme strives to improve green spaces and parks in the city which has a direct impact on improving biodiversity and reducing flood risk.

A Climate Impact Assessment of the Infrastructure Board Capital Programmes has been undertaken as detailed in the infographic below, demonstrating a net positive impact on carbon emissions. The Board will continue to work towards reducing the carbon impact of its programmes.



## Socio-Economic implications

10.1 The programmes provide a direct and positive socio-economic impact on the city in various ways:

- investment in improving existing highway infrastructure can attract people to walk, cycle and use the bus which are the cheapest forms of travel instead of using a private car;
- continued investment in upgrading city street lights from yellow to white bulbs improves visibility and thus, improves the perception of safety, which is critical for those people using active travel;
- investment in flood defences enables a resilient network which provides citizens access to key services;
- investment in vehicle, plant and equipment means that the Council can continue to provide essential Streetpride services to all residents of the city; and
- investment in parks and green spaces across the city provides citizens access to free and healthy spaces to enjoy, which is linked to positive physical and mental health.

## Equality, Diversity and Inclusion Implications

11.1 The service continues to work with our Equality Hubs and we carry out equality impact assessments on major projects.

## Other significant implications

**This report has been approved by the following people:**

| Role | Name | Date of sign-off |
|---|---|---|
| **Legal** | Olu Idowu, Head of Legal Services | 31.01.2024 |
| **Finance** | Toni Nash, Head of Finance Organisation and Governance | 28.2.2024 |
| **Service Director(s)** | Verna Bayliss, Director of City Sustainability | 12.2.2024 |
| **Report sponsor** | Samantha Dennis, Strategic Director of Place | 28.2.2024 |
| | Councillor Carmel Swan, Climate Change, Transport and Sustainability Cabinet Member | 19.2.2024 |
| **Other(s)** | Infrastructure Programme Board | 19.2.2024 |
| | Andy Hills, Environment and Business Energy Efficiency Group Manager, | 27.2.2024 |
| | Ann Webster, Lead on Equality and Diversity | 26.02.2024 |

| | |
|---|---|
| **Background papers:** | None |
| **List of appendices:** | 1a 2024/25 Proposed H&T Work Programme<br>1b 2024/25 Proposed s106 contributions to the H&T Work Programme<br>2 2024/25 Proposed Vehicles, Plant & Equipment Work Programme<br>3 2024/25 Proposed Flood Defence Programme<br>4a 2024/25 Proposed Parks and Open Spaces Programme<br>4b 2024/25 Proposed s106 contributions to the Parks and Open Spaces Programme<br>5 Changes post MTFP Capital Programme 2024-25 |

**Appendix 1a**

## 2024/25 PROPOSED HIGHWAYS AND TRANSPORT WORK PROGRAMME

Table 1b provides a summary of the proposed Highways and Transport Programme in 2024/25 across the strategy areas. A more detailed breakdown of the strategy areas is provided in the proceeding tables as indicated.

**Table 1b - 2024/25 Total H&T allocations by strategy area (values are £m)**

| Strategy area | LTP | S106 | Other | Profiled from 2023/24 | Total |
|---|---|---|---|---|---|
| **ASSET MANAGEMENT** | | | | | |
| Highways Maintenance (see table 2) | 4.419* | - | - | - | **4.419** |
| Structures Maintenance (see table 3) | 0.790 | 0.040 | - | 0.396 | **1.226** |
| Land Drainage (see table 4) | 0.574 | - | - | 0.316 | **0.890** |
| ITS Network Management Maintenance (see table 5) | 0.155 | 0.805 | - | 0.240 | **1.200** |
| Highway Trees (see table 6) | 0.082 | - | - | 0.036 | **0.118** |
| Street Lighting (see table 7) | 0.700 | - | - | - | **0.700** |
| **Asset Management TOTAL** | **6.720** | **0.845** | **-** | **0.988** | **8.553** |
| *** includes £256k profiled funds from 2023/24** | | | | | |
| **INTEGRATED TRANSPORT** | | | | | |
| Strategic Network Management (see table 8) | 0.015 | 0.135 | - | 0.462 | **0.612** |
| Casualty Reduction (see table 9) | 0.010 | - | - | 0.546 | **0.556** |
| Local Traffic Management (see table 10) | 0.145** | 0.010 | 0.010 | 0.342 | **0.507** |
| Active Travel Fund | - | - | - | 0.547 | **0.547** |
| Active Travel – Cycling | - | - | - | 0.015 | **0.015** |
| **Integrated Transport TOTAL** | **0.170** | **0.145** | **0.010** | **1.912** | **2.237** |
| ****includes £103k profiled from 2023/24** | | | | | |
| Public Transport (see table 11) | 0.150 | - | - | - | **0.150** |
| **Public Transport TOTAL** | **0.150** | **-** | **-** | **-** | **0.150** |

| STRATEGY AREA | LTP | S106 | Other | Profiled from 2023/24 | Total |
|---|---|---|---|---|---|
| **Asset Management Total** | **6.720** | **0.845** | **-** | **0.988** | **8.553** |
| **Integrated Transport Total** | **0.170** | **0.145** | **0.010** | **1.912** | **2.237** |
| **Public Transport Total** | **0.150** | **-** | **-** | **-** | **0.150** |
| **TOTAL** | **7.040** | **0.990** | **0.010** | **2.900** | **10.940** |

Further to Table 1, the proceeding section provides further information about the breakdown of allocations across the strategy areas.

## Asset Management – this ranges from looking after all highways and transport assets, including carriageways, footways and highways structures, intelligent transport systems, and street lighting to minimise lifetime costs and to maintain safety for highway and transport users to highway trees.

Asset Management is split into 6 strategy areas:

- Highways Maintenance (HM) (Table 2)
- Structures Maintenance (SM) (Table 3)
- Land Drainage (LD) (Table 4)
- Intelligent Transport Systems Maintenance (IM) (Table 5)
- Highway Trees (HT) (Table 6)
- Street Lighting (SL) (Table 7)

**Table 2 - 2024/25 Total Asset Management allocation to Highways Maintenance**

| **AM – Highway Maintenance (HM)** | | | | | | |
|---|---|---|---|---|---|---|
| | | Contribution (£m) | | | | Ward - **See ward key** |
| Ref | Scheme | LTP | S106 | Rev | Other | |
| **Highway Maintenance** | | | | | | |
| HM V01 | **Design of Future Year Schemes** - Ongoing design to ensure a rolling programme of schemes | 0.050 | - | - | - | City |
| HM V02 | **Asset Management -** Strategic development of asset management approaches and modelling | 0.120 | - | - | - | City |
| HM V03 | **Asset Management** - Software costs for highways asset management | 0.029 | - | - | - | City |
| **Carriageways** | | | | | | |
| HM V04 | **Planned Carriageway Maintenance** Locations identified following assessment of condition surveys and application of value management/scheme prioritisation | 1.912 | - | - | - | City |
| HM V05 | **Preventative Carriageway Maintenance** Locations identified following assessment of condition surveys and application of value management/scheme prioritisation | 0.500 | - | - | - | City |
| HM V06 | **Planned Carriageway Maintenance (Inspector)** - Locations identified following assessment by Highway Inspectors to deliver small scale patching adding residual life as a treatment integrated into lifecycle analysis and whole life costing. | 0.781 | - | - | - | City |
| **Footways** | | | | | | |
| HM V07 | **Planned Footways Maintenance -** Locations identified following assessment of condition surveys and | 0.613 | - | - | - | City |

| | | | | | | |
|---|---|---|---|---|---|---|
| | application of value management/scheme prioritisation | | | | | |
| HM V08 | **Preventative Footways Maintenance** - Locations identified following assessment of condition surveys and application of value management/scheme prioritisation | 0.414 | - | - | - | City |
| | **Total** | **4.419** | **-** | **-** | **-** | **4.419** |

**Table 3 - 2024/25 Total Asset Management allocation to Structures Maintenance**

| **AM – Structures Maintenance (SM)** | | | | | | |
|---|---|---|---|---|---|---|
| | | Contribution (£m) | | | | Ward - **See ward key** |
| Ref | Scheme | LTP | S106 | Rev | Other | |
| **Structural Maintenance** | | | | | | |
| SM V01 | **Principal Bridge Inspections** - Statutory Principal Bridge Inspections and structural reviews programme to identify and maintain important structures on the highway network | 0.100 | - | - | - | City |
| SM V02 | **Structural Maintenance Projects -** Bridge maintenance & unforeseen reactive works | 0.050 | - | - | - | City |
| SM V03 | **Design of Future Years** - Continued feasibility and detailed design to ensure a rolling programme of schemes for future years | 0.040 | - | - | - | City |
| SM V04 | **Structural Asset Improvement Works** - Scheme of improvements works to St Mary's Bridge and Cathedral Green | 0.300 | - | - | - | Dar |
| SM V05 | **Asset Management and Programming** – Work on development of Maintenance Strategies and Life Cycle Plans for the City's Highway Structures Stock. This works is essential to maintain the City's Highways Structures, and the associated Capital Works Programme. | 0.100 | - | - | - | City |
| SM V06 | **Uttoxeter Old Road Bridge** - Option appraisal and outline design for proposed bridge replacement in future years | 0.050 | - | - | - | Abb |
| SM V07 | **Saxondale Avenue and Hackworth Estate Bridge -** Feasibility, design and costing of a proposed pedestrian/cycle bride | - | 0.040 | - | - | Mic |
| SM S14 | **Caxton Street railway footbridge replacement** - Replacement/major upgrade of existing structure | 0.150 | - | - | - | Nor |
| | **Total** | **0.790** | **0.040** | **-** | **-** | **0.830** |

**Table 4 - 2024/25 Total Asset Management allocation to Land Drainage**

| **AM – Land Drainage (LD)** | | | | | | |
|---|---|---|---|---|---|---|
| | | Contribution (m) | | | | Ward - **See ward key** |
| Ref | Scheme | LTP | S106 | Rev | Other | |
| **Land Drainage & Flood Defence** | | | | | | |
| LD V01 | **Kings Croft Phase 3** - Continuation of works to upgrade degraded drainage on Kings Croft | 0.028 | - | - | - | All |
| LD V02 | **Forward Works Programme** - Continued feasibility and detailed design to ensure a rolling programme of schemes for future years | 0.350 | - | - | - | City |
| LD V03 | **LDFD Data Capture** - Capture of data via surveys and investigations | 0.196 | - | - | - | City |
| | **Total** | **0.574** | **-** | **-** | **-** | **0.574** |

**Table 5 - 2024/25 Total Asset Management allocation to Intelligent Transport Systems**

| **AM - Intelligent Transport Systems Maintenance (IM)** | | | | | | |
|---|---|---|---|---|---|---|
| | | Contribution (£m) | | | | Ward - **See ward key** |
| Ref | Scheme | LTP | S106 | Rev | Other | |
| **Signal Refurbishments** | | | | | | |
| IM V01 | **Intelligent Transport Asset Management Development** - Review of assets and contracts in readiness for EMCCA takeover or renewals | 0.020 | - | - | - | City |
| IM V02 | **Design of Future Years Schemes** - Schemes include:<br>A5111 Osmaston Park Rd/Moor Lane,<br>A514 Osmaston Rd/Reginald St,<br>Nottingham Rd/Cornwall Rd Pelican,<br>Kedleston Rd/Markeaton Park,<br>Kedleston Rd/University Ent,<br>Harrow Street/London Rd Dual Toucan,<br>London Road/Rugby St Dual Toucan,<br>A6 Shardlow Rd/Coronation Avenue,<br>Arleston Lane/Ryan Close,<br>Normanton Rd/Lower Dale Rd,<br>Normanton Rd/Rosehill Business Centre | 0.065 | - | - | - | City |
| IM V03 | **Intelligent Transport System Development** - Continued development of central control facility for ITS and traffic. Integration of all current and developing intelligent transport systems to support overall traffic congestion and air quality management | 0.030 | - | - | - | City |
| IM V04 | **Stenson Road/Blagreaves Lane Compensation** - Settlement of claims relating to the junction improvement scheme | 0.010 | - | - | - | Bla |
| IM V05 | **Strategic Signal Maintenance** - Resolution of issues identified through asset review and annual inspections | 0.030 | - | - | - | City |

| | | | | | | |
|---|---|---|---|---|---|---|
| IM V06 | **A514/High Street, Chellaston Signal Refurbishment Scheme** - refurbishment of signal crossing | - | 0.180 | - | - | Che |
| IM V07 | **A514 Chellaston Road (Golden Pheasant) Signal Refurbishment Scheme** - refurbishment of pedestrian crossings | - | 0.060 | - | - | Che |
| IM V08 | **A5111 Manor Road/A5250 Burton Road** - refurbishment of signal crossings | - | 0.500 | - | - | Lit/Abb |
| IM V09 | **Station Road/Park Road** - refurbishment of pedestrian crossings | - | 0.065 | - | - | Mick |
| | **Total** | **0.155** | **0.805** | **-** | **-** | **0.960** |

**Table 6 - 2024/25 Total Asset Management allocation to Highway Trees**

| **AM – Highway Trees (HT)** | | | | | | |
|---|---|---|---|---|---|---|
| | | Contribution (£m) | | | | Ward - **See ward key** |
| Ref | Scheme | LTP | S106 | Rev | Other | |
| **Highway Trees** | | | | | | |
| HT V01 | **Asset Management** - Tree Management software | 0.072 | - | - | - | City |
| HT V02 | **Tree Planting Policy -** Development of tree infrastructure strategy | 0.010 | | - | - | City |
| | **Total** | **0.082** | **-** | **-** | **-** | **0.082** |

**Table 7 - 2024/25 Total Asset Management allocation to Street Lighting**

| **AM – Street Lighting (SL)** | | | | | | |
|---|---|---|---|---|---|---|
| | | Contribution (£m) | | | | Ward - **See ward key** |
| Ref | Scheme | LTP | S106 | Rev | Other | |
| **Street Lighting** | | | | | | |
| SL V01 | **LED Bulb Conversion Phase 2** - Convert approximately 300 street lights from conventional High Pressure Sodium to energy efficient LED technology. | 0.700 | - | - | - | City |
| | **Total** | **0.700** | **-** | **-** | **-** | **0.700** |

# Integrated Transport - **The Integrated Transport Component of the Highways & Transport Programme comprises network management which seeks the efficient management of the transport network and improvements to the existing network to improve the efficiency of junctions and links. Additionally, alternatives to the private car including embedding active travel as well as supporting and encouraging travel choice through the use of public transport. Integrated Transport has the following strategy areas:**

- Strategic Network Management (NM) (Table 8)
- Casualty Reduction (CR) (Table 9)
- Local Traffic Management (TM) (Table 10)
- Public Transport (PT) (Table 11)

**Table 8 - 2024/25 Total Integrated Transport allocation to Strategic Network Management**

| NM – Strategic Network Management (NM) | | | | | | |
|---|---|---|---|---|---|---|
| | | Contribution (£m) | | | | Ward - **See ward key** |
| Ref | Scheme | LTP | S106 | Rev | Other | |
| **Strategic Schemes** | | | | | | |
| NM V01 | **Design of Future Years Schemes** - Schemes including Ladybank Road near Draycott Drive | 0.005 | 0.005 | - | - | City |
| NM V02 | **Crossing Assessments** - Identification of new installations | 0.010 | - | - | - | City |
| NM V03 | **Station Road near Whistlestop Close - new Toucan Crossing** - installation of new Toucan crossing | - | 0.065 | - | - | Mic |
| NM V04 | **Brierfield Way - Toucan Crossing** - Installation of new Toucan crossing | - | 0.065 | - | - | Mic |
| | **Total** | **0.015** | **0.135** | **-** | **-** | **0.150** |

**Table 9 - 2024/25 Total Integrated Transport allocation to Casualty Reduction**

| CR – Casualty Reduction (CR) | | | | | | |
|---|---|---|---|---|---|---|
| | | Contribution (£m) | | | | Ward - **See ward key** |
| Ref | Scheme | LTP | S106 | Rev | Other | |
| **Design of Safety Schemes** | | | | | | |
| CR V01 | **Casualty Reduction Scheme Option Development** Investigate speeding and accidents on Lime Lane | 0.010 | - | - | - | City |
| | **Total** | **0.010** | **-** | **-** | **-** | **0.010** |

**Table 10 - 2024/25 Total Integrated Transport allocation to Local Traffic Management**

| NM – Local Traffic Management (TM) | | | | | | |
|---|---|---|---|---|---|---|
| | | Contribution (£m) | | | | Ward - **See ward key** |
| Ref | Scheme | LTP | S106 | Rev | Other | |
| **Traffic Management schemes** | | | | | | |
| TM S08 | **Chester Green Traffic Calming** - To implement traffic calming in Chester Green | 0.015 | - | - | - | Dar |
| TM V01 | **Locality Working Support and developing future years programme** - To provide traffic management guidance to Locality Managers for developing future schemes | 0.020 | - | - | - | City |
| TM V02 | **Minor Amendment Order** - Delivery of minor TRO amendments | 0.010 | - | - | - | City |
| TM V03 | **City wide speed management** - Delivery of actions in the Derby & Derbyshire Road Safety Partnership speed protocol | 0.010 | - | - | - | City |
| TM V04 | **Highway Sign Review** - Review of signs to ensure alignment with current policies | 0.010 | - | - | - | City |
| TM V05 | **Traffic Management Small Scale Schemes** - Feasibility, design and delivery of small scale schemes | 0.020 | - | - | - | City |

| | | | | | | |
|---|---|---|---|---|---|---|
| TM V06 | **Burton Road Traffic Management** - Delivery of scheme identified in 2023/24 | 0.010 | - | - | - | Abb |
| TM V07 | **Carlton Road Traffic Calming** - Delivery of scheme identified in 2023/24 | 0.030 | - | - | - | Abb/Nor |
| TM V08 | **Chester Green review of permit parking** - Review permit scheme introduced by OCOR | 0.010 | - | - | - | Dar |
| TM V09 | **Uttoxeter Road 30 trial** - trialling reduction in speed limit | 0.010 | - | - | - | Mic/Lit |
| TM V10 | **Shaftesbury Street parking restrictions** - review of waiting restrictions | - | 0.010 | - | - | Nor |
| TM V11 | **John Street TRO** - waiting restrictions amendment on John Street to protect the new access associated with S278 works for PD225b - Castleward Phase 3. | - | - | - | 0.010 | Arb |
| | **Total** | **0.145** | **0.010** | **-** | **0.010** | **0.165** |

**Table 11 - 2024/25 Total Public Transport allocation**

| **Public Transport (PT)** | | | | | | |
|---|---|---|---|---|---|---|
| | | Contribution (£m) | | | | Ward - **See ward key** |
| Ref | Scheme | LTP | S106 | Rev | Other | |
| **Public Transport Infrastructure Improvements** | | | | | | |
| PT V01 | **Bus Station Concourse upgrades** - Review and upgrade bus station benches, doors and flooring as appropriate | 0.100 | - | - | - | Arb |
| PT V02 | **Bus Station mechanical equipment review** - Review and plan a programme of investment in mechanical equipment | 0.050 | - | - | - | Arb |
| | **Total** | **0.150** | **-** | **-** | **-** | **0.150** |

**Ward Key**

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

| **Ward** | **Code** |
|---|---|
| Chaddesden | Cha |
| Chellaston and Shelton Lock | Che |
| Citywide | City |
| Darley | Dar |
| Derwent | Der |
| Littleover | Lit |

| **Ward** | **Code** |
|---|---|
| Mackworth and New Zealand | Mac |
| Mickleover | Mic |
| Normanton | Nor |
| Oakwood | Oak |
| Sinfin and Osmaston | Sin |
| Spondon | Spo |

## 2024/25 Highways and Transport s106 Proposed Spend

**Table 12 - 2024/25 Highways and Transport and Asset Management s106 Proposed Spend**

| Ref | Scheme Name | s106 ref number | Development Location | Ward | Amount £m |
|---|---|---|---|---|---|
| SM V07 | Saxondale Avenue and Hackworth Estate Bridge | HackF2-06 | Hackword Farm | Allestree | 0.014 |
| SM V07 | Saxondale Avenue and Hackworth Estate Bridge | HackF2-07 | Hackwood Farm | Allestree | 0.026 |
| IM V06 | A514 / High Street, Chellaston Signal Refurbishment Scheme | CheF1-04 | South Derbyshire DC - Chellaston | Chellaston | 0.073 |
| IM V06 | A514 / High Street, Chellaston Signal Refurbishment Scheme | CheF1-05 | South Derbyshire DC - Chellaston | Chellaston | 0.043 |
| IM V06 | A514 / High Street, Chellaston Signal Refurbishment Scheme | CheF1-06 | South Derbyshire DC - Chellaston | Chellaston | 0.064 |
| IM V07 | A514 Chellaston Road (Golden Pheasant) Signal Refurbishment Scheme | CheF1-06 | South Derbyshire DC - Chellaston | Chellaston | 0.009 |
| IM V07 | A514 Chellaston Road (Golden Pheasant) Signal Refurbishment Scheme | CheF1-07 | South Derbyshire DC - Chellaston | Chellaston | 0.051 |
| IM V08 | A5111 Manor Road / A5250 Burton Road | HigF1-02 | Highfields Farm | Littleover/ Abbey | 0.500 |
| IM V09 | Station Road / Park Road | OnsR1-03 | Onslow Road | Mickleover | 0.065 |
| NM V01 | Signal scheme design - Ladybank Rd near Draycott Drive | NewF1-01 | Derbyshire CC held | Mickleover | 0.005 |
| NM V03 | Station Road near Whistlestop Close - new Toucan Crossing - | OnsR1-03 | Onslow Road | Mickleover | 0.065 |
| NM V04 | Brierfield Way - Toucan Crossing | NewF1-01 | Derbyshire CC held | Mickleover | 0.065 |
| TM V10 | Shaftesbury Street parking restrictions | GraA1-01 | Former Normanton Junior School | Normanton | 0.010 |
| **Total** | | | | | **0.990** |

**Appendix 2**

# 2024/25 Vehicles, Plant & Equipment Work Programme

**Table 13 - 2024/25 Vehicles, Plant & Equipment Work Programme**

| Work Area | 2024/25 Budget £m |
|---|---|
| | |
| **Grounds, Plant and Equipment** - The purchase of plant and equipment to undertake grounds maintenance activities including grass cutting | 0.105 |
| **Refuse Vehicle & Plant** | 0.930 |
| **Street Cleaning Equipment** - The purchase of equipment to enable street cleaning activities | 0.183 |
| **Derby Homes Vehicles** - Custom made vehicles purchased and sold to Derby Homes | 0.198 |
| **Food Waste Collection Scheme** – Scheme to deliver food waste collection from domestic properties | TBC at a future Council Cabinet |
| **Replacement of Refuse Collection Vehicles –** replacement of refuse collection vehicles for trade waste partnership | 0.693 |
| **Safer Streets 5 – Procurement and installation of cameras within derby City centre** | 0.054 |
| **Highways Fleet** - removal of excess slippage due to timing | (0.039) |
| **Gully Cleaner - TBC** | 180 |
| **Total** | **2.304** |

**Appendix 3**

# 2024/25 Flood Defence Programme

**Table 14 - 2024/25 Flood Defence Programme**

| Ref | Scheme | Contribution (£m) | | | | |
|---|---|---|---|---|---|---|
| | | DCC | ERDF | Rev | Other | **Totals** |
| | | | | | | |
| FD V01 | **Local Flood Risk Management Strategy** - Statutory update of current local flood risk management strategy | 0.067 | - | - | - | 0.067 |
| FD V02 | **Rykneld Road Phase 5** - Completion of the multi-phase highway drainage renewal scheme covering the last section (Phase 5) on Pastures Hill | 0.051 | - | - | - | 0.051 |
| FD V03 | **Interceptor Asset Management** - management of 55 interceptors to ensure they are not declining in value or functionality | 0.102 | - | - | - | 0.102 |
| FD V04 | **Pumping Station Asset Management** - Primary inspections and upgrades to ensure pumping stations can continue to operate effectively to drain key transportation routes and protect city from flooding | 0.030 | - | - | - | 0.030 |
| **Total** | | **0.250** | **-** | **-** | **-** | **0.250** |

**Appendix 4a**

# 2024/25 Parks and Open Spaces Programme

**Table 15 - 2024/25 Parks & Open Spaces Programme**

| Ref | Scheme | Contribution (£m) | | | | Ward - **See ward key** |
|---|---|---|---|---|---|---|
| | | Council | S106 | Rev | Other | |
| | | | | | | |
| PK U01 | **Arboretum Park** - refurbishment of existing play area to make more accessible | - | 0.109 | - | - | Arb |
| PK U13 | **Chaddesden Wood Local Nature Reserve** - management and maintenance of the local nature reserve | - | 0.012 | - | - | Oak |
| PK V01 | **Alvaston Park** - replacement of outdoor gym and play area improvements | - | 0.050 | - | - | Alv |
| PK V02 | **Brunswood Recreation Ground -** provision of new fitness area and general park improvements | - | 0.072 | - | - | Spo |
| PK V03 | **Minor Capital Works Budget** - Various minor improvements in parks | 0.075 | - | - | - | City |
| PK V04 | **Play area improvements -** Understand play area stock, inform a play strategy and forward plan of investment (and removals) | 0.100 | - | - | - | City |
| PK V05 | **Car Park and Footpath Improvements** – various car park and footpath improvements | 0.075 | - | - | - | City |
| PK V06 | **Darley Park Improvement** - TBC | - | 0.065 | - | - | Dar |
| PK V07 | **Markeaton Park Mundy Play Centre** - TBC | - | 0.152 | - | - | All |
| PK V08 | **TBC** | 0.250 | - | - | - | City |
| PK V10 | **Stockbrook Rec**- TBC | - | 0.003 | - | - | City |
| PK U17 | **Sanctuary -** Conservation management for the wildlife site (near Derby Arena) | - | 0.004 | - | - | Alv |
| **Total** | | **0.500** | **0.467** | **-** | **-** | **0.967** |

**Appendix 4b**

## 2024/25 Parks and Open Spaces s106 Proposed Spend

**Table 16 - 2024/25 Parks and Open Spaces s106 Proposed Spend**

| Ref | Scheme Name | s106 ref number | Development Location | Ward | Amount £m |
|---|---|---|---|---|---|
| PK U01 | Arboretum Park | BabL2-01 | Babington Lane | Arboretum | 0.056 |
| PK U01 | Arboretum Park | BabL2-02 | Babington Lane | Arboretum | 0.053 |
| | Arboretum Park | | | Arboretum | 0.032 |
| PK U13 | Chaddesden Wood Local Nature Reserve | ManR2-11 | Mansfield Road/Lime Lane | Chaddesden | 0.012 |
| PK V01 | Alvaston Park | CatR4-03 | Cathedral Road/Willow Row | Alvaston | 0.033 |
| PK V01 | Alvaston Park | StM1-01 | St Mary's Gate | Alvaston | 0.017 |
| PK V02 | Brunswood Recreation Ground | Tech3-01 | Technograv phase 2 | Spondon | 0.072 |
| PK V06 | Darley Park Improvement | CatR4-01 | Cathedral Road/Willow Row | Darley | 0.065 |
| PK V07 | Markeaton Park Mundy Play Centre | NorH3-01 | Northgate House, Agard Street | Sinfin | 0.075 |
| PK V07 | Markeaton Park Mundy Play Centre | NorH3-02 | Northgate House, Agard Street | Sinfin | 0.078 |
| | Heatherton Community Centre | RykR6-02b | Follows, Heatherton | Allestree | 0.037 |
| PK V10 | Stockbrook Rec | CalW1-02 | California Works, Parliament Street | Stockbrook | 0.025 |
| PK V10 | Stockbrook Rec | FrL1-01 | Former light alloy foundry | Stockbrook | 0.006 |
| PK U17 | Sanctuary - LNR | DerT2-02 | Derby Triangle | Allestree | 0.004 |
| | | | | **Total** | **0.461** |

**Changes post MTFP Capital Programme 2024/25**

| Highways & Transport | £m |
|---|---|
| **Total Programmes in MTFP report 2024/25** | **10.232** |
| Outturn Slippage included in MTFP report | (2.900) |
| Slippage not included in MTFP report due to timing | (0.117) |
| New schemes funded from S106 as per Table 1b | 0.912 |
| Land Drainage Fund - reduction of scheme | (0.100) |
| Adjustment to action in Q1 | 0.013 |
| **Total Programmes in IB report 2024/25** | **8.040** |

| Vehicle, Plant & Equipment | £m |
|---|---|
| **Total Programmes in MTFP report 2024/25** | **2.124** |
| Outturn Slippage included in MTFP report | 1.679 |
| Safer Streets 5 included in this report but not included in MTFP report due to timing | (0.054) |
| **Total Programmes in IB report 2024/25** | **3.749** |

| Flood Defence | £m |
|---|---|
| **Total Programmes in MTFP report 2024/25** | **0.250** |
| Outturn Slippage included in MTFP report | 0.161 |
| **Total Programmes in IB report 2024/25** | **0.411** |

| Parks & Open Spaces | £m |
|---|---|
| **Total Programmes in MTFP report 2024/25** | **0.968** |
| Outturn Slippage included in MTFP report | 0.096 |
| **Total Programmes in IB report 2024/25** | **1.064** |