COUNCIL CABINET
9 March 2022

ITEM 10

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

Infrastructure Programme Board Capital Programmes 2022/23

Purpose

1.1 This report sets out the following proposed 2022/23 work programmes for approval:

- Highways and Transport (H&T) £7,159,000
- Vehicles, Plant and Equipment (VPE) £1,988,000
- Flood Defence (FD) £250,000

The H&T programme includes a 3-year Asset Management programme for 2022/23, 2023/24, and 2024/25, 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 set out in our Local Transport Plan, LTP3. It responds to nine challenges in the LTP3 but in particular – provide network efficiency, reduce unnecessary delays and facilitate economic activity. The programme also responds to the climate change agenda and supports changes in travel behaviour and technology to reduce carbon emissions.

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, the operational demands/requirements of the service and decarbonization.

1.4 The FD programme funding is targeted towards schemes which manage and reduce the potential for and impacts of flooding to property and infrastructure in the city. This programme will contribute to our efforts to adapt to the impacts of climate change as we grow our understanding of them.

Recommendations

2.1 To approve the proposed Highways and Transport programme for 2022/23, which includes Asset Management schemes for 2022/23 as detailed in appendix 1a and note the indicative Asset Management schemes for future years as detailed in appendix 4 (2023/24) and appendix 5 (2024/25).

2.2 To approve the allocation of s106 contributions totalling £0.777m in the 2022/23 Highways and Transport programme, as detailed in appendix 1b

2.3 To approve the proposed Vehicle, Plant and Equipment programme for 2022/23, as shown in appendix 2.

2.4 To approve the proposed Flood Defence programme for 2022/23, as shown in appendix 3.

2.5 To give delegated authority to the Strategic Director for Communities and Place, in consultation with the Cabinet Member for Streetpride and Public Spaces and the Cabinet Member for Regeneration, Decarbonisation, Strategic Planning and Transport and Strategic Director of Corporate Resources, to respond to changing priorities through the year by introducing new schemes or bringing forward schemes to replace others, within the scope of the latest approved budget. In line with financial procedure rules, subject to funding being available, any new scheme(s) to be added to the capital programme will seek cabinet approval for the addition.

Reasons

3.1 Approval and noting of indicative work programmes prior to the start of 2022/23 financial year allows effective planning and programming, particularly for schemes allocated in 2023/24 and 2024/25 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. Having sight of indicative programmes facilitates the early identification of any risks to delivery, which will enable us to review and monitor risks and costs more efficiently and effectively.

3.2 In the interests of effective programme management, it is appropriate to maintain the delegated approvals as outlined in the Infrastructure Board Terms of Reference.

Supporting information

4.1 **Significant risks to programme**

a) Market and Commercial context

Current experience and intelligence at both national and local level show there are significant risks to the delivery of the 2022/23 programme. These are nationally significant across the construction and infrastructure sectors. There is continuing fragility in supply chains for materials and rising global costs of concrete (and derivative products) steel and timber, increased by the increasing costs of energy.

Common items are likely to be up to 25% more expensive then 18 months ago and all indications suggest they will continue to increase. Specific items like semi-conductors (used widely in traffic signals, street lighting, and infrastructure monitoring systems) continue to be in short supply and there is little confidence that availability will improve over the next 12 months.

There is a national expectation that labour costs are increasing and there are continuing shortages for specialist construction functions, including modelling, design and analytical disciplines. The shortage of HGV drivers has eased but still remains an area of concern.

The Infrastructure Board and all Programme and Project Boards have been made aware of these trends throughout 2022/23 and it has been raised through our organisational risk management processes.

b) National Highways A38 Three Junction Scheme
During 2022/23 National Highways will be seeking approval from the Secretary of State for the Derby A38 Grade Separated Junctions scheme. Whilst this is not a Council scheme, the delivery and the completed scheme will have implications for the Council and National Highways require assessment and asset information from the Council. The process of providing the required information and assessing the future asset impact and possible liabilities for the Council, post completion, will place an on-going demand on resources through 2022/23.

4.2 **Highways and Transport Programme**
The H&T programme supports the objectives in LTP3, with key priorities:
Asset Management - maintaining our assets based on sound management principles, including life cycle planning, risk and value for money
Network Management – the efficient management of the network and enhancements to improve the efficiency of junctions and links; and
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.

4.3 **Additional Funding**
Several additional external capital funding streams have been included:

4.3.1 **Transforming Cities Fund**
As part of a joint bid with Nottingham City Council, Derby City Council was awarded £61.46m TCF to support sustainable transport measures to be delivered between 2019/20 and 2022/23. The programme provides an opportunity to develop Derby's sustainable transport infrastructure and improve our city centre streets and squares.

We continue to progress this complex programme, working with our project management assurance team, including management of risks and opportunities:

- as set out in 4.1 of this report;
- early contractor engagement and use of frameworks and internal operational delivery;
- feasibility report recommendations for further specialist studies;
- extensive consultation in line with policy or developed from stakeholder feedback; and
- continuing impact of Covid-19 on industry and supply chains

Financial monitoring and control over the year will be essential to deliver quality outputs at project level which contribute to the TCF outcomes and benefits agreed with the DfT within the funding envelope. A further report on the Transforming Cities Programme and profiling will be brought to Cabinet following internal review from the Council's Project Management Office and assessing capacity to deliver and the impact of increased costs within the sector.

4.3.2 **National Productivity Investment Fund**

Derby City Council has been awarded £750,000 by the DfT to be spent on improving Derby Bus Station. This project is being delivered alongside a TCF project for improving bus station access. It will help improve the passenger experience by:

- upgrading seating;
- upgrading the bay door;
- renewing the flooring;
- installing a new changing place facility; and
- upgrading the toilet barrier system.

4.3.3 **Traffic Signals Maintenance Grant**

Following the submission of an expression of interest to the DfT, Derby City Council was one of 21 local authorities to be awarded the maximum £500,000 allocation from £15m of additional funding to upgrade and repair traffic signals. This is one-off funding, which recognises underinvestment in this area, will help manage traffic flows and congestion and reduce air pollution in the city. Subject to further investigation, funding will be focused on complete signal refurbishment at key locations in the city where needed most, as well as potentially upgrading Corporation Street signals to a 'hands free' upgrade. £25,000 of the grant has already been spent in 2021/22, the remaining £475,000 was profiled to 2022/23 in the quarter 2 cabinet report at Council Cabinet on 10 November 2021.

4.3.4 **Kingsway Pedestrian Scheme**

The Kingsway roundabout adjacent to the residential development has been functioning as a priority system for traffic and provides access into the new housing. Providing sustainable connections for pedestrians to the development, however, remains outstanding. Therefore, a funding agreement is in place with developers and Homes England for Derby City Council to deliver a pedestrian scheme at this location.

4.4 **Previous funding**

Other additional capital funding streams have come to an end in 2021/22:

4.4.1 **Highways Infrastructure Funding**

Over the last few years, a significant amount of work has been undertaken to fully understand the condition and performance of our 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 contributed to an additional £9m funding being allocated for highways infrastructure in 2020/21 (£3m) and 2021/22 (£6m). This was used effectively to fund additional schemes in the H&T programme and to focus on innovation and technology. The investment in plant has allowed us to work throughout the year and do multiple operations without waiting for different vehicles or conditions.

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 accepted that decades of underinvestment in highways has made it difficult to achieve and maintain a position of 'steady state' on roads and pavements. The 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 further demonstrated just how important this infrastructure is.

Additional funding provided over the last 2 years has helped significantly towards supporting an improved network and the full impact will be assessed as part of the next condition survey due in spring 2022/23.

4.4.2 **Active Travel Fund**

The successful submission to the DfT's Active Travel Fund provided the opportunity to work collaboratively with internal and external colleagues to deliver a range of schemes to encourage the use of sustainable transport between May 2020 – March 2022. A core element was engaging with and securing the support of local residents, organisations and other key stakeholders about our initial proposals; considering their views, comments and concerns before reviewing and finalising them for implementation.

The School Safer Haven Scheme sought to restrict motorised vehicles on school streets during school pick up and drop off times resulting in a healthier and more pleasant environment. This scheme has been a huge success largely due to the collaboration of schools, local councillors, officers and of course pupils and parents who have embraced the changes wholeheartedly.

4.5 **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 Highway Infrastructure Asset Management Framework, policy and strategy was adopted in September 2018 with a suite of supporting policies and processes. Recently, this 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 - 2022/23, 2023/24 and 2024/25. Funding in 2022/23 totals £5.601m as it includes additional government grants awarded for traffic signals maintenance funding, s106, and exclusive funding for highway trees. Using Lifecycle Planning, the funding has been apportioned across the strategy areas to ensure a balanced budget and that the funding available is spent most appropriately.

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 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 a steady state, and the resources we have available in our budget. A detailed breakdown of asset management funding is provided in appendices1a, 4 and 5.

4.6 **H&T and Asset Management S106**

In line with the s106 protocol, Neighbourhood Boards and Councillors were consulted about our proposed s106 spend for 2022/23. Appendix 1b shows the schemes that are being funded by s106. In 2022/23, this totals £777,000.

4.7 **Vehicles, Plant & Equipment (VPE) Programme**

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 our services are responsive, sensitive and appropriate.

The Cleaner Fleet Policy was adopted in December 2019 to move away from petrol and diesel vehicles. The policy encourages 'sweating' 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. The policy set out that beyond 2021/22 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.

It is acknowledged, however, that Stores Road depot infrastructure, along with the local grid, are not equipped to meet demands for an all-electric fleet (below 2.5 tonnes). A depot review is due for completion in 2022/23 to understand our infrastructure needs and how to move forward. In line with this, we are utilising our existing fleet in the first instance, and where new cars and small vans are necessary, we are transitioning by procuring hybrid vehicles in the interim.

4.8 **Flood Defence (FD) Programme**

The programme 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. Flood defence schemes also improve water quality, thus promoting biodiversity benefits, which align with national and local strategic objectives.

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.

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 positive contributions to the environmental sustainability of the city as follows:

- the H&T programme seeks to encourage and promote use of sustainable transport;
- 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; and
- 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, Head of Service – Legal	14.1.2022
Finance	Toni Nash, Head of Corporate Finance and Governance	17.2.2022
Service Director(s)	Verna Bayliss, Director of Planning and Transportation	15.2.2022
	Samantha Dennis, Director of Public Protection and Streetpride	15.2.2022
Report sponsor	Rachel North, Strategic Director of Communities and Place	17.2.2022
Other(s)	Infrastructure Programme Board	19.1.2022
	Councillor Jerry Pearce, Cabinet Member for Streetpride and Public Spaces	11.2.2022
	Councillor Steve Hassell, Cabinet Member for Regeneration, Decarbonisation, Strategic Planning and Transport	11.2.2022

Background papers:	None
List of appendices:	1a 2022/23 Proposed H&T Work Programme (including Asset Management) 1b 2022/23 Highways and Transport s106 Proposed Spend 1c 2022/23 Highways and Transport Neighbourhood Priorities 2 2022/23 Vehicles, Plant & Equipment Work Programme 3 2022/23 Flood Defence Programme 4 Asset Management 2023/24 total allocations by strategy area 5 Asset Management 2024/25 total allocations by strategy area 6 Infrastructure Board's Terms of Reference

Appendix 1A

2022/23 PROPOSED HIGHWAYS AND TRANSPORT WORK PROGRAMME

Table 1 provides an overarching summary of the proposed Highways and Transport Programme in 2022/23 across the strategy areas. A more detailed breakdown of the strategy areas is provided in the proceeding tables as indicated.

Table 1 - 2022/23 Total H&T allocations by strategy area (values are £'000's)

Strategy area	LTP	S106	Revenue	Other	Total
ASSET MANAGEMENT					
Highways Maintenance (see table 2)	3182	0	0	0	**3182**
Structures Maintenance (see table 3)	856	0	0	0	**856**
Land Drainage (see table 4)	665	0	0	0	**665**
ITS Network Management Maintenance (see table 5)	212	130	0	400	**742**
Highway Trees (see table 6)	156	0	0	0	**156**
Asset Management TOTAL	**5071**	**130**	**0**	**400**	**5601**
INTEGRATED TRANSPORT					
Strategic Network Management (see table 7)	140	0	0	0	**140**
Casualty Reduction (see table 8)	10	0	0	0	**10**
Local Traffic Management (see table 9)	370	602	0	0	**972**
Network Management TOTAL	**520**	**602**	**0**	**0**	**1,122**
Pedestrian Accessibility (see table 10)	45	35	0	0	**80**
Cycle Derby (see table 11)	15	10	0	0	**25**
Active Travel TOTAL	**60**	**45**	**0**	**0**	**105**
Public Transport (see table 12)	0	0	0	0	**0**
Public Transport TOTAL	**0**	**0**	**0**	**0**	**0**
AIR QUALITY					
Roadside N02 (see table 13)	**0**	**0**	**0**	**331**	**331**
Air Quality TOTAL	**0**	**0**	**0**	**331**	**331**

STRATEGY AREA	LTP	S106	Revenue	Other	Total
Asset Management Total	**5,071**	**130**	**0**	**400**	**5,601**
Integrated Transport Total	**580**	**647**	**0**	**0**	**1,227**
Air Quality Total	**0**	**0**	**0**	**331**	**331**
TOTAL	**5,651**	**777**	**0**	**731**	**7,159**

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

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.

Asset Management is split into 5 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)

Table 2 - 2022/23 Total Asset Management allocation to Highways Maintenance

AM – Highway Maintenance (HM)						
		Contribution (£'000s)				Ward/Priority
Ref	Scheme	LTP	S106	Rev	Other	**See ward key**
Highway Maintenance						
HM T01	**Design of Future Year Schemes** Ongoing design to ensure a rolling programme of schemes	50	0	Rev	0	City
Carriageways						
HM T02	**Planned Maintenance** Locations identified following assessment of condition surveys and application of value management/scheme prioritisation	1,771	0	0	0	City
HM T03	**Preventative Maintenance** Locations identified following assessment of condition surveys and application of value management/scheme prioritisation	334	0	0	0	City
Footways						
HM T04	**Planned Maintenance** Locations identified following assessment of condition surveys and application of value management/scheme prioritisation	613	0	0	0	City
HM T03	**Preventative Maintenance** Locations identified following assessment of condition surveys and application of value management/scheme prioritisation	414	0	0	0	City
	Total	**3,182**	**0**	**0**	**0**	**3,182**

Table 3 - 2022/23 Total Asset Management allocation to Structures Maintenance

AM – Structures Maintenance (SM)						
		Contribution (£'000s)				Ward/Priority
Ref	Scheme	LTP	S106	Rev	Other	**See ward key**
Structural Maintenance						
SM T01	**Principal Bridge Inspections** Statutory Principal Bridge Inspections and structural reviews programme. This work is essential to identify and maintain important structures on our highway network	100	0	0	0	City
SM T02	**Structural Maintenance Projects** Bridge maintenance & unforeseen works	100	0	0	0	City
SM T03	**Design of Future Years** Continued feasibility and detailed design to ensure a rolling programme of schemes for future years	40	0	0	0	City
SM T04	**Structural Asset Improvement Works** Schemes could include Post-tensioned structures, Markeaton Lane structures and traffic calming, Derwent Street Underpass, Uttoxeter Old Road Bridge, Ponsonby Terrace Retaining Wall, Cathedral Green Footbridge and St Mary's Bridge.	435	0	0	0	City
SM T05	**Structure Painting/Joints Programme** Replacement of bridge expansion joints and application of surface treatments to extend the life and functionality of highway structures	76	0	0	0	City
SM T06	**Low Bridge Sign Upgrading** Design and installation of illuminated traffic signs at structures to bring them up to modern standards to reduce low bridge collisions. (Structures include: Sowter Road Underpass, Phoenix Street Underpass, Derwent Street Underpass, and Darwin Place Bridge).	30	0	0	0	City
SM T05	**Highways Maintenance Framework Project** Development and procurement of the new Derby Highway Maintenance Framework Contract	75	0	0	0	City
	Total	**856**	**0**	**0**	**0**	**856**

Table 4 - 2022/23 Total Asset Management allocation to Land Drainage

AM – Land Drainage (LD)						
		Contribution (£'000s)				Ward/Priority
Ref	Scheme	LTP	S106	Rev	Other	**See ward key**
Land Drainage & Flood Defence						
LD S06	**Cotton Brook** Flood Risk Remedial Works	185	0	0	0	Sin
LD T01	**Design of Future Years** Continued feasibility and detailed design to ensure a rolling programme of schemes for future years	30	0	0	0	City
LD T02	**Forward Works Programme** Continued feasibility and detailed design to ensure a rolling programme of schemes for future years	300	0	0	0	City

LD T03	**LDFD Data Capture** Capture of data via surveys and investigations	150	0	0	0	City
	Total	**665**	**0**	**0**	**0**	**665**

Table 5 - 2022/23 Total Asset Management allocation to Intelligent Transport Systems

AM - Intelligent Transport Systems Maintenance (IM)						
		Contribution (£'000s)				Ward/Priority **See ward key**
Ref	Scheme	LTP	S106	Rev	Other	
Signal Refurbishments						
IM P04	**Mitre** Refurbishment of the traffic signal equipment to improve signal reliability and reduce energy and maintenance costs.	150	0	0	0	Bou
IM P06	**Sitwell Street, Spondon** Refurbishment of the traffic signal equipment	0	60	0	0	Spo
IM T01	**Design of Future Years** Schemes to include: RDH Roundabout Rowditch Ashbourne Road/Surrey Street Ashbourne Road/Windmill Hill Lane Pride Parkway/Pacific Way	62	0	0	0	City
IM T02	**Station Road, Mickleover** New Toucan crossing	0	70	0	0	Mic
IM T03	**DfT Maintenance Programme** Schemes to include: Raynesway/Aspen Drive Refurbishment Station Road/Park Road Refurbishment Nottingham Road/Lodge Lane Refurbishment Nottingham Road/Cumberland Avenue Refurbishment Corporation Street Hands Free Upgrade	0	0	0	0	City
IM T06	**Kingsway Retail Park Signals** Implementation of junction modifications to provide amended pedestrian crossing facilities, following the technical review report recommendations.	0	0	0	400	Mac
	Total	**212**	**130**	**0**	**400**	**742**

Table 6 - 2022/23 Total Asset Management allocation to Highway Trees

AM – Highway Trees (HT)						
		Contribution (£'000s)				Ward/Priority **See ward key**
Ref	Scheme	LTP	S106	Rev	Other	
Highway Trees						
HT T01	**Highway Trees** Maintain City highway tree stock both reactively and through set programmed works, to include the replacement of tree stock to improve and retain canopy cover across the City.	156	0	0	0	City
	Total	**156**	**0**	**0**	**0**	**156**

Integrated Transport

The Integrated Transport Component of the Highways & Transport Programme is made up of Network Management, Active Travel and Public Transport as detailed below.

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

Network Management is split into 3 strategy areas:

- Strategic Network Management (NM) (Table 7)
- Casualty Reduction (CR) (Table 8)
- Local Traffic Management (TM) (Table 9)

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

Active Travel is split into 2 strategy areas:

- Pedestrian Accessibility Improvements (PA) (Table 10)
- Cycle Derby (CD) (Table 11)

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

- Public Transport (Table 12)

Table 7 - 2022/23 Total Integrated Transport allocation to Strategic Network Management

NM – Strategic Network Management (NM)						
		Contribution (£'000s)				Ward/Priority **See ward key**
Ref	Scheme	LTP	S106	Rev	Other	
Strategic Schemes						
NM T01	**Traffic Signal Remote Monitoring** Phase 2 of the planned replacement of obsolete remote monitoring system, to also include UTC outstations	40	0	0	0	City
NM T02	**Strategic Signal Maintenance** Programme of asset enhancing improvements	100	0	0	0	City
NM T03	**A38 Grade Separated Junctions Scheme** Technical design review and management of A38 within city boundary	0	0	0	0	City
	Total	**140**	**0**	**0**	**0**	**140**

Table 8 - 2022/23 Total Integrated Transport allocation to Casualty Reduction

NM – Casualty Reduction (CR)						
		Contribution (£'000s)				Ward/Priority **See ward key**
Ref	Scheme	LTP	S106	Rev	Other	
Design of Safety Schemes						
CR T01	**Casualty Reduction Scheme Option Development** Design of schemes small scale scheme for implementation in a future year	10	0	0	0	City
	Total	**10**	**0**	**0**	**0**	**10**

Table 9 - 2022/23 Total Integrated Transport allocation to Local Traffic Management

NM – Local Traffic Management (TM)						
		Contribution (£'000s)				Ward/Priority
Ref	Scheme	LTP	S106	Rev	Other	**See ward key**
Traffic Management schemes for Implementation						
TM S14	**Pear Tree Crescent - no entry** Implementation of Point of No Entry along Princes Street to prevent through traffic using Pear Tree Crecent to access Robinson Industrial Estate.	10	0	0	0	Nor
TM T01	**Small Scale Schemes** Delivery of small scale schemes identified during 2022/23	5	0	0	0	City
TM T02	**Minor Amendment Order** Delivery of minor TRO changes	10	0	0	0	City
TM T03	**Chester Green - traffic calming** To implement traffic calming in Chester Green	25	0	0	0	Dar
TM T04	**Kedleston Road - speed limit review** Investigate reducing speed limit from 40 to 30 towards city boundary	10	0	0	0	All 2
TM T05	**Littleover Lane - speed management** Investigate speed management options and implement	25	0	0	0	Bla 1
TM T06	**Boulton Lane - speed management** Potential raised junction traffic calming proposed at either Franklyn Drive or Courtland Drive following consultation.	40	0	0	0	Bou 1
TM T07	**Derby Road / Maple Drive - roundabout improvements including boundary sign** Implementation of roundabout improvements including changes to the boundary sign.	0	140	0	0	Che 2
TM T08	**Burton Road, Littleover District Centre - parking management** Dropped kerb and TRO scheme to formalise and manage parking area adjacent to Coop Funeral on South View, Burton Road.	0	25	0	0	Lit 2
TM T09	**Lime Lane/Morley Road – safety management** Implement measures to address collision history and signage improvements including Sovereign Way	10	0	0	0	Oak 1
TM T10	**Wragley Way and Deepdale Lane – speed management** Implement speed management measures	25	0	0	0	Sin 1
Traffic Management Schemes for Investigation and Implementation/Partial Implementation						
TM T11	**Kedleston Road service roads – traffic management** Consultation and introduction of parking and partial one way restrictions to address traffic management concerns	0	20	0	0	All 1
TM T12	**London Road Cycle Lane** Advisory (light segregation) cycle lane on London Road - exact start of cycle lane to be finalised, but to adjoin Arboretum ward.	0	25	0	0	Alv 1
TM T13	**Reginald Road South and Oakleigh Avenue - speed management** Potential traffic calming to address safety concerns at the Reginald Road South/Oakleigh Avenue junction.	30	0	0	0	Cha 2

TM T14	**Pastures Hill Pedestrian Improvements and vehicular improvements to the Pastures Hill/Callow Hill Way roundabout** Pastures Hill pedestrian improvements including footway reconfiguration and drainage improvements. Investigate and review vehicular improvements to the Pastures Hill / Callow Hill Way roundabout	0	132	0	0	Lit 1
TM T15	**Brackensdale Ave/Highgate Green – roundabout improvements** Provide refuge and improved crossing point on Brackensdale Ave	0	20	0	0	Mac 2
TM T16	**School Traffic Management issues** Investigation of experimental closures of cul de sacs during school peak travel times	10	0	0	0	Mic 1
TM T17	**Station Road – district centre parking review** Investigate congestion, delays and queues caused by parking and evaluate options considering growth in traffic from new developments	10	0	0	0	Mic 2
TM T18	**Newark Road - road widening** To address problems with overrunning of footway by delivery vehicles due to width of road	20	0	0	0	Der 1
TM T19	**Cotton Lane – one way** Investigate and implement one way traffic on Cotton Lane	10	0	0	0	Sin 2
TM T20	**Ashbourne Road Prince Charles Ave - Improved bus, cycle and pedestrian facilities** Investigate off-carriageway cycle route between Markeaton island, Prince Charles Avenue and district centre. Provide Toucan crossing on Ashbourne Road and consider signalisation/bus priority of the junction	0	240	0	0	Mac 1
Traffic Management Schemes for investigation/feasibility/option development						
TM T21	**Burton Rd - parking management** Investigate new parking restriction to manage safety and obstruction of access issues caused by inconsiderate parking along Burton Rd between Whitaker Road and Gardens.	10	0	0	0	Abb 1
TM T22	**Carlton Road - speed management** To investigate speed management through traffic calming options	10	0	0	0	Abb 2
TM T23	**Allestree Street, Beatty Street and Severn Street – one way** To investigate traffic management within the area to reducing vehicle conflicts caused by two-way traffic and parking. Make recommendations for potential future years.	10	0	0	0	Alv 2
TM T24	**Stenson Rd adjacent to Tesco Express - speed management** Scheme investigation for potential traffic calming around District Centre	10	0	0	0	Bla 2
TM T25	**Field Lane between Holbrook Rd and Crayford Rd - parking management** Investigate improvements to parking - to potentially repurpose the grass verge to provide parallel parking bays.	10	0	0	0	Bou 2

TM T26	**Darley Village – traffic management improvement measures** Traffic Management Measures to address issues raised through Emergency Active Travel Fund consultation	30	0	0	0	Dar 1
TM T27	**Darley Ward – traffic sign decluttering** Review of highway signing in Darley Ward	10	0	0	0	Dar 2
TM T28	**Castleward - road safety investigations** Investigate and implement TROs to address road safety concerns at Carrington St / Canal St junction and the Carrington St / Liversage Rd junction.	10	0	0	0	Arb 1
TM T29	**Mill Hill Lane** - Residents Only Parking Implementation of residents only parking subject to consultation outcome in February 2022	10	0	0	0	Arb 2
TM T30	**Drury Avenue/Willowcroft Road junction** – Investigate and implement measures to enforce 'no entry'	10	0	0	0	Spo 1
TM T31	**Spondon ward -** Review of highway signing in Spondon	10	0	0	0	Spo 2
	Total	**370**	**602**	**0**	**0**	**972**

Table 10 - 2022/23 Total Integrated Transport allocation to Pedestrian Accessibility Improvements

AT – Pedestrian Accessibility Improvements (PA)						
		Contribution (£'000s)				Ward/Priority
Ref	Scheme	LTP	S106	Rev	Other	**See ward key**
Pedestrian Accessibility Improvements						
PA T01	**Max Road/ Chaddesden Park Road junction - pedestrian refuge** Improve pedestrian facility and slow vehicle speeds	35	0	0	0	Cha 1/Der 2
PA T02	**High Street - pedestrian safety and traffic speeds** Investigate potential for a controlled crossing adjacent to St Peters Church and undertake speed review along High Street.	0	10	0	0	Che 1
PA T03	**Littleover Lane / Stenson Road - junction improvements** Implementation of junction improvements to lower access speeds and improve pedestrian safety. Works to include reduced corner radii, central refuge aligned with new tactile dropped crossing points	0	25	0	0	Nor 2
PA T04	**Mansfield Road A608 - footway improvements** Porters Lane to Lime Lane - work with highway maintenance to improve footway on north side linking Great Northern Greenway to new development	10	0	0	0	Oak 2
	Total	**45**	**35**	**0**	**0**	**80**

Table 11 - 2022/23 Total Integrated Transport allocation to Casualty Reduction

AT – Cycle Derby (CD)						
		Contribution (£'000s)				Ward/Priority **See ward key**
Ref	Scheme	LTP	S106	Rev	Other	
Cycle Network Development						
CD T01	**Local Walking and Cycling Improvement Plan** Completion and adoption of the LCWIP	15	0	0	0	City
CD T02	**Littleover - Cycle Route 66 signing** Review and update cycle signing	0	10	0	0	Lit
Education, Training, Promotion & Information						
CD R01	**Bikeability**	0	0	rev	0	City
CD R02	**Cycling activities & initiatives**	0	0	rev	0	City
	Total	**15**	**10**	**0**	**0**	**25**

Table 12 - 2022/23 Total Integrated Transport allocation to Public Transport

Public Transport (PT)						
		Contribution (£'000s)				Ward/Priority **See ward key**
Ref	Scheme	LTP	S106	Rev	Other	
Public Transport Infrastructure Improvements						
PT T01	**Derby Bus Station Internal Upgrades (NPIF)** Internal changes to Derby Bus Station to improve passenger experience	0	0	0	0	Arb
PT R01	**Highway Asset Management** Development of Code of Practice and activities related to Self-Assessment	0	0	rev	0	City
Quality of Service Improvements						
PT R02	**Revenue Support for Contracted Local Bus Services**	0	0	rev	0	City
PT R03	**Concessionary Fares**	0	0	rev	0	City
	Total	**0**	**0**	**0**	**0**	**0**

Air Quality – the Roadside NO_2 Project seeks to deliver a package of measures to manage vehicle flows to reduce levels of nitrogen dioxide ($N0_2$).

A breakdown is provided in Table 13.

Table 13 - 2022/23 Total Roadside $N0_2$ allocation

Air Quality						
		Contribution (£'000s)				Ward/Priority **See ward key**
Ref	Scheme	LTP	S106	Rev	Other	
AQ T01	Reducing Roadside $N0_2$ TBC	0	0	0	331	City
	Total	**0**	**0**	**0**	**331**	**331**

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

Where the 'ward/priority' is 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 in appendix 2C.

Appendix 1B

2022/23 Highways and Transport and Asset Management s106 Proposed Spend

Table 14 - 2022/23 Highways and Transport and Asset Management s106 Proposed Spend

Ref	s106 ref number	Development Location	Ward	Amount £'s	Scheme Name	Neighbourhood board
TM T11	Palc1-01a	Palm Court Island	Allestree	£6,000	Kedleston Road service roads	Allestree NB priority 1
TM T11	DevA1-01	Devonshire Avenue	Allestree	£14,000	Kedleston Road service roads	Allestree NB priority 1
TM T12	BelW3-02b	Belmore Way	Alvaston	£15,000	London Road Cycle Lane	Alvaston NB priority 1
TM T12	DunP1-02	Dunstall Park	Alvaston	£11,000	London Road Cycle Lane	Alvaston NB priority 1
PA T02	SwaR2-03	Swarkestone Road residential	Chellaston	£10,000	High Street - pedestrian safety and traffic speeds	Chellaston NB priority 1
TM T07	FelL1-04	Fellow Lands Way	Chellaston	£50,000	Derby Road / Maple Drive - Roundabout improvements including boundary sign	Chellaston NB priority 2
TM T07	InnC1-01	Innovation Centre	Chellaston	£57,000	Derby Road / Maple Drive - Roundabout improvements including boundary sign	Chellaston NB priority 2
TM T07	HolW3-04	Holmleigh Way	Chellaston	£33,000	Derby Road / Maple Drive - Roundabout improvements including boundary sign	Chellaston NB priority 2
CD T02	ManK1-05a	Manor Kingsway site	Littleover	£10,000	Cycle Route 66 signing - Littleover	
TM T14	AllA2-05	Allan Ave	Littleover	£131,000	Pastures Hill Pedestrian Improvements and vehicular improvements to the Pastures Hill/Callow Hill Way roundabout	Littleover NB priority 1
TM T08	NufH2-01	Nuffield Hospital	Littleover	£15,000	Littleover District Centre parking	Littleover NB priority 2
TM T08	ManK1-05a	Manor Kingsway site	Littleover	£10,000	Littleover District Centre parking	Littleover NB priority 2
TM T19	RadLa1- 02b	Radbourne Lane	Mackworth	£240,000	Ashbourne Road Prince Charles Ave - Improved bus, cycle and pedestrian facilities	Mackworth NB priority 1
TM T15	MacC1-08a	Prince Charles Ave Phase 2	Mackworth	£20,000	Brackensdale Ave/Highgate Green roundabout	Mackworth NB priority 2
PA T03	GraA1-02	Former Normanton Junior School	Normanton	£25,000	Littleover Lane / Stenson Road Junction	Chellaston NB priority 2
IM P06	Ray1-05a	Derby Commercial Park	Spondon	£60,000	Sitwell Street - traffic signal equipment	
IM T02	OnsR1-03	Onslow Road	Mickleover	£70,000	Station Road – new Toucan crossing	
			Total	**£777,000**		

Appendix 1C

2022/23 Highways and Transport Neighbourhood Priorities

Table 15 - 2022/23 Highways and Transport Neighbourhood Priorities

Ward/Priority	Scheme	Included in 2022/23 work programme?	Strategy Area
Abbey			
Priority 1	Burton Road - parking management	Yes	Local Traffic Management
Priority 2	Carlton Road – speed management	Yes	Local Traffic Management
Allestree			
Priority 1	Kedleston Road service roads – traffic management	Yes	Local Traffic Management
Priority 2	Kedleston Road - speed limit review	Yes	Local Traffic Management
Alvaston			
Priority 1	London Road Cycle Lane	Yes	Local Traffic Management
Priority 2	Allestree Street, Beatty Street, Severn Street - One-way	Yes	Local Traffic Management
Arboretum			
Priority 1	Castleward – road safety investigations	Yes	Local Traffic Management
Priority 2	Mill Hill Lane – residents only parking implementation	Yes	Local Traffic Management
Blagreaves			
Priority 1	Littleover Lane - speed management	Yes	Local Traffic Management
Priority 2	Stenson Road adj. Tesco Express - speed management	Yes	Local Traffic Management
Boulton			
Priority 1	Boulton Lane - speed management	Yes	Local Traffic Management
Priority 2	Field Lane between Holbrook Road and Crayford Road - parking management	Yes	Local Traffic Management
Chaddesden			
Priority 1	Max Road/Chaddesden Park Road junction - pedestrian refuge	Yes	Pedestrian Accessibility
Priority 2	Reginald Road South and Oakleigh Avenue - speed management	Yes	Local Traffic Management
Chellaston			
Priority 1	High Street - pedestrian safety and traffic speeds	Yes	Pedestrian Accessibility
Priority 2	Derby Road / Maple Drive - roundabout improvements including boundary sign		Local Traffic Management
Darley			
Priority 1	Traffic management improvement measures	Yes	Local Traffic Management
Priority 2	Review of highway signing in Darley Ward	Yes	Local Traffic Management
Derwent			
Priority 1	Newark Road – road widening	Yes	Local Traffic Management
Priority 2	Max Road/Chaddesden Park Road junction - pedestrian refuge	Yes	Pedestrian Accessibility
Littleover			

Priority 1	Pastures Hill Pedestrian Improvements and vehicular improvements to the Pastures Hill/Callow Hill Way roundabout	Yes	Local Traffic Management
Priority 2	Burton Road, Littleover District Centre – parking management	Yes	Local Traffic Management
Mackworth			
Priority 1	Ashbourne Road/Prince Charles Ave - improved bus, cycle and pedestrian facilities	Yes	Local Traffic Management
Priority 2	Brackensdale Avenue/Highgate Green - roundabout improvements	Yes	Local Traffic Management
Mickleover			
Priority 1	School Traffic Management issues	Yes	Local Traffic Management
Priority 2	Station Road - district centre parking review	Yes	Local Traffic Management
Normanton			
Priority 1	Pear Tree Crescent - no entry	Yes	Local Traffic Management
Priority 2	Littleover Lane / Stenson Road - junction improvements	Yes	Local Traffic Management
Oakwood			
Priority 1	Lime Lane/Morley Road - road safety measures	Yes	Local Traffic Management
Priority 2	Mansfield Road A608 footway improvements	Yes	Pedestrian Accessibility
Sinfin			
Priority 1	Wragley Way and Deepdale Lane - speed management	Yes	Local Traffic Management
Priority 2	Cotton Lane - one way	Yes	Local Traffic Management
Spondon			
Priority 1	Drury Avenue/Willowcroft Road junction - Investigate and implement measures to enforce 'no entry'	Yes	Local Traffic Management
Priority 2	Spondon Ward - Review of highway signing in Spondon	Yes	Local Traffic Management

Appendix 2

2022/23 Vehicles, Plant & Equipment Work Programme

Table 16 - 2022/23 Vehicles, Plant & Equipment Work Programme

Work Area	2022/23* Budget (£000's)
Grounds Plant & Equipment The purchase of plant and equipment to undertake grounds maintenance activities including grass cutting	400
Street Cleaning Equipment The purchase of equipment to enable street cleansing activities throughout the city.	638
Refuse Vehicles & Plant The purchase of vehicle and plant to enable refuse services throughout the city.	950
Total	**1,988**

Appendix 3

2022/23 Flood Defence Programme

Table 17 - 2022/23 Flood Defence Programme

Ref	Scheme	Contribution (£'000s)				
		DCC	ERDF	Rev	Other	**Totals**
FD T01	**Flood Defence Improvement Works** Schemes could include: • Oakwood Natural Flood Management • Markeaton/Mackworth Stilling Bay Upgrade • Thulston Brook Flood Scheme* • Dale Road Park SuDS • River Gardens and Exeter OCOR Cladding Reinstatement • Oakwood Surface Water Alleviation* • Cotton Brook Culvert Renewal *dependent on outcome of 2021/22 studies	240	0	0	0	240
FD T02	**Previsico - Flood Farecasting Software** Hyper local real time weather forecasts to help mitigate the effects of flooding by receiving actionable warnings, data and analytics to enable proactive measures to be taken.	10	0	0	0	10
Total		**250**	**0**	**0**	**0**	**250**

Appendix 4

Asset Management 2023/24 total allocations by strategy area

Asset Management includes 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. Table 18 provides an overarching summary of 2023/24 Asset Management allocations by strategy area.

Asset Management is split into 5 strategy Areas:

- Highways Maintenance (HM) (Table 19)
- Structures Maintenance (SM) (Table 20)
- Land Drainage (LD) (Table 21)
- Intelligent Transport Systems Maintenance (IM) (Table 22)
- Highway Trees (HT) (Table 23)

Table 18 - Asset Management total allocations by strategy area 2023/24 (values are £'000's)

Strategy area	LTP	S106	Revenue	Other	Total
Asset Management					
Highways Maintenance (see Table 19)	3,197	0	0	0	3,197
Structures Maintenance (see Table 20)	746	0	0	0	746
Land Drainage (see Table 21)	730	0	0	0	730
ITS Network Management Maintenance (see Table 22)	227	0	0	0	227
Highways Trees (see Table 23)	156	0	0	0	156
Asset Management TOTAL	5,056	0	0	0	5,056

The proceeding tables provide a breakdown of spends across the individual asset management strategy areas.

Table 19 - 2023/24 total Asset Management allocation to Highways Maintenance

AM – Highway Maintenance (HM)						
		Contribution (£'000s)				Ward/Priority
Ref	Scheme	LTP	S106	Rev	Other	**See ward key**
Highway Maintenance						
HM U01	**Design of Future Year Schemes** Continued feasibility and detailed design to ensure a rolling programme of schemes for future years	50	0	rev	0	City
Carriageways						
HM U02	**Planned Maintenance** Locations identified following assessment of condition surveys and application of value management/scheme prioritisation	1,187	0	0	0	City
HM U03	**Preventative Maintenance** Locations identified following assessment of condition surveys and application of value management/scheme prioritisation	928	0	0	0	City
Footways						
HM U04	**Planned Maintenance** Locations identified following assessment of condition surveys and application of value management/scheme prioritisation	616	0	0	0	City

HM U03	**Preventative Maintenance** Locations identified following assessment of condition surveys and application of value management/scheme prioritisation	416	0	0	0	City
	Total	**3,197**	**0**	**0**	**0**	**3,197**

Table 20 - 2023/24 total Asset Management allocation to Structures Maintenance

AM – Structures Maintenance (SM)						
		Contribution (£'000s)				Ward/Priority
Ref	Scheme	LTP	S106	Rev	Other	**See ward key**
Structural Maintenance						
SM U01	**Principal Bridge Inspections** Programme of principle bridge inspections and structural reviews	100	0	0	0	City
SM U02	**Structural Maintenance Projects** Bridge maintenance and unforeseen reactive works	100	0	0	0	City
SM U03	**Design of Future Years** Continued feasibility and detailed design to ensure a rolling programme of schemes for future years	40	0	0	0	City
SM U04	**Structural Asset Improvement Works** Schemes could include: • Raynesway Bridge No.4 • Underpass West Bridge • Both Pentagon Island Bridges	376	0	0	0	City
SM U05	**Structure Painting/Joints Programme** Programme of structure painting and joists	100	0	0	0	City
SM U06	**Low Bridge Sign Upgrading** Programme to upgrade low bridge warning signs	30	0	0	0	City
	Total	**746**	**0**	**0**	**0**	**746**

Table 21 - 2023/24 total Asset Management allocation to Land Drainage

AM – Land Drainage						
		Contribution (£'000s)				Ward/Priority
Ref	Scheme	LTP	S106	Rev	Other	**See ward key**
Land Drainage						
LD U01	**Design of Future Years** Continued feasibility and detailed design to ensure a rolling programme of schemes for future years	30	0	0	0	City
LD U02	**LDFD Forward Works Programme** Flood risk remedial works	550	0	0	0	City
LD U03	**LDFD Data Capture** Capture of data via surveys and investigations	150	0	0	0	City
	Total	**730**	**0**	**0**	**0**	**730**

Table 22 - 2023/24 total Asset Management allocation to Intelligent Transport Systems

AM - Intelligent Transport Systems Maintenance (IM)						
		Contribution (£'000s)				Ward/Priority **See ward key**
Ref	Scheme	LTP	S106	Rev	Other	
Signal Refurbishments						
IM U01	**Design of Future Years** Continued feasibility and detailed design to ensure a rolling programme of schemes for future years	10	0	0	0	City
IM U02	**Arleston Lane/Ryan Close** Refurbishment of the traffic signal equipment to improve signal reliability and reduce energy and maintenance costs	37	0	0	0	Sin
IM U03	**Shardlow Road/Coronation Avenue** Refurbishment of the traffic signal equipment to improve signal reliability and reduce energy and maintenance costs	40	0	0	0	Spo
IM U04	**Chellaston Road/Western Park Avenue** Refurbishment of the traffic signal equipment to improve signal reliability and reduce energy and maintenance costs	40	0	0	0	All
IM U05	**Pride Parkway/Pacific Way** Refurbishment of the traffic signal equipment to improve signal reliability and reduce energy and maintenance costs	100	0	0	0	Alv
	Total	**227**	**0**	**0**	**0**	**227**

Table 23 - 2023/24 total Asset Management allocation to Highway Trees

AM – Highway Trees (HT)						
		Contribution (£'000s)				Ward/Priority **See ward key**
Ref	Scheme	LTP	S106	Rev	Other	
Highway Trees						
HT T01	**Highway Trees** Maintain City highway tree stock both reactively and through set programmed works, to include the replacement of tree stock to improve and retain canopy cover across the City.	156	0	0	0	City
	Total	**156**	**0**	**0**	**0**	**156**

Appendix 5

Asset Management 2024/25 total allocations by strategy area

Asset Management includes 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. Table 24 provides an overarching summary of 2023/24 Asset Management allocations by strategy area.

This is split into 4 sub-sections:

- Highways Maintenance (HM) (Table 25)
- Structures Maintenance (SM) (Table 26)
- Land Drainage (LD) (Table 27)
- Intelligent Transport Systems Maintenance (IM) (Table 28)

Table 24 - Asset Management total allocations by strategy area 2024/25 (values are £'000's)

Strategy area	LTP	S106	Revenue	Other	Total
Asset Management					
Highways Maintenance (see Table 25)	3,197	0	0	0	3,197
Structures Maintenance (see Table 26)	746	0	0	0	746
Land Drainage (see Table 27)	730	0	0	0	730
ITS Network Management Maintenance (see Table 28)	227	0	0	0	227
Asset Management TOTAL	**4,900**	**0**	**0**	**0**	**4,900**

The remaining tables provide a breakdown of spends across the individual asset management strategy areas.

Table 25 - 2024/25 total Asset Management allocation to Highways Maintenance

AM – Highway Maintenance (HM)						
		Contribution (£'000s)				Ward/Priority
Ref	Scheme	LTP	S106	Rev	Other	**See ward key**
Highway Maintenance						
HM V01	**Design of Future Year Schemes** Continued feasibility and detailed design to ensure a rolling programme of schemes for future years	50	0	rev	0	City
Carriageways						
HM V02	**Planned Maintenance** Locations identified following assessment of condition surveys and application of value management/scheme prioritisation	1187	0	0	0	City
HM V03	**Preventative Maintenance** Locations identified following assessment of condition surveys and application of value management/scheme prioritisation	928	0	0	0	City
Footways						
HM V04	**Planned Maintenance** Locations identified following assessment of condition surveys and application of value management/scheme prioritisation	616	0	0	0	City

HM V05	**Preventative Maintenance** Locations identified following assessment of condition surveys and application of value management/scheme prioritisation	416	0	0	0	City
	Total	**3,197**	**0**	**0**	**0**	**3,197**

Table 26 - 2024/25 total Asset Management allocation to Structures Maintenance

AM – Structures Maintenance (SM)						
		Contribution (£'000s)				Ward/Priority
Ref	Scheme	LTP	S106	Rev	Other	**See ward key**
Structural Maintenance						
SM V01	**Principal Bridge Inspections** Programme of principle bridge inspections and structural reviews	100	0	0	0	City
SM V02	**Structural Maintenance Projects** Bridge maintenance and unforeseen reactive works	100	0	0	0	City
SM V03	**Design of Future Years** Continued feasibility and detailed design to ensure a rolling programme of schemes for future years	40	0	0	0	City
SM V04	**Structural Asset Improvement Works** Schemes could include: • Raynesway Bridge No.4, • Underpass West Bridge • Both Pentagon Island Bridges	376	0	0	0	City
SM V05	**Structure Painting/Joints Programme** Programme of structure painting and joists	100	0	0	0	
SM V06	**Low Bridge Sign Upgrading** Programme to upgrade low bridge warning signs	30	0	0	0	
	Total	**746**	**0**	**0**	**0**	**746**

Table 27 - 2024/25 total Asset Management allocation to Land Drainage

AM – Land Drainage						
		Contribution (£'000s)				Ward/Priority
Ref	Scheme	LTP	S106	Rev	Other	**See ward key**
Land Drainage						
LD V01	**Design of Future Years** Continued feasibility and detailed design to ensure a rolling programme of schemes for future years	30	0	0	0	City
LD V02	**LDFD Forward Works Programme** Continued feasibility and detailed design to ensure a rolling programme of schemes for future years	550	0	0	0	City
LD V03	**LDFD Data Capture** Capture of data via surveys and investigations	150	0	0	0	City
	Total	**730**	**0**	**0**	**0**	**730**

Table 28 - 2024/25 total Asset Management allocation to Intelligent Transport Systems

AM - Intelligent Transport Systems Maintenance (IM)						
		Contribution (£'000s)				Ward/Priority
Ref	Scheme	LTP	S106	Rev	Other	**See ward key**
Signal Refurbishments						
IM V01	**Design of Future Years** Continued feasibility and detailed design to ensure a rolling programme of schemes for future years	10	0	0	0	City
IM V02	**Intelligent Transport Systems Maintenance Schemes** Projects to be informed by Asset Management and design work undertaken in 23/24	217	0	0	0	City
	Total	**227**	**0**	**0**	**0**	**227**

Appendix 6

Derby City Council

Infrastructure Programme Board Terms of Reference (ToR)

Change History

Date	Summary of changes made
15/12/2021	- Update to Cabinet Member Areas of Responsibility - Update to job titles - Increase in financial approval limit for Strategy Managers with HoS agreement - Clarification on approval limits between Programme Areas

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, Transport & Engineering (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 Engineering
- Head of Traffic and Transportation
- Head of Finance – Corporate Finance & Governance
- 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.

- Taking action 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 – Corporate Finance & Governance, or their representative, 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 Streetpride and Public Spaces – Councillor Jerry Pearce

- Street Cleaning, Waste and Fleet Management
- Highways Maintenance, Grounds Maintenance, Land drainage
- Streetpride

Cabinet Member for Regeneration, Decarbonisation, Strategic Planning and Transport – Councillor Steve Hassell

- Traffic, Transportation and Engineering
- Strategic Transport
- Strategic Planning including Enforcement

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 as long as 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 neither the Director of Planning and Transport nor the Director of Public Protection and Streetpride are 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 the appropriate Cabinet Member can approve budget variation between £100k and £250k subject to being contained within the approved funding. This includes budget variations up to £250k moving between Programme Areas contained within a Cabinet Member's portfolio, or with approval of both portfolio holders. 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 or 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 £100k with the agreement of the relevant Head of Service.

For the benefit of the Terms of Reference, the Strategy Manager is defined as a Project Manager with responsibility for one or more projects within a given Strategy Area.

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 A provides a graphical representation of the above delegated procedure.

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

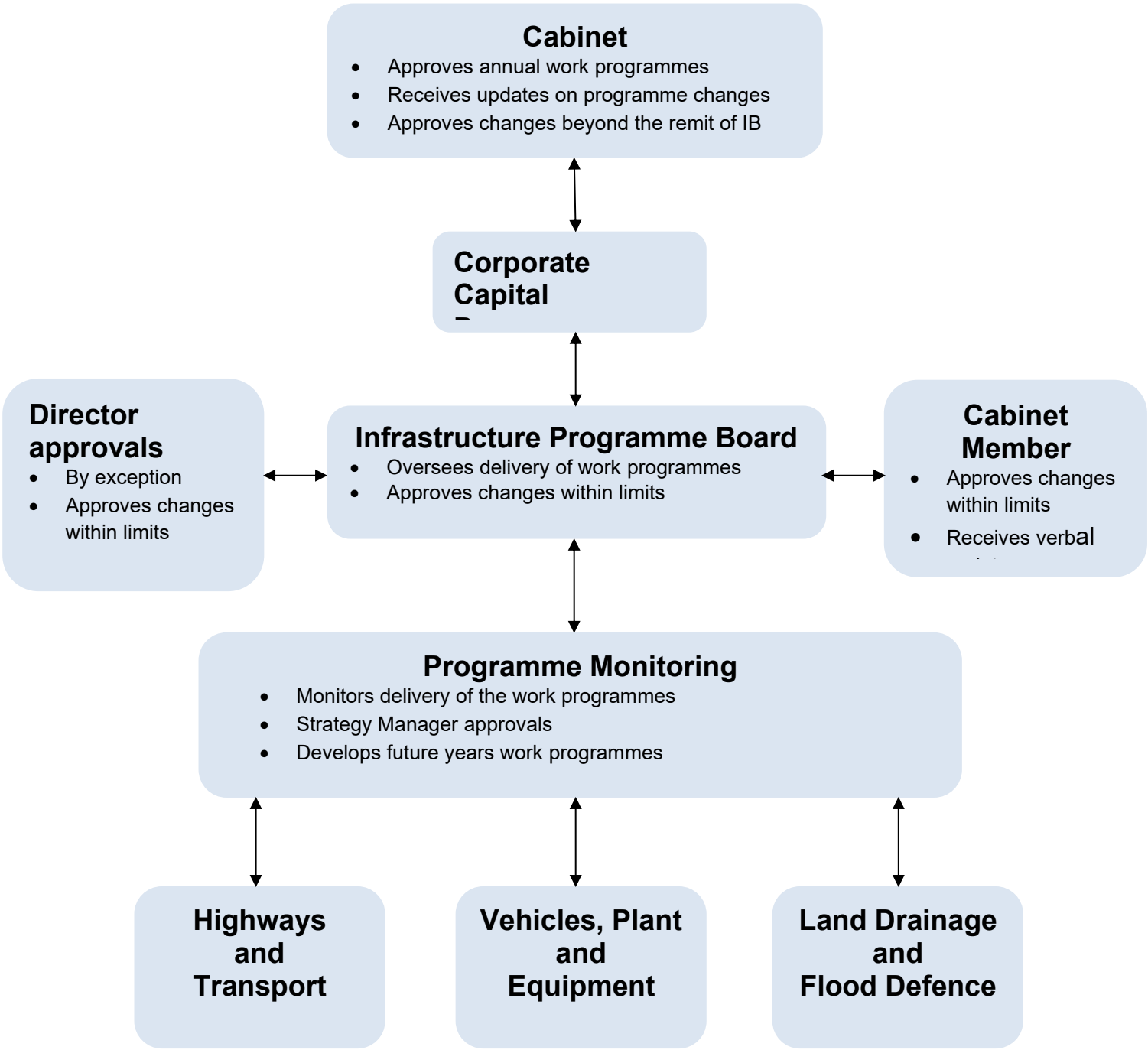
6. Frequency and Duration of Meetings

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

Approval Requirements:	Below £10k	Below £15k	Below £100k	100k - £250k
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/3rd 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.