Nottinghamshire County Council

Communities and Place Committee

Thursday, 07 November 2019 at 10:30

County Hall, West Bridgford, Nottingham, NG2 7QP

AGENDA

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2	Apologies for Absence	
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Notes

(1) Councillors are advised to contact their Research Officer for details of any Group Meetings which are planned for this meeting.

(2) Members of the public wishing to inspect "Background Papers" referred to in the reports on the agenda or Schedule 12A of the Local Government Act should contact:-

Customer Services Centre 0300 500 80 80

(3) Persons making a declaration of interest should have regard to the Code of Conduct and the Council's Procedure Rules. Those declaring must indicate the nature of their interest and the reasons for the declaration.

Councillors or Officers requiring clarification on whether to make a declaration of interest are invited to contact Noel McMenamin (Tel. 0115 977 2670) or a colleague in Democratic Services prior to the meeting.

(4) Councillors are reminded that Committee and Sub-Committee papers, with the exception of those which contain Exempt or Confidential Information, may be recycled.

(5) This agenda and its associated reports are available to view online via an online calendar - http://www.nottinghamshire.gov.uk/dms/Meetings.aspx

Nottinghamshire County Council

minutes

Meeting	Communities and Place Committee
Date	3rd October 2019 (commencing at 10:30 am)

Membership
Persons absent are marked with an 'A'

COUNCILLORS

John Cottee (Chairman)
Phil Rostance (Vice-Chairman)
John Handley (Vice-Chairman)

Pauline Allan	John Knight
Glynn Gilfoyle	Vaughan Hopewell
Kevin Greaves	Bruce Laughton
Tom Hollis	John Ogle

OTHER COUNCILLORS IN ATTENDANCE

Maureen Dobson
John Longdon
John Peck
Gordon Wheeler

OFFICERS IN ATTENDANCE

Doug Coutts	-	VIA
Peter Gaw	-	Inspire
Sally Gill	-	Place Department
Derek Higton	-	Place Department
Steve Little	-	Miner2Major Scheme Manager
Kevin Sharman	-	Place Department
Heather Stokes	-	Place department
Gary Wood	-	Place Department
Noel McMenamin	-	Chief Executive's Department

1. MINUTES OF THE LAST MEETING

The minutes of the meeting held on 5th September 2019 having being circulated to all Members, were taken as read and were signed by the Chairman.

2. APOLOGIES FOR ABSENCE

None.

3. DECLARATIONS OF INTEREST

None.

4. MINER2MAJOR LANDSCAPE PARTNERSHIP SCHEME UPDATE

Steve Little, Miner2Major Scheme Manager, gave a presentation on the Scheme.

RESOLVED 2019/081

That the progress of the scheme to date be endorsed, and that and that a further update be considered at the Committee's October 2020 meeting.

5. CERAMICS PARTNERSHIP UPDATE

RESOLVED 2019/082

That:

1) Approval be given for the Harley Foundation Charitable Trust, as custodians of the ceramics collection on behalf of the County Council, to continue to undertake management of the collection including the listing, display, loan, deposit and disposal of the collection as appropriate; and

2) 50% of any income generated through the sale of surplus items be retained by Foundation to further develop their ceramics outreach and educational programmes.

6. REVIEW OF HIGHWAYS COMMISSIONING ARRANGEMENTS

RESOLVED 2019/083

That the outputs from the review of the highways commissioning arrangements following the acquisition of Via East Midlands Ltd shares previously owned by Corserv, as set out in detail at paragraph 12 of the report, be endorsed.

7. WORK PROGRAMME

RESOLVED 2019/084

That, subject to moving Place Core Data Set reporting to December 2019 and March 2020 respectively, and to ensuring that financial reporting is included within these reports, the Committee's work programme be agreed.

The meeting concluded at 11:25 am

Chairman

Nottinghamshire County Council

Report to Report to Communities and Place Committee

7 November 2019

Agenda Item:4

REPORT OF CORPORATE DIRECTOR, PLACE

HIGHWAYS WINTER SERVICE

Purpose of the Report

1. To seek endorsement of the procedures associated with provision of the Winter Maintenance Service and the preparation for Winter 2019/20.

Information

Background to Service

2. The Highways Act 1980 places a duty of care upon Highway Authorities "to ensure, as far as reasonably practicable, that safe passage along a highway is not endangered by snow or ice". It also states that it is a duty to remove obstructions arising from an accumulation of snow on the highway. The Council meets these statutory duties through the provision of both a planned and reactive winter service, which meets the national standards that are set out in the Code of Practice: Well Managed Highway Infrastructure (October 2017) and associated documents.

3. Currently, two key documents provide the basis of the service delivered to the public by the County Council in response to winter weather, these are:

   - **Highway Network Management Plan**, which sets out the policies associated with the provision of the winter service.
   - **Winter Service Plan** sets out the County Council's policies, operational arrangements, procedures, routes, equipment associated with delivering the highway winter maintenance services.

4. In accordance with the above documents and the Code of Practice: Well Managed Highway Infrastructure, each year the Council publishes on its web site information about the winter service including the routes where precautionary gritting is undertaken, and general advice to the travelling public and to motorists. There have been very few changes to these routes over recent years, except to include minor changes to the highway network following highway adoptions. The overall size of the County Council's gritting network is considered good given the geography of the County and currently 35% (approx. 1,712km) of the network is treated as precautionary measure. This compares with the audit commission's recommendation of 24%-38% for treated network length.

5. Via EM Ltd. will make and circulate the daily gritting decision by e-mail to all Members and interested stakeholders, NCC communications team will use this information to inform all other parties through the County Council's website and social media

6. All Members of the County Council are provided with a document which explains winter service arrangements in October/November of each year. This document includes useful information, advice, contact telephone numbers for constituents and specific contact information for Members only. This document is being updated for the coming season in conjunction with the County Council communications team and will be published shortly.

Service Improvements and changes for the 2019/20 winter season

7. Via EM Ltd are currently undertaking a procurement exercise to purchase a replacement vehicle tracking and navigation system for Nottingham's fleet of gritters.

8. The new system will be web-based and will allow driver performance to be monitored more effectively because it will be possible to produce reports with greater ease. All the functionality of the previous GPS system will be replicated i.e. the ability to monitor the whereabouts of each vehicle centrally during the gritting operations and to record time, location, gritting activity, vehicle speed etc. The new system will also provide real time 'in-cab' route guidance that will enhance the resilience of our winter service operations because it will allow drivers to complete routes, they may be unfamiliar with. All vehicles are also equipped with on-board CCTV system.

9. A new Weather Station has been installed on Mapperley Plains, this new station will provide information about the weather conditions in the Gedling area and will assist in our winter maintenance decision making process. The new weather station also has the potential to improve our communication and collaboration arrangements with Gedling District Council during times of severe winter weather.

10. The County Council is working with Via EM Ltd. to establish a programme of weather station refurbishments and upgrades which includes replacing sensors and adding CCTV cameras to the stations which currently lack them. The weather stations on the B6045 in Blyth and the A606 in Tollerton will be refurbished later this year, these improvements will support the quality of forecasting information available to the winter service decision makers.

Decision Making Process

11. Precautionary gritting runs are undertaken where the forecast road surface temperatures are predicted to fall below zero degrees centigrade.

12. The daily forecast is issued around midday by weather forecast service provider. This is interrogated and the gritting decision made which will take into account predicted temperatures, rainfall, and timings. In the event of a marginal or extraordinary forecast, another member of staff having received the appropriate training will verify the decision.

13. In addition to the forecast, Ice Prediction software will be utilised which will show in graphical form the predicted road surface temperatures and road surface condition. This will be monitored throughout the forecast period.
14. The gritting instruction is issued by email and the gritting shift organised as necessary. From 20:00hrs each night the weather forecast is verified.

15. The weather forecast service provider will any amendment to the forecast. In severe weather, salting treatment will be extended to Priority 2 Routes as resources allow once Priority 1 Routes are in a satisfactory and passable condition.

16. Snow fall of less than 25mm will normally be treated with precautionary salting rather than ploughing. Where moderate snowfall occurs (25mm-100mm), consideration will be given to ploughing. Lower amounts will usually be treated by slush blades fitted to gritting vehicles. This can be supplemented by additional lorry mounted ploughs where conditions dictate. During heavy snowfall (>100mm), gritting routes will be augmented by additional ploughs. Only once main routes are passable will resources be transferred to other parts of the network.

Preparation for Winter 2019/20

17. Arrangements are being made for Parish and District Councils to be supplied with a quantity of rock salt in advance of the winter season to allow for some local resilience to amenity infrastructure and self–help among local communities.

18. The County Council currently has approximately18,000 tonnes of grit available, this is more than the amount used in an average winter and 7,000 tonnes more than the nationally recommended stock levels specified in the Code of Practice. The Code recommends that Highway Authorities should hold sufficient salt stocks at the beginning of the winter season to deliver 12 days or 48 gritting 'runs', which for Nottinghamshire equates to 10,000 tonnes. As a consequence, the Council is in an excellent position to respond, operate and maintain around-the-clock treatment in severe weather conditions. Salt supplies will be replenished over the winter period as required.

19. Via EM Ltd.'s frontline gritter drivers operate on a night-shift basis from the beginning of November through to the end of March each year in order to provide a guaranteed flexible response to differing weather conditions. The drivers are supported and coordinated by a night controller who monitors the weather conditions from the forecast provided by the weather service forecast provider and through a bespoke arrangement that includes data from the Council's own weather stations, located at:

    - A606 Tollerton
    - A611 Coxmoor
    - A60 Costock
    - A631 Beckingham
    - B6045 Blyth
    - A614 Perlethorpe
    - A614 Burntstump
    - A608 Annesley
    - Mapperley Top

20. In addition, the Council has shared access to four weather stations owned by other authorities, located at:

    - A1 Claypole
    - A57 Newton
    - A453 Clifton

- A52 Saxondale

21. All drivers are trained and assessed annually to achieve the City and Guilds qualification in Winter Maintenance Operations. All winter action decision makers will undertake training to fully understand forecasts provided by the weather forecast service provider. In addition, all decision makers have completed the IHE Professional Certificate in Winter Service which is now the benchmark qualification amongst practitioners. All decision makers have between 4 and 26 years' experience in the role.

22. Operations take place from four depots Countywide in Gamston, Markham Moor, Bilsthorpe and Newark. The County Council has a fleet of 30 gritting lorries - *seven of which have been purchased this year to replace older vehicles* – this ensures there is adequate availability throughout the season to cover the 23 routes. In addition, there are two towable gritting units which can be mobilised during severe weather.

23. 1,403 grit bins are located across Nottinghamshire providing a resource to enable members of the public to self-help in the event of snow and ice. These bins are placed at highway junctions, where there is a steep gradient or in heavily pedestrian traffic areas, predominantly on roads not subject to routine precautionary gritting. The grit bins are inspected and refilled at the beginning of each season and maintained throughout the winter.

24. Communications strategy is agreed between Via EM Ltd., highways officers and communications teams at the start of each season including operational arrangements, publication of key facts and figures and out of hours contact numbers and contact with local media. During the winter communications are managed through Council's communication team using social media to advise on conditions and activities.

25. Meetings with the District and Borough Councils will take place to discuss how all Authorities in Nottinghamshire can work together to provide an effective winter maintenance service (i.e. District Council staff normally employed to undertake parks maintenance could be deployed on the highway to clear snow from footways).

Changes to the Winter Service Plan for 2019/20

26. The 2019/20 Winter Services Plan forms Appendix A of this document.

27. The County Council and Via EM Ltd. have completed their preparations and stand ready for the forthcoming winter season, these preparations included undertaking the annual review of the Winter Service Plan which sets out how the service is provided. The 2019/20 Winter Service Plan incorporates the results of the gritting route review which took place during the summer months. The routes take the following factors into account:

    - The requirement to align Nottinghamshire's gritting routes with the revised road hierarchy system which resulted from the introduction of the new code of practise for highway maintenance (i.e. 'Well Managed Highway Infrastructure').
    - The previous routes within the ex-Manage and Operate Partnership (MOP) areas were expressions of District and Borough Council's priorities at the time the MOPs were in existence rather than those of the County Council at present.
    - The previous routes had remained largely unchanged for some time and had been developed to provide the most efficient use of the gritting fleet when operating from the

depots which existed in 2012. The new routes ensure the most efficient routing of vehicles from their existing operating bases.

- The new routes include recently adopted roads which meet the gritting criteria, but which may have been inadvertently omitted because the old routes had been developed in an incremental fashion.
- Where possible gritting routes include roads used by significant school bus services.

28. No road lengths have been removed from gritting and the additional roads to be treated are detailed in Appendix 4 of the Winter Service Plan.

Other Options Considered

29. Ensuring, as far as reasonably practical, that safe passage along a highway is not endangered by snow and ice is a statutory duty under section 41(1A) of the Highways Act 1980. Removing any obstructions arising from an accumulation of snow on the highway is also a statutory duty under section 150 of the Highways Act 1980. As such the County Council as highway authority is responsible for the fulfilment of these duties.

Reason/s for Recommendation/s

30. The manner in which the service is provided, the routes, operational, management and recording arrangements have been developed over a number of years and reflect current industry best guidance. Whilst the highway officers continue to review operations and routes no significant alternative options for the delivery of the service are considered suitable at this time.

Statutory and Policy Implications

31. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATION/S

It is recommended that Committee:

1) Endorses the procedures and communications arrangements - *set out in this report* - which will ensure Nottinghamshire's highway winter service is fully prepared to meet the challenges of the forthcoming winter season.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Martin Carnaffin, Contract Manager,
Tel: 0115 9774227

Constitutional Comments (SLB – 12/09/2019)

32. Communities and Place Committee is the appropriate body to consider the content of this report.

Financial Comments (RWK - 12/09/2019)

33. The 2019/20 revenue budget includes a provision of £1,172,600 for gritting works and £500,000 for the purchase of salt.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- Highway Network Management Plan
- Winter Service Plan

Electoral Division(s) and Member(s) Affected

- All

WINTER SERVICE PLAN

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Section 1 – Introduction

1.1 The Winter Service can contribute significantly to the highway maintenance objectives contained in the Highway Network Management Plan and towards the ideals contained in the Maintenance Management Code of Practice 'Well-Managed Highway Infrastructure' as follows:

Network Safety – Statutory obligations and user needs vary across the UK, but safety is a prime consideration in any provision of winter service

Customer Service – User needs and expectations can be a major influence on customer satisfaction through demonstrating an efficient, effective and proportionate response to winter conditions.

Network Serviceability – Maintaining availability and reliability of the highway network is a key objective for Winter Service and one where user judgements of performance will be immediate rather than longer term

Sustainability – Low temperatures and the formation of ice can cause serious damage to the fabric of carriageways, footways and cycle routes and accelerated damage of the network. Effective Winter Service can contribute to a reduction in whole life costs and minimise damage to the environment.

1.2 The statutory basis for winter maintenance service varies in different parts of the UK. In England and Wales Section 41 (1A) of the Highways Act 1980 was modified on 31st October 2003, by Section 111 of the Railways and Transport Act 2003. The first part of Section 41 now reads:

a) *"The authority who are for the time being the highway authority for a highway maintainable at the public expense are under a duty, subject to subsections (2) and (3) below, to maintain the highway".*

b) *"(1) In particular, a highway authority is under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice".*

1.3 This is not an absolute duty, given the qualification of 'reasonable practicability', but it does effectively overturn previous legal precedence, albeit not with retrospective effect. Section 150 of the Highways Act still imposes a duty upon authorities to remove any obstruction of the highway resulting from "*accumulation of snow or from the falling down of banks on the side of the highway, or from any other cause*".

1.4 Given the scale of financial and other resources involved in delivering the winter maintenance service and the obvious difficulties in maintaining high levels of plant utilisation for specialist equipment, it is not practically possible to either:

- Provide the service on all parts of the network;
- Ensure running services are kept free of ice or snow at all times, even on the treated parts of the network

1.5 To comply with this duty, it is important that the winter service should be delivered in accordance with the Statement of Policies and Responsibilities contained in Section 2 of the

1.6 This Plan is designed to meet the specific needs of Nottinghamshire County Council and will be operated by qualified and experienced personnel.

1.7 The Plan is a controlled document and will be issued to the persons shown in Appendix 1

1.8 All of the winter service policies, standards and procedures operate within the level of expenditure set. The provision of the winter service will be prioritised within available resources, subject to the vagaries of weather conditions and local variations.

PART A – Nottinghamshire County Council Policy

Section 2 – Statement of Policies and Responsibilities

2.1 Policies

2.1.1 Definitions

For the purpose of this document the following definitions apply:

Priority 1 Routes

These are the published lengths of roads collectively forming a strategic network and which are treated by the Highway Authority as a first call on its precautionary salting and snow clearance resources.

The criteria for defining Priority 1 Routes are as follows:

a) All non-trunk A and B classified roads

The following road categories may also be included, subject to complying with the additional criteria (i to vii) below:

b) Strategic routes carrying high traffic flows (>1500 vehicles per day AADT).

c) Major urban distributor roads

d) Main bus routes

Additional criteria relating to categories b, c and d above:

i) Total 2-way flow to exceed 1500 vehicles per day AADT
ii) Usage by public transport
iii) Local climate
iv) Comments from all emergency services
v) Accident records during winter weather
vi) Local factors (access to industry etc)
vii) Efficient use of treatment routes and resources

Priority 1A Routes

These form a network of roads in the Arnold and Carlton area which are identified as desirable to treat during prolonged severe weather or snowfall to facilitate mobility of local residents. Treatment of these routes are to be carried out during normal daytime working hours only.

Priority 2 (Secondary) Routes

These are a further defined network of roads of identified importance such as bus routes, roads leading to essential industrial, military, medical or emergency service establishments or roads providing access to major settlements not served by Priority 1 routes. Priority 2 routes will also include those roads that establish at least one link to each settlement, accesses to special schools and certain problematic hilly areas.

Priority 3 Routes

These roads comprise the remainder of the network
Severe weather - will be when persistent widespread ice or snow (not frost) occurs for more than 24 hours and with forecasted temperatures not expected to rise above zero for a further 24-hour period.

Main bus route – for Winter Service purposes is a road carrying eight or more individual services (not individual journeys) in any hour

Urban Road – defined as roads subject to a 40mph or less speed limit

Rural Road – defined as roads subject to a speed limit exceeding 40mph

Highway – defined as the adopted carriageway, footway, pedestrianised area or cycleway for which the County Council is the Highway Authority.

Normal Working Day – is deemed to be the period between 0800 hrs and 1600 hrs Monday to Friday.

Priority 1 Footways

Following risk assessment, a list of footways shall be produced derived from those footways serving:

i) Main shopping area
ii) Busy urban footways to include those leading to main industrial establishments or hospitals
iii) Promoted routes such as 'Safer Routes to Schools'
iv) Footways offering segregated or combined cycle track facilities
v) Bus stops on major bus routes

Priority 2 Footways

Following risk assessment, a further list of footways shall be produced derived from the footways serving i) to v) in the preceding section but not included in the Priority 1 footway list, together with footways adjacent to:

i) School crossing patrol sites
ii) Complexes for the elderly
iii) Medical surgeries and clinics
iv) Other locations where above average use by the elderly, very young or the mobility impaired can be reasonably anticipated

Priority 3 Footways

Treatment of other footways not defined as Priority 1 or 2 shall be undertaken when it is judged that a severe hazard exists additional to that which could reasonably be expected to be encountered by a pedestrian in periods of snow or prolonged frost.

2.1.2 Policy Statements

1 – Winter maintenance operations will be undertaken by Via EM Ltd. on behalf of Nottinghamshire County Council

2- Winter maintenance operations will give priority to a strategic network of 'Priority 1 Routes'. These will comprise the entire A and B classified road network carriageways plus main bus routes and certain other roads of major importance. The intention shall always be to complete the treatment of Priority 1 Routes in advance of ice forming on road surfaces whilst accepting that in some circumstances, such as late changes in weather forecasts, this will not always be possible.

2 – Routine pre-salting when ice is expected to form on carriageways shall be confined to the Priority 1 Routes unless severe weather is forecast

3 – In severe weather, treatment shall be extended to Priority 2 Routes as resources allow once Priority 1 Routes are in a satisfactory and passable condition. Priority 3 Routes shall be treated once all Priority 1 and 2 Routes are in a satisfactory condition and passable.

4 – During periods of prolonged severe weather salt conservation criteria may be considered. These criteria allow phased reductions in the extent of the network which is treated to be introduced based upon residual salt stocks.

The Group Manager (Highways and Transport) will make the decision whether to implement salt conservation criteria. This decision will be based upon Via EM Ltd's recommendation and will take into account existing salt stocks, the likelihood of additional stocks becoming available and weather forecasts. The proposed reductions will follow the sequence below:

a) At the discretion of the Group Manager (Highways and Transport) salting will be reduced to P1 and P2 routes only.
b) Salting of P1 and P2 routes will continue until only 9,000 tonnes of stock remains.
c) Salting will be reduced to P1 routes only until only 4,800 tonnes of stock remain.
d) Salting will be reduced to A and B roads only with limited other routes of strategic/essential amenity until 3,200 tonnes of stock remain.
e) Continue salting of A roads only until stocks are exhausted.

In snow conditions one of the four daily runs may be of sand.

5 – The treatment of footways and cycle tracks shall reflect their importance for the safe movement of highway users and will be undertaken on Priority 1 footways when:

a) Overnight frost or settled snow is likely to persist for the next 24 hours, or risk assessments indicate such action should be taken
b) In the case of overnight frost, treatment of Priority 1 carriageway routes shall have been satisfactorily completed. In snow conditions, treatment of any footways shall be dependent upon the condition of Priority 1 and 2 carriageway routes and resources being available.
c) In exceptional circumstances, treatment may be extended to Priority 2 footways as resources allow. Priority 3 footways may be treated once all Priority 1 and 2 footways are in a satisfactory condition.

6 – Salting of footways will not take place on Sundays or Bank Holidays. Salting of footways on Saturdays will only take place on the Priority 1A footway network to include major town centres/shopping areas and locations where pedestrian numbers are very high

7 – Winter service treatments will be confined to areas of adopted public highway only.

8 – A system of local weather stations will be operated and used to assist with weather forecasting and monitoring of local conditions. A competent external forecasting organisation will be used to provide specific and detailed forecasts to guide treatment decisions.

9 – 24 Hour winter service cover will be operated throughout the months of October to April inclusive to monitor winter weather conditions and enable treatment decisions to be made under changing circumstances.

10 – Response times from the winter service operator in all instances will be:

a) All gritters will be loaded and depart from their operational base within one hour of call out
b) Under normal circumstances, all Priority 1 Routes will be treated within four hours of gritters leaving their operational base.

11 – In icy conditions (other than in severe weather) individual locations on the public highway not on Priority 1 Routes will be salted only if in the opinion of the Police, conditions at the location concerned are abnormally hazardous with accidents occurring or very likely to occur. Further guidance about Police requests for road salting is included on Section 7.5.4

12 – Via EM Ltd. will liaise with Local Authorities responsible for winter service on roads within and adjacent to the County including coordination with their treated routes and treatment decisions.

13 – Where justified for reasons of efficiency and cost-effectiveness, reciprocal agreements will be entered into with adjoining Authorities for winter service treatment. Further details about reciprocal arrangements are included in Appendix 2. Any road treated by an adjoining authority would be treated in accordance with that authority's policies for operational purposes and not the local highway authority's policies.

14 – Grit/salt bins may be provided in accordance with Nottinghamshire County Council's grit bin assessment framework, this framework will be applied to all new and outstanding grit bin requests. The framework will also be applied to all existing grit bins to establish whether they are still required and are in the correct locations. The results of these assessments will be used to establish a priority refilling schedule. Grit bins which are demonstrably unused will be removed.

Grit bins will be filled with a 1 to 1 sand/salt mix. Bins will not be provided on Priority 1 Routes.

Salt bins should not be placed next to trees or hedges or within a distance equal to the height of the tree or hedge. Salt bins should be left on site outside the winter period.

Parish Councils will be able to purchase grit bins from Via EM Ltd. The price charged will cover the provision, delivery and first filling of the grit bin with a sand/salt mix. Further filling and maintenance of the grit bin will be the responsibility of the Parish Council.

Via EM Ltd.'s Highway Operations team will write to all Parish Councils offering to provide them with five bags of salt free of charge, a deadline for replies will be set. If it is available additional salt may be purchased from Via EM Ltd. and the price charged will be calculated to reimburse Via EM Ltd's reasonable costs.

Parishes will be able to purchase salt at any time however, due regard must be made of Via EM Ltd's ability to make deliveries during periods of severe weather. To overcome logistical difficulties Parish Councils should plan to make their purchases as early as possible.

15 – Salt heaps may be provided as a self-help measure in rural areas where either of the following conditions occur:

a) A steep hill (>10% gradient) or sharp bend
b) A junction hazard is present

They will be sited to cause minimal damage to grassed areas or other vegetation. Salt heaps should not be placed next to trees or hedges or within a distance equal to the height of the tree or hedge. In recognition of the potentially detrimental effects of salt heaps on the environment, there will be a presumption against the provision of new salt heaps and that ultimately all salt heaps will be removed.

16 – Snow wardens may be appointed by the local Parish or Town Council.

2.2 Objectives

2.2.1 General Objectives

The objective is to complete necessary precautionary salting before ice starts to form and actions must be with this aim in mind. The decisions if and when to salt must be made after taking all information into account and the situation should be reviewed continuously. If a warning has been received and indicate a frost likely, then the drivers should turn out at such a time as to allow salting to be completed before the frost. Provision should be made in any system so that salting is done when required, not necessarily when it is convenient, and it is also essential that, in the event of adverse weather developing during the night, provision is made for treatment to be completed before the morning traffic build-up.

Precautionary salting is carried out on specified Main Treatment Routes in advance of ice forming. This should allow the bulk of the road users the option of moving about the County on treated roads. Priority 2 Snow Routes will be salted in severe and prolonged ice or snow conditions.

2.2.2 Footways and Cycle Tracks

Via EM Ltd carries out treatment of footways in accordance with Policy Statement 5 in Section 2.1.2. Snow clearance and some salting are done on footways in snow conditions with priority being given to urban shopping areas, etc used by large numbers of pedestrians. A schedule of these priority footways is held at the winter service office at Newark.

2.2.3 Snow and Emergencies

First priority must go to Principal roads and access routes to hospitals etc with the remainder of the normally maintained roads being treated later. In the case of snow, it is essential to maintain access, with the road surface safety being of secondary consideration.

If necessary, day drivers will salt minor roads not covered by the Precautionary Routes at the discretion of the Duty Winter Maintenance Controller but the roads covered by the Precautionary Routes have priority and must be clear before gritters are diverted.

2.2.4 Snow Clearing

Slight falls of less than 25mm will normally be treated with precautionary salting.

Stage 1 – this occurs when there is a slight to moderate snowfall (25 – 100mm) which will be dealt with by the gritters supplemented by additional ploughing vehicles.

Note: It is vital that the gritters are kept moving on the Precautionary Routes followed by other roads and that local trouble spots are dealt with by other vehicles. Bulk gritters must not be utilised clearing roads but should be used for making repeated light applications of salt of roads already open.

Stage 2 – This occurs when there is a heavy snowfall (over 100mm) and as a result of this, resources need to be co-ordinated in each Area and Via EM will liaise with District and Borough Councils.

In severe conditions the Officer in charge should consider double salting of the Main Routes by using spare gritters or trailers to salt Main Routes in reverse direction, ploughing at the same time so that a lane is cleared and salted in each direction. It may be advantageous to put another snowplough operating in echelon with a gritter to make the most effective use of salt.

2.3 Liaison and Communication Arrangements with Other Authorities

2.3.1 Liaison

Via EM Ltd. will liaise with Local Authorities responsible for winter maintenance service on roads within and adjacent to the County regarding their treated routes and treatment decisions. Additionally, there is an exchange of treatment action instructions.

Any road treated by an adjoining authority would be treated in accordance with that authority's policies for operational purposes and not the local highway authority's policies.

2.3.2 Reciprocal Arrangements

Roads in other Authority areas gritted by Via EM Ltd and roads in Nottinghamshire gritted by other authorities are included in appendix 2.

Section 3 – Route Planning for Carriageways, Footways and Cycle Routes

3.1 Priority 1 and 2

Schedules detailing the carriageway routes which comprise Priority 1 and 2 routes are held at the winter service office at Newark.

3.2 Carriageway Routes for Snow Clearing by Risk Level

There are at present no pre-determined carriageway routes for snow clearing.

First priority must go to Principal roads and access routes to hospitals etc. with the remainder of the normally maintained roads being treated later. In the case of snow, it is essential to maintain access, with the road surface safety being of secondary consideration.

If necessary, day drivers will salt minor roads not covered by the Precautionary Routes at the discretion of the Duty Winter Maintenance Controller but the roads covered by the Precautionary Routes have priority and must be clear before gritters are diverted.

3.3 Routes for Footbridges, Subways and Other High Risk Pedestrian Areas

Footways will be treated in accordance with Policy Statement 5

Priority 1 footway treatment schedules are held at the winter service office at Newark.

3.4 Routes for Other Footway Treatment by Risk Level

There are no pre-determined routes for further footway treatment. Reactive treatment will be in accordance with Policy Statement 5.

A memorandum of understanding exists between the County Council and District Councils. This outlines actions taken by each authority in identifying and responding to snow/ice events.

3.5 Routes for Cycle Route Treatment by Risk Level

There are no pre-determined routes for treatment of cycle tracks. Reactive treatment will be in accordance with Policy Statement 5

3.6 Special Sites or Features (e.g. Near Railways or Traffic Calming)

Salt must not be spread between the 'Stop' lines of all railway level crossings, even when covered by snow. Before ploughing over a level crossing the driver must stop and telephone the signal box for permission to proceed and then inform the signal box when past the crossing.

Note should be taken of the location of traffic calming features. These could seriously affect the ability to carry out snow clearing operations.

3.7 Response and Treatment Times for all Carriageway Treatment

All gritters will be loaded and depart from their operational base within one hour of call out. Under normal circumstances, all Priority Routes have been designed to be completed within approximately 4 hours of leaving the operational base.

When frost conditions are forecast, the objective must be to complete precautionary treatment on the main gritting routes before ice starts to form.

When snow conditions are forecast, priority must go to Principal Roads and access routes to hospitals, etc. with the remainder of the normally maintained roads being treated later. Every effort must be made to start operations as early as possible and gritting should be started irrespective of temperature and a normal precautionary run made. If the snow is lying, a second run should be made.

In severe conditions, it may be necessary to salt Priority 2 Routes but these should be done after the Main Routes. If necessary, drivers will salt minor roads not covered by the Precautionary Routes at the discretion of Via EM Ltd., but the roads covered by the Precautionary Routes have priority and must be clear before gritters are diverted.

3.8 Response and Treatment Times for Footways and Cycle Route Treatment

In the case of footways, treatment will be in accordance with Policy Statement 5

PART B – VIA East Midlands Operational Procedures

Section 4 - Winter Planning

4.1 Review of Winter Network

In June/July a review of the salted network is undertaken with Nottinghamshire County Council to take account of:

- network changes
- new development patterns;
- developments in winter service plant and facilities; and
- developments in winter service practice and legislation.

4.2 Preparation for Winter

The winter season is from 1st October – 30th April. However, this will be extended if necessary.

- Before the commencement of the winter season the following will be undertaken:
- Ice detection system will be calibrated and maintained.
- Gritting fleet will be in place including renewals.
- Ploughs will be serviced and accessible.
- Winter standby rotas will be agreed.
- All gritting vehicles and routes will be adequately resourced with accredited operatives.
- Calibration of gritting fleet will be arranged before the end of October.
- Salt stockpiles will be surveyed and replenished to agreed storage profile.
- Forecast arrangements will be agreed, including communication protocol.
- Contingency plans will be agreed and put in place for snow removal.
- Contact details for contractors able to assist in severe conditions will be confirmed.

4.3 Winter Review

The effectiveness of the winter service will be monitored on the following basis:

- forecasts – accuracy and timeliness;
- response and treatment times;
- salt usage;
- financial monitoring; and
- reported road traffic collisions

4.4 Post Winter Review

On completion of the winter season a review of the overall effectiveness and efficiency of the season's activities will be undertaken. This will involve:

- meeting with forecast provider
- a meeting to review performance and develop an action list for inclusion in next year's winter service policy and procedures.

Section 5 – Weather Prediction and Information

5.1 Road Weather Stations

5.1.1 Introduction

Road weather stations use sensor technology to measure and monitor road surface temperatures, surface conditions and other meteorological parameters at selected points across the highway network. Used in conjunction with meteorological forecasts and Thermal Mapping, they allow winter service staff to know what is happening at any location in the Thermally Mapped network.

5.1.2 Road Weather Stations in Nottinghamshire

There are currently seven weather stations within Nottinghamshire which are owned by Nottinghamshire County Council and utilised by Via EM Ltd.:

A606 Tollerton
A611 Coxmoor
A60 Costock*
A631 Beckingham*
B6045 North of Blyth
A614 Perlethorpe*
A614 Burntstump*
A608 Annesley.

Additionally, Via EM Ltd. has access to data from the following weather stations in the area, owned by others:

A1 Claypole
A57 Newton
A453 Clifton Bridge
A52 Saxondale

* forecast stations

5.2 Road Weather Information Bureau Service

5.2.1 Bureau Service Provider

The road weather information bureau service is currently provided by Vaisala TMI Bureau at Birmingham under the terms of a five year term contract for the period 2012-2017.

Contact address:

Vaisala Ltd,
Birmingham Operations,
Vaisala House,
349 Bristol Road,
Birmingham,
B5 7SW.

Vaisala Customer Support Helpdesk:

Phone 0121 683 1269
Fax 0121 683 1226
Email ice.customer.support@vaisala.com

5.2.2 Access to Bureau Service

Access to the Vaisala Bureau Service is from workstations and laptops via a password protected website.

5.3 Road Weather Forecast

5.3.1 Weather Forecast Service Provider

The weather forecast is provided by Metdesk

Contact address:

Met Desk
4 Station Approach,
Buckinghamshire,
HO22 6BN

5.3.2. Service Provision

Current service provision includes:

- 24 Hour text forecast
- 24 Hours site specific forecast graphs
- 2-5 day forecast
- Monitoring, updating and amending forecasts
- 24/7 consultancy

- Supporting service components
    - Decision board
    - Precipitation Type Radar
    - Archive and PDF tools
    - Forecast delivery
    - Satelite imagery
    - Weather maps
    - Long term probability forecasts

5.4 Thermal mapping

Thermal Mapping is a process by which the spatial variation of minimum night time road surface temperatures (RSTs) is measured using a high resolution infrared thermometer. The thermometer is mounted in a specially equipped vehicle and connected to an automatic data logger. Readings are taken along the road surface and recorded. Thermal Maps are produced using collected data to provide a representation of the relative spatial variation of minimum RST under different weather conditions.

The Thermal Maps can then be used to locate the optimum position for the siting of road weather stations, which use sensor technology to measure and monitor RSTs, surface conditions and a wide range of meteorological parameters. Combining the Thermal Maps, the road weather stations and a

meteorological forecast, a prediction of RST over the road network can also be produced for up to 24-hours ahead using a computer model and system.

Where de-icing materials (salt) are used in winter service operations, Thermal Maps can be used to optimise the winter gritting routes. Route optimisation aims to maximise the efficiency of treatment routes to enhance safety for the road user by taking account of the thermal characteristics of the road network under different meteorological conditions.

Thermal Mapping surveys were conducted across Nottinghamshire County Council's Priority 1 treatment network in January and February 2005.

5.5 The Decision Making Process

The decision making process is summarised in Appendix 3.

5.6 Information to be Provided

The weather forecast is issued in conjunction with the treatment instruction which may be one of the following:

- **No planned action** – where temperatures are not predicted to go below 3°C and no problems are foreseen.
- **Evening/overnight inspection** – where freezing or snow is predicted, conditions are to be assessed on routes before finalizing the action and its timing.
- **Early morning inspection** – where freezing or snow is predicted and conditions are to be assessed on routes in the morning before confirming the proposed action and its timing.
- **Early morning instruction – freezing at dawn** – where temperatures are predicted to be above freezing overnight but dip to freezing or below at or near dawn, the forecast provider should be consulted to obtain the latest forecast update before proceeding further with a route inspection.
- **Pre-treatment** – where freezing or snow is expected and the pre-treatment network is to be treated.

5.7 Timing and Circulation of Information

The initial forecast will be available from approximately 10:00 hrs. each morning. The decision on the treatment action will usually be made on the lunchtime forecast and should be made in time for issuing at 13:00 hrs. The treatment action instruction is issued by e-mail.

At weekends, only the County Duty Officer will be contacted by telephone.

5.8 Reporting Procedure

All records for weather forecasts, action instructions, salt usage, logs of activity etc. are retained at Newark Depot. Archived records from the weather bureau service provider are produced by Vaisala Ltd. and retained by Via at Newark Depot.

Archived records and performance reports are produced by the MetDesk, the weather forecast service provider.

5.9 Maintenance of Ice Detection Equipment

All Nottinghamshire ice prediction stations are provided and maintained by Vaisala Ltd under

an annual agreement with Via. This maintenance comprises:

a) pre-season site checks, calibration and maintenance of each station with a printed report;
b) mid-season calibration check;
c) checks on station performance throughout the winter season with direct reporting of faults to the highway Office at Newark Depot;
d) rapid response to defects by a site visit by Vaisala Ltd. staff.

In the event of partial or total failure of the Ice Prediction System, there are telephone-links direct to the MetDesk Office Duty Forecasters allowing telephone consultation and advice to be given.

Section 6 – Contract and Voluntary Personnel (CVP)

6.1 Contact and Commissioning Arrangements for CVP

Parish Councils

Self-help has to play an important role in overcoming heavy snowfall and snow drifting. These conditions demand a continuing commitment of Departmental resources to main arteries of the road network in order to maintain access to all local areas. The aim is to foster and encourage the voluntary spirit that is so apparent in any emergency, and to organise and direct local resources to their best effect and if severe access problems occur.

Parish Councils should establish contact with neighbouring Parishes and should familiarise themselves with the geography and road network in the Parish and with the normal routine of transport services such as school buses and milk tankers.

The Parish's main objective is to report on and assist, where necessary, with major problems on minor roads and routes leading to villages and hamlets. Via EM Ltd.'s main effort will be devoted to clearance of the major traffic routes.

Ploughing will normally commence when traffic starts to have difficulty and when drifting begins, and needs to be continued, as snow melts, to remove slush which otherwise may become compacted by traffic.

When heavy snowfall and drifting persists, efforts to clear certain lengths of road may become a 'losing battle', and operation should be diverted to an alternative route if that may be more readily kept open.

Via EM Ltd.'s own and hired plant is solely for use on the public highway and to the general community benefit.

Other than in providing an essential route for community use and in providing assistance on request from the emergency services (fire, ambulance and nursing services), requests for clearance of routes to individual premises and of private roads should be resisted and referred instead to private plant operators. These can make their own arrangements with the individual requiring assistance at their own expense.

Grit bins or salt heaps will be provided and maintained by the Via EM Ltd., normally at strategic points on very hazardous inclines or severe bends. Suggestions for additional sites and requests for replenishment of stock should be made to Via EM Ltd.

There is to be no reimbursable work on clearance of footpaths or on loading and removal of snow without the express approval of Via EM Ltd.'s relevant District Highways Manager. Self-help by the local populace can be encouraged but care must be taken to ensure that more blockage or restriction of carriageways and drainage channels does not occur as a consequence.

Via EM Ltd. has no right in law to deposit snow on private land and when this action is necessary to clear an obstruction care must be taken to minimises damage. When fences, walls and other private property are damaged, whether by accident or by deliberate action, the details including the extent of damage and the reason must be reported to the NCC's Contract Management Team without undue delay.

a) Essential Services – Emergencies – Requests for assistance outside the interest and scope of the Highway Authority should be made to the Police who are able to contact specialised assistance (e.g. air transport, medical treatment etc.)

b) Communications – In the event of total communication breakdown, instructions will be issued over the Local Radio by bulletins or given general issue from the County Emergency Planning Centre at County Hall

i) Provide information to the Via EM Ltd. on the local situation throughout periods of exceptionally adverse conditions
ii) Consult with the Via EM Ltd. on the local action to take if necessary to supplement the operations of the County Council
iii) Organise that action, utilising the local resources agreed with the Via EM Ltd.
iv) Receive requests for assistance and assess the overall situation, determining priorities for operations in conjunction with the Via EM Ltd.

Section 7 – Quality Plan

7.1 Quality Management Regime

7.1.1 Quality Policy Statement

Via East Midlands have gained accreditation for its Quality Management System for all activities within the scope of the accreditation. Via has a commitment to comply with the requirements of its Quality Management system and to continually improve the effectiveness of the system. For all activities within the scope of the accreditation, methods, systems, training, implementation and inspection procedures will be maintained which provide objective evidence that all output, including design, workmanship and materials, conform to specified requirements. This policy and the quality objectives will be reviewed annually.

7.1.2 Accreditation

Via East Midlands are BSI registered to BS EN ISO 9001:2008 for winter maintenance operations

7.2 Document Control Procedures

Procedures are as contained in the quality manual

The master copy of the quality manual is maintained at Trent Bridge House and is available online for all users to view. Master copies of all winter service documentation are kept on the main files at Newark Depot.

Documentation on separate files relating to salt usage, logs of activity, Duty Controller actions, salting instructions, action by neighbouring authorities and weather forecasts are kept at Newark Depot. Records from the GPRS system fitted to the gritting vehicles are also kept at that depot.

7.3 Information Recording and Analysis

Records of weather forecasts, conditions recorded by weather stations, treatment instructions and daily activity notes giving action taken, times of actions etc. are retained at Newark Depot. Information is recorded and stored in accordance with the records procedure in the Quality Manual. This procedure includes the requirement to keep winter treatment records for 22 years, 9 months.

7.4. Arrangements for Performance Monitoring, Audit and Updating

Performance monitoring is carried out by monitoring times of salting completion against time of onset of frost. The 'Percentage of precautionary salting completed within time' forms KPI07 of Via EM Ltd.s performance management framework and is reported quarterly. The achievement criteria for KPI07 is 100% of routes completed on time. Service credits of £50 may be applied to every route which Via EM Ltd. fails to complete on time.

Monthly costs and productivities are also reported monthly as part of Via EM Ltd.'s Monthly Activity Schedules (MAS).

The highly variable and unpredictable nature of the British winter means that simple comparisons of budget with out-turn figures, is not an appropriate performance indicator. To be informative, performance monitoring should review the performance and cost effectiveness of winter service under the following headings

a) Operations (A full annual review of the Winter Service Plan should be undertaken during the Spring)
b) Forecasting Service

c) Ice Detection Equipment

Additionally, various elements of data and information are collected and compared with neighbouring authorities. Internal audits are carried out in accordance with the 'Quality System Auditing, Corrective and Preventative Action' procedure in the Quality Manual.

Section 8 – Organisational Arrangements and Personnel

8.1 Command, Control and Operational Organisation

8.1.1 Contact details

i) Duty Controllers and Night Shift Drivers

See locally distributed information

ii) Winter Service Control Room: 01636 615397

07841 883849 Mobile

07841 883418 Backup Controller

8.2 Employee Roles and Responsibilities

8.2.1 General

At all times, precautionary salting shall be controlled by the Highways Operations Team Manager. On receipt of weather forecasts, decision on the action necessary for precautionary salting, will be made by the Duty Winter Service Controller, with the assistance of the Highway Operations Team Manager or Seasonal Works Manager as required.

8.2.2 Team Manager

i) Preparation of precautionary salting routes in accordance with County Council Policies

ii) Monitoring winter service expenditure

iii) Maintenance of a list of Parish Council contacts and a record of emergency routes to be used if communities cut off by snow

iv) Receive the daily weather forecast during the winter period and issue the salting instruction

v) In the case of heavy snow:

a. Assessment of conditions, scale of snow clearing operations necessary, progress being made, media contact requirements and the informing of management of the current situation;
b. Setting up scouting operations using Inspectors and any other mobile staff to establish a complete picture of conditions throughout the County;
c. Assessment of priorities and direction of the company's resources accordingly;
d. Deciding whether to extend manning of the control at Newark;
e. Requisitioning of any necessary plant from Highways England;
f. Maintaining a record of roads blocked etc as reported by staff or Parish Councils
g. Co-ordination of inter- area operations and allocation of priorities throughout the County;
h. Re-distribution of the County resources, including possible assistance to or from partners;
i. Liaison with customer teams over provision of information to motoring organisations, bus companies and local radio stations;
j. Maintaining a log of all information received and given out and all action taken;

k. Co-ordinating use of hired plant

vi) Maintain records of road conditions

vii) Maintain a list of contractors with equipment suitable for snow clearing and hiring such plant as necessary;

viii) Maintain liaison with both local and county Police and other emergency services;

ix) Brief Duty Winter Service Controller of situation and receive briefing in return.

8.2.3 Co-ordinating Control (Highways Management)

i) Assess scale of snow clearing operations necessary Countywide;

ii) Arrange manning of Headquarters control;

iii) Report road conditions to the Government Office for the East Midlands

iv) Request special equipment from Highways England

v) Liaise with and issue information to 'bus companies, motoring organisations and local radio stations;

vi) Allocate priorities throughout the County. Re-distribute, if necessary, the company's resources including possible assistance to or from partners;

vii) Maintain a record of roads blocked;

viii) Liaise with the Highway Operations Team Manager and Seasonal Contract Agent and keep the Group Manager (Environment & Highways) and Via Managing Director informed.

8.2.4 Duty Winter Service Controller

i) The Duty Winter Service Controller is to liaise with the Highway Operations Team Manager on all matters relating to the weather forecast and the action to be taken;

ii) Check the weather report left by the office staff and also the telephone answer machine for any messages;

iii) Check the temperature on the Depots at the commencement of the shift and at hourly intervals and record the temperatures in the log;

iv) The situation should be reviewed throughout the shift. A final consultation with the weather centre prior to 05.00 hours should be made to determine whether an extension of the Night Shift is necessary;

v) If the weather deteriorates during the night when a forecast has not been received earlier, the information must be passed to the partners as well as turning out drivers. The County Duty Officer should be informed;

vi) If snow starts to fall, a salting run should be made irrespective of the temperature and if the fall is appreciable. The Area Duty Officer must be informed so that additional men

can be turned out for ploughing. If the snow is lying a second run should be made. The partners should be notified for information or assistance;

vii) In severe conditions it may be necessary to salt Priority 2 severe weather routes. These will be treated after the main gritting routes and when conditions are likely to cause traffic considerable difficulty. The Operations Team Manager should be contacted before Priority 2 severe weather routes are treated.

viii) If leaving the depot take a mobile phone to maintain contact;

ix) The logbook provided must be kept up-to-date and an entry made of temperatures, telephone calls made and received and all actions taken. In extreme conditions the controller will ensure that each depot maintains a detailed logbook of all telephone calls, weather conditions, vehicle movements etc for the full shift;

x) At the end of the shift details of salt usage must be left in the winter service office;

xi) If the Police request further treatment on Priority 1 Routes due to ice then they will be retreated without delay;

xii) If a request is received from the Police to salt a location not on a Priority 1 route the procedure for dealing will be as follows:

a. Obtain the name and contact number of the Officer concerned and note this in the duty log

b. Speak to the Officer concerned (or via the Control Room) and ascertain whether it is judged that the incident was a 'one-off' or whether there are circumstances present that could lead to road users driving sensibly according to the local weather conditions having a high risk of an accident

Examples of this might be an icy patch caused by a water leak or drainage problem, isolated black ice or freezing rain on a sharp bend or steep gradient.

More than one accident at a location may lend support to the presence of unusual circumstances warranting salting, but this is not conclusive.

If the Duty Controller is satisfied that the location warrants salting, a gritter should be sent to the scene as soon as possible, but also bearing in mind that there may be a delay in attendance due to the additional mobilisation time required. The Police should be informed of this and advised of an expected time on scene wherever possible.

Maximum co-operation will be extended to the Police in these circumstances and the presumption should be that we will respond to requests unless the above circumstances are not met. Any decision not to attend should be made in discussion with the Officer concerned.

xiii) If snow starts to fall and it is likely that treatment of footways will be necessary, the Duty Officer should be informed so that additional men can be made available.

8.2.5 County Duty Officer

i) During normal working hours the County Duty Officer should acquaint themselves with details of the 12:00 hours forecast and the salting decision made. Details are emailed to

all duty officers or details can be obtained by telephoning 01636 615397 or 01636 615391

ii) During the night shift period (November – March), it may be necessary to seek information from the Duty Winter Service Controller regarding conditions and courses of action. The Duty Controller can be contacted on 01636 615397 or mobile 07841 883849 between 20:00 hours and 05:00 hours, 7 days per week. The Duty Controller also has access to the weather service bureau and will be monitoring conditions.

iii) It is expected that the County Duty Officer will develop an awareness of the general situation during the duty period and will seek information from the duty controller at any time.

8.2.6 Gritter Driver

To be read in conjunction with Health and Safety Procedures (6.13)

i) All drivers are responsible for checking the setting and operation of the spinner;

ii) Prior to leaving the depot the salt sensor is to be checked for its correct operation;

iii) The sensor must be switched on at all times during salting operations;

iv) The driver is to make regular checks to ensure the chute is clear. Ensure both the PTO and spinner is stationary before attempting to clear any blockages. Consideration for the safety of the operator and other road users must be taken into account when stopping the vehicle to clear any blockages in the chute;

v) The driver is to return to treat any part of the route that may have been missed due to a blockage;

vi) All vehicles are to have tachograph cards fitted before commencing gritting operations for recording/checking purposes;

vii) No gritter must exceed 56kph (35 mph) whilst involved in salting operations;

viii) Gate setting – the gate must be set in accordance with the controller's instructions. A setting of 25mm (1") will be normal;

ix) Loading vehicles – No gritter is to be overloaded

x) Each gritter is to be weighed before leaving the depot. No vehicle is to be taken out of any depot without a weight ticket being completed.

8.3 Employee Duty Schedules, Rotas and Standby Arrangements

8.3.1 Staff Rotas

During the winter period October to April, a weekly emergency rota will operate to cover out of hours duty to start at 09:00 hours on a Monday and finish at 09:00 on the following Monday. The relief Controller will have a mobile emergency telephone switched on and with him at all times outside normal working hours. For the contact phone number, see the published rota.

A countywide answering service (First Call) is also available on 0845 603 0548 for urgent messages for the Duty Controller.

The rota of Duty Officers outside working hours for the County is published separately and is subject to amendment.

8.3.2 Standby Arrangements

Standby personnel will carry out any salting required during the day including Saturday and Sunday. Saturday and Sunday night will be covered by the night shift drivers on a standby basis directed by a Duty Controller working from Newark and who will be given the salting instructions by the weekend standby controller.

8.3.3 Single/Double Manning

The use of drivers' mates is not usually necessary on precautionary gritting or whilst undertaking ploughing operations.

8.4 Standard Operating Procedures

All gritters will be loaded and depart from their operational bases within one hour call out. Under normal circumstances, all priority routes have been designed to be completed within approximately 4 hours of leaving the operational base.

When frost conditions are forecast, the objective must be to complete precautionary treatment on the main gritting routes before ice starts to form.

When snow conditions are forecast, first priority must go to principal roads and access routes to hospitals etc. with the remainder of the normally maintained roads being treated later. Every effort must be made to start operations as early as possible and gritting should be started irrespective of temperature and a normal precautionary run made. If the snow is lying, a second run should be made.

In severe conditions, it may be necessary to salt Priority 2 severe weather routes but these should be done after the main routes. If necessary, drivers will salt minor roads not covered by the precautionary routes at the discretion of the Highways Operations Seasonal Works Manager, but the roads covered by the precautionary routes have priority and must be clear before gritters are diverted.

As far as possible, ploughing should be undertaken by other vehicles with gritters making a succession of light applications of salt. The minimum provision for ploughing should be approximately one plough for each 40 kilometres (25 miles) of road for which the Authority is responsible. Vehicles other than gritters should deal with local trouble spots. In severe conditions, the main gritting routes should be double salted by using spare gritter or trailers to salt main routes in reverse direction, ploughing at the same time so that a lane is cleared and salted in each direction. If the weather deteriorates without being forecast earlier, drivers should be turned out.

8.5 Decision Making

8.5.1 Introduction

During the winter period, Highways Operations staff will interrogate the midday weather forecast issued by the forecast provider. The gritting action will be developed from this forecast and circulated by email to the contacts

8.5.2 Forecast

The forecast will supply the following information:

- Hazards

- Air and Road Temperatures
- Weather Forecast
- Wind
- Four-day outlook

The forecast provider will notify any material changes in the forecast at any time to the winter maintenance control room at Newark or the duty winter service controller (as per the rota). A back up contact point exists via the Bureau. If necessary, the evening forecast will be interrogated at 7pm. If any change in action is required, the County Duty Officer will be contacted.

8.5.3 Duty Winter Maintenance Controllers

A rota of winter maintenance controllers is circulated within Highway Operations before the start of each winter season.

8.5.4 Police Requests for Road Salting

If the Police request further treatment on Priority 1 Routes due to ice then they will be retreated without delay. If a request is received from the Police to salt a location not on a Priority 1 route the procedure for dealing with the request will be as follows:

i) Obtain the name and contact number of the Officer concerned and note this in the duty log.

ii) Speak to the Officer concerned (or via the Control Room) and ascertain whether it is judged that the incident was a 'one-off' or whether there are circumstances present that could lead to road users driving sensibly according to the local weather conditions having a high risk of an accident. Examples of this might be an icy patch caused by a water leak or drainage problem, isolated black ice or freezing rain on a sharp bend or steep gradient. More than one accident at a location may lend support to the presence of unusual circumstances warranting salting, but this is not conclusive.

iii) If the Duty controller is satisfied that the location warrants salting, a gritter should be sent to the scene as soon as possible, but also bearing in mind that there may be a delay in attendance due to the additional mobilisation time required. The Police should be informed of this and advised of an expected time on scene wherever possible.

Maximum co-operation will be extended to the Police in these circumstances and the presumption should be that we will respond to requests unless the above circumstances are not met. Any decision not to attend should be made in discussion with the Officer concerned.

8.5.5 Process during Normal Working Day

The morning forecast from the forecast provider will be interrogated and the gritting instruction made by the Duty Controller. In the event of a marginal or extraordinary forecast, another member of staff will verify the decision. The Duty controller will be responsible for issuing the instruction via e-mail and to organise the shifts if necessary.

The County Duty Officer must be aware at all times of the gritting instruction proposed. It will be their responsibility to deal with any media related issues arising outside working hours. The Duty Controller will inform the County Duty Officer of the forecast, instruction and any update.

8.5.6 Process During Night Shift Period

The Night Shift Controller will sign on at 19:00 hrs and will be responsible for verifying the forecast. They will act on the instruction issued earlier in the day but will have the discretion to

amend the instruction to amend the instruction in order to respond to changing weather conditions. The forecast provider should contact the Duty Night Shift Controller with any amendment.

8.5.7 Process for Evening and Morning Periods Outside Core Night Shift Hours

The Duty Controller will check the evening update from the forecast provider on marginal nights. If there are problematic conditions after 05:00 hrs, then the Night Shift will be extended until 07:00 hrs.

8.5.8 Process for Outside Night Shift Period

There will be a Duty Controller to cover the night and daytime periods, changing shifts at 07:00 hrs and 19:00 hrs. The Duty Controller covering the period 07:00 to 19:00 hrs will be responsible for interrogating the forecast at 12:00 hrs and producing the gritting instruction.

8.5.9 Process for Weekends

The Duty Weekend Controller will receive a hand-over from the Duty Night Shift Controller at the end of the Night Shift at 05:00 hrs with a report of the nights events and anticipated forecast for Saturday morning.

The Duty Weekend Controller will interrogate the forecast at 12:00 hrs on Saturday, deciding on the gritting instruction. This instruction will then be issued to all on the list. The Controller will verify the forecast at 20:00 hrs and amend the instruction as necessary.

The rota for Duty Controllers will enable an additional Standby Weekend Controller to operate a night shift should the weather conditions dictate.

The Duty Weekend Controller will check the forecast on the Sunday and issue the gritting instruction to all on the list, they will also contact the regular Duty Night Shift Controller to advise of the forecast and conditions. The Duty Night Shift Controller signs on for the Night Shift at 20:00 hrs Sunday.

8.6 Operational Record Keeping and Reporting

Comprehensive and accurate records of all winter Service Operations are retained. These include the timing and nature of all decisions, the information on which they are based, and the nature and timing of all treatments.

8.7 Plant and Vehicle Manning Requirements

Via will operate a night-shift for gritter drivers between early November and late March. At other times, a standby rota is in place to provide operational resources. Single manning of vehicles is operational policy for pre-cautionary treatment.

8.8 Materials Management

The management of the salt stock and its replenishment is an essential element of effective winter service operations, accordingly minimum stock levels are specified for each depot. These are shown in the salt stock profile section 10.1

Salt usage records are maintained throughout the week and new stock is ordered from the supplier to maintain the desired stock level.

8.9 Schedules of Contract and Voluntary Personnel (CVP)

District Managers will co-ordinate mobilisation of additional snow clearance resource and liaison with Parish Council Snow Wardens. Out of Hours this function will be undertaken by the County Duty Officer.

8.10 Training and Development Arrangements

Training and development needs, in particular those relating to health and safety, of all personnel are reviewed annually in order that any necessary training can be provided prior to the winter service season.

All operators of winter service gritting equipment are required to hold the relevant City and Guilds 6157/6159 Winter Maintenance Qualification requiring renewal at five yearly intervals. The City and Guilds 6159 qualification includes all types of Winter Service vehicles. Staff identified as only operating plough equipped vehicles will receive initial training with annual refresher training to undertake those duties.

Controllers making winter service decision are required to attend training given by the Meteorological Office in the Open Road winter forecasting process and to possess relevant experience in provision of winter service. All controllers will be required to satisfactorily complete the IHE accredited Winter Service Decision Makers course.

Health and Safety training is provided as part of normal working procedures.

8.11 Health and Safety Procedures

8.11.1 Introduction

The following are general safety instructions for the operation of all vehicles and items of plant involved with winter service duties whether Via owned or on a hire agreement.

8.11.2 Instructions

These instructions are intended to supplement existing codes of practice and instructions and on no account must operations or works associated with winter service duties contravene any statutory duties or the general requirements of health and safety

i) All drivers should be fully and completely trained in the safe operation of vehicles and plant and hold the appropriate licence
ii) High visibility and protective clothing must be worn by all operators whilst carrying out winter service duties
iii) The driver must report any defects that affect the safe operation of vehicles to the shift controller as they occur or are discovered
iv) Lights, reflectors and hazard-warning beacons shall be cleaned and made visible each day
v) Windscreens and side windows must be kept clean at all times
vi) Do not allow loose equipment to accumulate inside the vehicle cab. These items may become lodge in controls and endanger not only the driver but also the general public
vii) Do not overload the vehicle. Check and record the weight before leaving the depot where possible
viii) Take care whilst using the ladder and access equipment fitted on the vehicle – it may be slippery
ix) On no account must anybody climb in to the hopper of a gritter whilst the PTO is engaged.
x) In the event of a breakdown the shift controller must be informed immediately

8.11.3 Risk Assessments for Winter Maintenance Operations

Risk assessments for winter service activities are detailed in Appendix 5

8.11.4 Drivers' Hours

The majority of treatments will be considered pre-cautionary salting of the network. However, throughout the winter season emergency situation may occur when severe weather is forecast. In such situations, it is essential that Via are able to react to the conditions on the highway network, and therefore it may be necessary to employ drivers on duties that may exceed the recommended driving hours.

The EU drivers' hours rules do not apply to 'Vehicles used in emergencies or rescue operations' (Article 3(d) Regulation (EC) 561/2006). The DfT's view is that vehicles engaged on work closely associated with the immediate response to a specific emergency or rescue operation will benefit from this exemption where they are working on alleviating either the immediate impact or effects of the emergency. The application of the exemption under Article 3(d) will only be temporary and will last until the situation is under control and there is no longer a need for immediate preventative action.

Section 9 – Facilities, Plant, Vehicles and Equipment

9.1 Winter Service Compounds and Facilities

Operational depots for the provision of the winter service are Markham Moor, Stephenson Way, Gamston and Bilsthorpe.

Facilities at each of these compounds are:

Markham Moor Depot, Tuxford

- Garaging and under cover parking for gritting vehicles
- Vehicle repair and servicing at Bilsthorpe Depot
- Fuelling facilities
- Vehicle washing facilities
- Mess facilities for night shift drivers
- Loading shovel
- Covered salt storage for up to 5500 tonnes

Stephenson Way Depot, Newark

- Vehicle repair and servicing at Bilsthorpe Depot
- Fuelling facilities
- Vehicle washing facilities
- Outside parking for gritting vehicles
- Mess facilities for night shift drivers
- Loading shovel
- Weighbridge
- Covered salt storage for 3500 tonnes

Gamston Depot, West Bridgford

- Outside parking for gritting vehicles
- Vehicle repair and servicing at Bilsthorpe Depot
- Fuelling facilities
- Vehicle washing facilities
- Mess facilities for night-shift drivers
- Covered salt storage for 3500 tonnes
- Weighbridge
- Loading shovel

Bilsthorpe Depot, Bilsthorpe

- Outside parking for gritting vehicles
- Vehicle repair and servicing facilities
- Fuelling Facilities
- Vehicle washing facilities
- Mess facilities for night-shift drivers
- Covered salt storage for 5500 tonnes
- Loading shovel
- Weighbridge

9.2 Fleet Inventory

The winter service fleet comprises four loading shovels, one based at each of the winter service operational depots and 30 gritting vehicles, including a reserve of 7 vehicles to assist in extreme conditions and to cover for front line vehicles during repairs and servicing. At least one spare vehicle is based at each winter service operational depot. All vehicles are fitted with plough sub-frames and equipped with plough blades.

9.3 Garaging, Servicing and Maintenance Arrangements

Fleet Services shall maintain servicing data and allocate a programme for future servicing at Bilsthorpe Depot. The replacement of gritters is undertaken over fixed periods. The relative merits of dedicated and de-mountable equipment must be borne in mind in the light of the frequency and duration of severe weather conditions in this area.

9.4 Contract and Hire Arrangements for Contract Plant

9.4.1 Contract Hire Agreements

Appropriate equipment is obtained through Fleet Services

9.4.2 Insurance in Respect of Hired Plant

The Contractor shall indemnify and keep indemnified the Employer against all losses, claims, demands, proceedings, damages, costs, charges and expenses howsoever caused in respect of or in connection with injury to or the death of any person (including a person employed by the Contractor, Employer, or any Contractor or Sub-Contractor), or damages to property whether real or personal (including property belonging to or in the possession of any person or persons employed by the Contractor, Employer, or any Contractor or Sub-Contractor) happening consequent on or in connection with the carrying out of the Contract unless due to any act of neglect of the Employer, his servants or agents, or other contractor or sub-contractor (not being employed by the Contractor).

The Employer shall not be liable for loss or damage howsoever caused to the Contractor's plant hired under the conditions of the Tender other than loss or damage due to the negligence of the Employer, provided that for the purpose of the foregoing condition the Employer shall not be deemed negligent by reason only of leaving such plant unguarded or unattended on site by any period.

9.5 Calibration Procedures

Calibration is essential to providing an efficient Winter Service operation and attention must be given to the tests to ensure that each vehicle is achieving the correct rate and width spread. The calibration of equipment should be carried out at least annually in advance of the winter season. The spread pattern should be checked visually throughout the season and re-calibration carried out as required.

Calibration should be carried out in accordance with the recommendations included in relevant codes of practice i.e. Well Maintained Highways and guidance contained within Appendix H of that document.

9.6 Fuel Stocks and Locations

The fuel capacity and locations are listed as follows:

- Markham Moor - 9,000 litres diesel/5,500 litres gas oil

- Stephenson Way - 9,000 litres diesel/8,000 litres gas oil
- Gamston Depot - 5,000 litres diesel/3,000 litres gas oil
- Bilsthorpe Depot - 14,500 litres diesel/9,900 litres gas oil

Section 10 – Salt and Other De-Icing Materials

10.1 Location and Capacity of Salt Stocks

Covered salt storage facilities are located at the following locations:

- Markham Moor
- Stephenson Way
- Gamston
- Bilsthorpe

Uncovered salt storage facilities are located at Giltbrook

Details of salt stock levels

Depot	Max (t)	Usage P1 (t)	Usage P2 (t)	P1/P2 Only Trigger (t)	P1 Only Trigger (t)	A+B Road Only Trigger (t)	A Road Only Trigger (t)
Markham Moor	4500						
Bilsthorpe	5500						
Newark	3500						
Gamston	3500						
Giltbrook	1500						
Totals	18500	195	55	7500	3500	2700	1500

10.2 Loading Arrangements

The spreading vehicles are loaded with telescopic handlers. Weights are determined using a combination of load cell or gritter on-board weighing equipment. All winter service operational depots, with the exception of Markham Moor, have weighbridges to verify vehicle loads before exiting depots.

10.3 Treatment Requirements Including Spread Rates

The pre-treatment routes have been designed to enable runs to be completed spreading salt at a rate of 20gms/sqm.

In accordance with guidance in Appendix H of the Code of Practice, the normal precautionary spread rate for dry roads where temperatures are above minus 2 degrees, with no precipitation forecast shall be 10gms/sqm. Prior to snowfall or where freezing is expected immediately following rain, 20gsm to 40gsm shall be used. Where continuous snow is forecast, salting rates should be in the range 20-40 gsm in order to melt initial snowfall and provide a wet surface. If snow becomes hard-packed or turns to solid ice under traffic, then salt used in isolation is not effective and salt/sand or other mixtures will be used.

Spread rates of less than 10gsm/sqm shall not be used.

10.4 Contacts and Purchasing Arrangements for Supplies

Salt is purchased via EU Open Procedure operated by ESPO. 6 or 10mm rock salt (coarse grade) to BS 3247:2011 Table 1 is purchased with a two year contract period. The salt used in Nottinghamshire is 6mm or 10mm Coarse Graded salt supplied by Cleveland Potash. An Alternative supplier is Aggregates R Us or Salt Union. Currently 6mm salt is used where covered storage is available.

Gritters are purchased by individual tender on an approximate seven year operational life. Snowploughs are purchased with new gritters, with annual pre-season inspection and replacement for existing stock.

Section 11 – Operational Communications

11.1 Technical Systems Information

Primary communication between personnel involved in the provision of the Winter Service is via mobile telephone. All route allocated gritting vehicles have a dedicated mobile phone. Use of the phone should comply with current Via policy on the use of mobile phones.

All gritting vehicles are fitted with a vehicle tracking system to enable location and reporting of vehicle activity. Additionally, the system provided further communication between vehicle driver and duty controller.

Section 12 – Appendices

Appendix 1	Circulation of Documents
Appendix 2	Reciprocal Agreements
Appendix 3	Decision Making Process
Appendix 4	Additional roads added following the 2019/20 route review
Appendix 5	Risk Assessments

Appendix 1 – Circulation of Documents

The Winter Service Plan is made available in electronic format to the following organisations or individuals

- Emergency Planning Team
- Nottingham Fire and Rescue
- Nottinghamshire Police
- East Midlands Ambulance Service
- Ashfield District Council
- Bassetlaw District Council
- Broxtowe Borough Council
- Gedling Borough Council
- Mansfield District Council
- Newark and Sherwood District Council
- Gary Wood – Head of Environment and Transport – NCC
- Martin Carnaffin – Contract Manager - NCC
- Doug Coutts – Managing Director – Via
- Dave Tebbett – Head of Operations – Via
- Suzanne Heydon – Head of Network Management – Via
- Neil Hodgson – Head of Consultancy – Via
- Kate Butler – Head of Performance and Programme Management
- Kevin Heathcote – Team Manager – Via
- Liam Douglas – Team Manager – Via
- Garry Chadburn – Team Manager - Via
- Peter Goode – Traffic Manager - Via
- Frank Fearn – Contract Agent – Via
- Kendra Hourd – District Manager – Via
- Jo Horton – District Manager – Via
- Dave Walker – District Manager – Via
- Barry Mayes – Winter Service Controller – Via
- Anthony Teague – Winter Service Controller – Via
- Mark Woodward – Relief Winter Service Controller – Via

Appendix 2 – Reciprocal Agreements

Roads in other Authority areas gritted by Via East Midlands

Nottingham City Council

- Trent Bridge – main carriageway from Radcliffe Road to London Road (Meadow Lane traffic lights). A second vehicle also travels over Trent Bridge and uses the 'Meadows' traffic lane to turn but does not grit that section, it then grits the main carriageway only (not the turning lane) back over Trent Bridge from Meadow Lane to Radcliffe Road.
- A6011 Lady Bay Bridge Road – from traffic lights on Meadow Lane over Lady Bay Bridge
- B679 Wilford Lane – from Loughborough Road to southbound slip road to Ring Road at mini-island and back along dual section from mini-island to Ashdown Close (The dual section between the mini island and Silverdale Roundabout is part of the Trunk Road Network)
- Colwick Loop Road – from Racecourse Roundabout to Mile End Road at junction with Vale Road
- Oxclose Lane – from boundary to Edwards Lane, turn and salt dual on return
- B683 Bestwood Road – from boundary near Bestwood Village to A611 Moorbridge
- C4 Gotham Road – from boundary to Farnborough Road, Clifton
- C126 Farnborough Road/Green Lane Roundabout – Clifton to boundary at Ruddington
- Carlton Road – Boundary to Cardale Road, Oakdale Road and Parkdale Road to Boundary

Derbyshire County Council

- A60 – from Worksop to Cuckney including section though Derbyshire at Belph
- A616 Sheffield Road – at Cresswell into Derbyshire as far as Crags Road
- A632 – into Derbyshire up to eastern side of railway bridge at Nether Langwith

Doncaster Metropolitan Borough Council

- B6463 – from Nottinghamshire/Doncaster boundary to A631 Spital Hill
- A631 – from Nottinghamshire/Doncaster boundary to A638 at Bawtry
- A638 – at Bawtry from Nottinghamshire/Doncaster boundary to A631
- C89 – Newington Road from A614 to County boundary

Leicestershire County Council

- A6006 – from Nottinghamshire/Leicestershire boundary at Zouch to A6
- C73 Plungar Road/Granby Lane – from Nottinghamshire/Leicestershire boundary to turning point at Barkestone Lane in Plungar (Priority 2)

Lincolnshire County Council

- A1133 – length in Lincolnshire near Girton
- A1134 – from Nottinghamshire/Lincolnshire boundary to A57 at Newton-on-Trent
- A57 – from western junction with A1133 West to County boundary
- A631 – from Nottinghamshire/Lincolnshire boundary over Gainsborough Bridge to A156

Rotherham Metropolitan Borough Council

- C15 (C100) – from respective boundaries to Gildingwells crossroads
- C153 Thorpe Lane – from respective boundaries to Back Lane at Netherthorpe

Roads in Nottinghamshire salted by other Authorities

Derbyshire County Council

- A619 – from Derbyshire/Nottinghamshire boundary at Darfoulds to junction with A60
- C158 Broad Lane – at Hodthorpe from Derbyshire/Nottinghamshire boundary to junction with A60
- A608 – from Langley Mill to island at A608/A610
- A610 – from Derbyshire/Nottinghamshire boundary at A608 Eastwood to a point at the north of the northbound on slip road and the southbound off slip road
- A610 – northbound on slip road and the southbound off slip road at junction with A608
- B6014 Mansfield Road – from Tibshelf to Newtonwood Lane and Newtonwood Lane to Nottinghamshire/Derbyshire boundary
- A608 to A610 – northbound on slip road
- A610 to A608 – southbound on slip road
- A6096 – from boundary at Ilkeston up to (but not around) the roundabout at Shiloh Way/Coronation Road
- C110 Awsworth Road – between A6096 and Derbyshire/Nottinghamshire boundary
- A38 – from Derbyshire/Nottinghamshire boundary to B6027 Common Road
- C151 Pinxton Lane – from Derbyshire/Nottinghamshire boundary to A38

Doncaster Metropolitan Borough Council

- A60 – from County boundary south to Oldcotes crosswords
- B1396 – length in Nottinghamshire north of Mission

Leicestershire County Council

- A60 – from Leicestershire/Nottinghamshire boundary to Rempstone crossroads
- C75 Back Lane – from Leicestershire/Nottinghamshire boundary to West Thorpe/Hades Lane crossroads
- Hades Lane – at Willoughby-on-the-Wolds from Leicestershire/Nottinghamshire boundary to C75 Back Lane
- C98 Clawson Lane – from Leicestershire/Nottinghamshire boundary to Hickling
- C55 – Redmile to Whatton-in0the-vale road from Leicestershire/Nottinghamshire boundary to A52
- C220 (old A52) – from Leicestershire/Nottinghamshire boundary at Bottesford to A52 near Elton

Lincolnshire County Council

- A17 – from County boundary west of Beckingham in Lincolnshire to the roundabout at the junction with C208 Beacon Hill Road/Stapleford Lane including the western side of the roundabout
- In times of prolonged freezing:
    - C158 (C82) from Lincolnshire/Nottinghamshire boundary near North Scarle to the A1133 at Besthorpe
    - C163 (C128) from Lincolnshire/Nottinghamshire boundary to Swinderby to the A1133 at Collingham
    - C123 (C44) from Lincolnshire/Nottinghamshire boundary near Stapleford to the A17 near Coddington

Nottingham City Council

- Oakdale Road – from boundary to Douglas Avenue to Greenwood and Mays Avenue
- Muirfield Road – loop from Bestwood Park Drive West and Bewcastle Road loop from Muirfield Road
- Queens Drive Road – from boundary at Middlehall Crescent to Bestwood Lodge Drive

- A611 – from boundary at turning circle to roundabout at Hucknall Bypass and return A6001 Western Loop Road (Low Wood Road) from boundary at Hempshill Lane to roundabout at A610 Nuthall and return

Rotherham Metropolitan Borough Council

- A57 – from county boundary south of Woodsetts to Gateford roundabout
- A634 (Maltby Road) – from County boundary to A60 Oldcotes crossroads
- B6463 (Lamb Lane) – from County boundary to A60 south of Oldcotes
- C154 (C70) Woodsetts Lane from Owday Lane crossroads to Gateford roundabout

Appendix 3 – Decision Making Process

Road Conditions ↓	Road Surface Temperature → / Precipitation etc. →	May fall below 0°C (Note 5)	Expected to fall below 0°C				
		No rain No hoar frost No fog	No rain No hoar frost No fog	Expected hoar frost Expected fog	Expected rain Before freezing	Expected rain During freezing	Possible rain Possible hoar frost Possible frost
Wet		1	1	1	3 Note 3	1 & 4 Note 4	6
Wet patches		2 Note 1	2 Note 1	2 & 4 Note 2	3 Note 3	1 & 4 Note 4	5 Note 7
Dry		7 Note 1 & 7	7 Note 1 & 7	4 Note 2	3 Note 3	1 & 4 Note 4	5 Note 7
Pre-salting completed within last 16hrs of 20:00hrs with no rain since		7 Note 1 & 7	7 Note 1 & 7	7 Note 1 & 7	3 Note 3	4 Note 4	5 Note 7

Action (See attached notes)

1. Salt evening allowing time for all routes to be completed before any road surface temperature drops to 0°C.
2. Salt wet patches evening before any RST drops to 0°C.
3. Salt after rain stops.
4. Salt early morning.
5. Liaise with forecaster/adjoining Authorities and delay decision until better information available. If 'possible' conditions become 'expected' then refer to Table and act accordingly. Carry out site checks re. conditions where appropriate.
6. Check situation regarding rain and liaise closely with forecaster. Salt early morning or after any rain ceases, timed to complete salting runs before any RST drops to 0°C.
7. No action.

Fig. 6.5. – Decision making procedure – winter service action
Notes for Guidance for Fig. 6.5. Decision making procedure – winter service action

1. Particular attention should be given to the possibility of water running across carriageways e.g. off adjacent fields after heavy rains, washing off salt previously deposited. Such locations should be kept under scrutiny and may require treating in the evening and morning, and possibly on other occasions.
2. When a road danger warning contains reference to expected hoarfrost considerable deposits will usually occur. Hoarfrost usually occurs in the early morning and is difficult to cater for because of the probability that any salt deposited on a dry road too soon before its onset may be dispersed before it can become effective. Particular vigilance is required under this forecasted condition which is ideally treated just as the hoarfrost is forming. Such action is usually not practicable and salt may have to be deposited on a dry road before the condition forms. Hoarfrost may be forecast to occur at other times in which case the timing of salting operations should be adjusted accordingly.
3. This situation will require constant monitoring and liaison with forecaster and other authorities to ensure that salting begins as soon as rain has ceased.
4. Under these circumstances rain will freeze on contact with the road surface and full pre-salting must take place even on dry roads. Constant vigilance must be maintained throughout the danger period.
5. If forecast is uncertain, then liaise closely with forecaster and, if time allows, delay making a decision until later, more accurate information is available.

6. In conditions of continuous sub-zero temperatures forecast for four days or more, then salt “Snow” Priority Route 2 routes on Day 1, Day 4 etc. Consider also treatment of major pedestrian areas and known severe gradients on major pedestrian routes and problem areas.

Appendix 4 – Additional roads added following the 2019/20 route review

Road	Notes	Area	District	Recommendation
All Hallows Street	Whole length	Retford	Bassetlaw	Include on Secondary Route
West Carr Road	Whole length	Retford	Bassetlaw	Include on Secondary Route
Travells Hill	Whole length	East Leake	Rushcliffe	Include on Secondary Route
Woodgate Road	Whole length	East Leake	Rushcliffe	Include on Secondary Route
Church Street	Whole length	Ruddington	Rushcliffe	Include on Secondary Route
Coledale	Whole length	Gamston	Rushcliffe	Include on Secondary Route
Whinlatter Drive	Whole length	Gamston	Rushcliffe	Include on Secondary Route
Potter Hill	Whole length	Collingham	Newark	Include on Secondary Route
Station Road	Whole length	Collingham	Newark	Include on Secondary Route
Wigsley Road	Whole length	Wigsley	Newark	Include on Secondary Route
Sand Lane	Whole length	Wigsley	Newark	Include on Secondary Route
Brown Lane	Whole length	Thorney	Newark	Include on Secondary Route
Sand Lane	Whole length	Thorney	Newark	Include on Secondary Route
Station Road	Whole length	Harby	Newark	Include on Secondary Route
Chruch Road	Whole length	Harby	Newark	Include on Secondary Route
Retford Road	Laneham Road to Village	Rampton	Bassetlaw	Include on Secondary Route
Laneham Street	Village to Laneham Main Street	Rampton	Bassetlaw	Include on Secondary Route
Old London Road	A1 to A638	West Drayton	Bassetlaw	Include on Secondary Route
Norwell Road	A616 to Norwell	Norwell Woodhouse	Bassetlaw	Include on Secondary Route

Appendix 5 – Risk Assessments

1.0 Summary

- This document details the management methods and controls that are to be applied to

2.0 Definitions and Responsibilities

- For works on footways throughout the County of Nottinghamshire

3.0 Overview / Flowchart

N/A

4.0 Procedure

4.1 Work equipment and resource requirements

- Suitable Trained General Operatives, Winter Service Vehicle Operators, and ancillary Operators and Staff
- Loading Shovel, Suitable Works Vehicle, Hand Spreaders, Wash Down Facility
- Road Salt

4.2 Method of carrying out the work

Preparation Prior to Work

- Before you commence work, make sure your safety footwear is in good condition and has plenty of tread
- Wear as many layers of warm clothing as you can comfortably wear and, if possible, consume plenty of hot drinks prior to, or whilst working outside
- Ensure each Gang or Team, working on Footway Operations, has a fully charged Mobile Phone, or other means of communication, for emergencies, and communication of new Winter Service Instructions.

Hypothermia

- Recognise the symptoms of hypothermia, both to your self, and other colleagues, and the treatment of hypothermia:

Mild hypothermia

The early symptoms of hypothermia are often recognised by others. This is because hypothermia can cause confusion, poor judgement and a change in behaviour which means the affected may not realise that they have it, the symptoms aren't always obvious but they can include:

- constant shivering
- tiredness
- low energy
- cold or pale skin
- fast breathing (hyperventilation)

Moderate hypothermia

Moderate cases of hypothermia can include symptoms such as:

- violent, uncontrollable shivering (although shivering can stop completely at lower temperatures as the body is unable to generate heat)
- being unable to think or pay attention
- confusion (some people don't realise they're affected)
- loss of judgement and reasoning (someone with hypothermia may decide to remove clothing despite being very cold)
- difficulty moving around

- loss of co-ordination
- drowsiness
- slurred speech
- slow, shallow breathing (hypoventilation)

Treating hypothermia

If you're treating someone with mild hypothermia or waiting for medical treatment to arrive, the following advice will help to prevent further heat loss.

- Move the person indoors or somewhere warm as soon as possible.
- Once the person is in a warm environment, carefully remove any wet clothing and dry the person.
- Wrap them in blankets, towels, coats (whatever you have available), protecting their head and torso first.
- Encourage the person to shiver if they're capable of doing so.
- If possible, give the person warm drinks (not alcohol) or high energy foods, such as chocolate, to help warm them up. However, it's important to only do this if they can swallow normally (ask them to give a cough to see if they can swallow).
- Once the person's body temperature has increased, keep them warm and dry.

- Cases of severe hypothermia require urgent medical treatment in hospital. You should call 999 to request an ambulance if you suspect that someone you know has severe hypothermia.

Loading Spreader Vehicles

Salt will be loaded via a 'Telehandler / Loader', this will be operated by any trained (CPCS or other approved) and authorised person. Sequence of Loading:

- Ensure the loading area has adequate lighting,
- Ensure the loading area is safe from other hazards, vehicles, pedestrians, ground conditions
- Park Works Vehicle in a suitable location for loading.
- Using the 'telehandler' remove salt from the stockpile.
- Load onto Works Vehicle being careful not to overload the vehicle and avoid unnecessary spillage.
- Unless required for further loading, ensure no vertical face has been left in the salt stockpile.

Hand Treatment of Footways and Cycleways

- Where available use purpose made manual footpath spreaders, to spread salt on footpaths.

- In severe weather spreading of salt from Wheel Barrows, or from vehicles may be required.
- When loading purpose made manual footpath spreaders, wheel barrows or spreading salt from Works Vehicles, this should be done whilst the Works Vehicle is stationary from ground level, unless the vehicle body is fitted with suitable handrails.

Mechanical Treatment of Footways and Cycleways

- Operators of mechanical Footway or Footpath Spreaders, should be trained specially to operate the Mechanical Spreader.

Hand Clearing Snow from Footways and Cycleways

- Use the snow shovel and grit salt to treat the Footpaths or Cycleways instructed, do not deviate from instructed routes.
- When clearing snow from footpaths, always clear a line down the middle of the path first. This will provide you with a safer surface to walk on and allow you to then shovel snow from the centre to the sides,
- If working near a live carriageway always try to face oncoming traffic.
- Spread grit salt as you progress to stop ice forming on the area you have cleared
- Where practical walk only on the areas you have gritted to reduce the risk of slipping
- Always take extra care when walking on slopes and icy areas of footpaths

Mechanical Clearing Snow from Footways and Cycleways

- Operators of mechanical Footway or Footpath Ploughs, should be trained specially to operate the Mechanical Plough.

Cleaning and Vehicle Checks

Work Vehicles, Spreaders, Ploughs and Loading Shovels are to be kept in a clean state at all times, Ensure the drivers cab is kept as clean as practicable and salt deposits in the drivers well are cleaned out.

- Unload unused / surplus salt daily, and clean vehicles (using pressure washer at washdown areas).
- Wash down and clean Spreaders thoroughly at the end of each gritting season. Using a steam cleaner and sheet vehicles bodies.
- All plant must be visually inspected prior to use, and any faults reported to your Supervisor.
- F.91 or similar Record of Inspection books must be completed by the operator or nominated person weekly for all loading shovels / telehandlers

5.0 Associated Documents

6.0 Records

Reference	Title / Description	Responsibility for Retention of Records	Location Held / Storage Medium Electronic (E) Hard Copy (H)	Retention Period Years (Y) Months (M)	Statutory (S) Commercial (C)

7.0 Revision Status

Rev	Date	Amendment	Content Owner	Mandated By
00		Page 59 of 134		

8.0 Appendices

- See Amey High Level / Low Level and contract specific risk assessments for the Generic Risk Control arrangements. The main points are listed below;

Should this document be printed the below documents should be attached

H30 Winter Maintenance Risk Assessment
VG 03 First Aid risk assessment
VG07 Lone Working risk assessment
VG05 inclement weather risk assessment
H29 Use of plant and tools risk assessment
H22 pressure washing risk assessment

ID	Hazard	Adverse Effects	Persons Affected	Control Measures	
	Personal Protection				Ref
1	Slips and Trips	Major or Minor Injures	Workforce	• Before you commence work, make sure your safety footwear is in good condition and has plenty of tread	VG11
2	Hypothermia	Major or Minor Injures	Workforce	• Wear as many layers of warm clothing as you can comfortably wear and, if possible, consume plenty of hot drinks prior to, or whilst working outside • Recognise the symptoms of hypothermia, both to your self, and other colleagues, and the treatment of hypothermia	VG05
	Emergency Communications	Potentially Fatal consequences	Workforce	• Cases of severe hypothermia require urgent medical treatment in hospital. You should call 999 to request an ambulance if you suspect that someone you know has severe hypothermia.	
	Storage of Salt Materials				Ref
3	Salt Storage	Potential serious or fatal injuries from falling salt stockpiles	Workforce	• All vertical faces formed during loading to be ramped down	H30
4	Spillages	Potential slip and trip injuries	Workforce	• All spillages to be cleaned up	H30
	Works Vehicles				
5	Accessing Works Vehicles	Falls from vehicle causing broken bones, abrasions and bruises	Workforce	• Users to use hand and footholds or spreader access ladder when accessing or egressing the vehicle or spreader • Take extra care in cold and wet weather	H30
6	Defects to equipment	Vehicle accident related injuries including death	Workforce and Public	• Works Vehicle to be inspected for defects prior to use and defects recorded • All defects to be reported to the Supervisor	H30
7	Corrosion of Body or Chassis	Vehicle and spreader damage leading to defects	Workforce and Public	• Wash Work Vehicle thoroughly down after use	H30

ID	Hazard	Adverse Effects	Persons Affected	Control Measures	
	Manual Treatment of Footways and Cycleways				
8	Manual Handling	Major or Minor Injures	Workforce	• Where available use purpose made manual footpath spreaders, to spread salt on footpaths.	VG08
9	Working at Height or from Moving Vehicles	Falls from vehicle causing broken bones, abrasions and bruises	Workforce	• When loading purpose made manual footpath spreaders, wheel barrows or spreading salt from Works Vehicles, this should be done whilst the Works Vehicle is stationary from ground level, unless the vehicle body is fitted with suitable handrails.	VG 14
	Lack or Operator Competence	Damage to vehicles and potential to cause RTC's	Workforce and Public	• Operators of mechanical Footway or Footpath Spreaders, should be trained specially to operate the Mechanical Spreader.	H30
	Projected salt	Damage to vehicles and potential to cause RTC's	Workforce and Public	• Operator to ensure vehicle driven at correct speed • Operator to ensure that correct spin / spread settings are engaged • If the vehicle is stopped in traffic or for any other reason the gritting should be stopped	H30
	Faults during Spreading	Damage to vehicles, potential to cause RTC's, and undue use of salt	Workforce and Public	• Observation of correct spreading operation should be maintained though on board sensors and / or visual checks of mirrors • If there are any defects noticed that require attention. The driver should inform the Supervisor or the Network Response Centre of his location and that he is leaving the cab, and after investigation will inform the above of his re-starting or other	H30
	Hand Snow Clearance of Footways and Cycleways				
	Slips and Trips	Major or Minor Injures	Workforce	• When clearing snow from footpaths, always clear a line down the middle of the path first. This will provide you with a safer surface to walk on and allow you to then shovel snow from the centre to the sides, • Spread grit salt as you progress to stop ice forming on the area you have cleared • Where practical walk only on the areas you have gritted to reduce the risk of slipping • Always take extra care when walking on slopes and icy areas of footpaths	VG11

ID	Hazard	Adverse Effects	Persons Affected	Control Measures	
	Live Traffic	Mjor or Fatal Injuries	Workforce and Public	• If working near a live carriageway always try to face oncoming traffic.	H30
	Mechanical Snow Clearance of Footways and Cycleways				
	Lack or Operator Competence	Damage to vehicles and potential to cause RTC's	Workforce and Public	• Operators of mechanical Footway or Footpath Ploughs, should be trained specially to operate the Mechanical Plough	H30
	Rubber Blade wear or damage	Increased risk of serious injury in the event of an incident	Workforce	• Inspect prior to fixing Snow Plough and periodically during use • Check rubber blade height and for damage / wear to rubbers	H30
	Mounting a Snow Plough	Potential crushing and injection injuries	Workforce	• Only mount and snow ploughs on firm level ground. • Roll snow plough to the vehicle or drive the vehicle to the plough with the aid of a Banksman • Ensure snow plough is correctly fixed to the vehicle, and all hydraulic hoses are connected	H30
	Works Vehicle Washdown				
	Personnel Protection	Various injuries from slips, trips, spray and cold	Workforce	• Wear suitable waterproof boots or Wellingtons • Wear suitable weather and water proof clothing and gloves • Wear suitable protective goggles	VG10
	Icy / Snowy Weather Conditions	Various injuries from slips and trips	Workforce	• Visually assess the wash down area and inform Supervisor if considered unsafe to proceed • Utilise internal wash down facilities when provided	VG05
	Access to Height to Wash Down Vehicles	Potential for Fatal vehicle related injuries	Workforce	• Utilise vehicle access platforms, for access • Or where provided purpose made wash down platforms • Do not stand on hopper grills, or other areas of the vehicles where suitable falls or slip protection is provided	VG14
	Access to Height to Wash Down Vehicles in Icy / Snowy Weather Conditions	Potential for Fatal vehicle related injuries	Workforce	• Be aware of ice forming on the footholds • Remove build up snow or slush from access points and walkways	VG14

Assessor Name:		Signature:	

1.0 Summary

- This document details the management methods and controls that are to be applied to the Carriageway Winter Service Operations.

2.0 Definitions and Responsibilities

- For works undertaken on highways throughout the County of Nottinghamshire

3.0 Overview / Flowchart

N/A

4.0 Procedure

4.1 Work equipment and resource requirements

- Suitable Trained Winter Service Vehicle Operators, and ancillary Operators and Staff
- Loading Shovel, Spreader Vehicle, Snow Plough, Wash Down Facility

4.2 Method of carrying out the work

Deliveries of Salt

Deliveries of salt will generally be delivered in articulated tipper vehicles, these require additional controls due to the problems of the tipper body overturning.

- Articulated tippers should be guided by a banksman to the tipping location.
- The tipper location should be flat and firm
- The tipper driver will raise the tipper body and tip the load.
- The tipper driver should not drive forward and stop suddenly to clear blockages
- The tipper body must be fully lowered prior to the tipper driving away from the unloading area.

Storage of Salt

Salt will be stored in a covered salt barn, with:

- All outside spillages are to be cleaned, as soon as practicable.
- Vertical faces in the salt pile should be eliminated, as soon as practicable.

Operation of Loading Spreader Vehicles Salt Storage Facilities

A dedicated 'Wheeled Loading Shovel' will be generally used to stockpile salt in the salt dome / bar, to minimize stability issues with 'Telehandlers',

Should a 'Telehandler' be required to be used, the 'Telehandler' user must only be operated within the specific telehandlers capabilities (see Operators Manual), and Operators must:

- Wear Seatbelts when operating a 'Telehandler',
- Keep buckets or any loads low to the ground when travelling,
- Avoid travelling across slopes, uneven or unstable ground (keeping all four wheels on solid level ground,

Loading Spreader Vehicles

Salt will be loaded via a 'Telehandler / Loader', this will be operated by any trained (CPCS or other approved) and authorised person. Sequence of Loading:

- Ensure the loading area has adequate lighting,
- Ensure the loading area is safe from other hazards, vehicles, pedestrians, ground conditions
- Park Spreader Vehicle in a suitable location for loading.
- Using the 'telehandler / Loader' remove salt from the stockpile.
- Load onto gritter being careful not to overload the safety grid, and avoid unnecessary spillage.
- Continue operation until gritter is adequately loaded.
- Check no lumps are left on the safety grills.
- Unless required for further loading, ensure no vertical face has been left in the salt stockpile.

Spreader Operations

- Once loaded proceed to your Spreader Route from the loading depot with due caution
- On arrival at your Gritting Route commence the travel and gritting, as required by the Route card
- Do not divert from the Route Card, unless instructed to do so by the Supervisor, or Line Manager responsible
- If you consider conditions are different to conditions expected contact the Winter Maintenance Duty Officer for further instructions (i.e. heavy snow on a pre-cautionary grit)
- If you need to leave the cab of your vehicle for any reason contact the Duty Officer, also inform the Duty Officer of your return to the vehicle cab (this is to ensure your safety whilst you are lone working).
- On completion of your route return to depot using due caution

Fitting of Snow Ploughs

The Fitting of snow plough blades will only be carried out by competent trained operatives, on firm, flat level ground.

Snow Plough Operations should be carried out by Double Manned Spreader Vehicles, in the following circumstances:

- When the Plough / Spreader Vehicle Operator is inexperienced, and in these circumstances the Spreader Vehicle should be double manned with one inexperienced, and one experienced Operator,
- After conditions have been dynamically Risk Assessed, by the Winter Service Duty Manager and a decision has been made to double man Spreader Vehicles. Assessing the hazards of extreme weather conditions, remote gritting routes, potential attacks on Spreader Vehicles, etc.

In all other situations Spreader Vehicles will be single manned.

- Once the plough is fitted and checked, proceed to your ploughing route with due caution
- On arrival on your ploughing route commence ploughing
- If you consider conditions are different to conditions expected contact the Duty Officer for further instructions (i.e. packed snow, or slush)
- If you need to leave the cab of your vehicle for any reason contact the Winter Service Supervisor, also inform him of your return to the vehicle cab (this is to ensure your safety whilst you are lone working).
- Ploughing techniques will follow standard procedures, with:
    - Snow being pushed to the nearside of the carriageway
    - Leaving of windrows in the centre of carriageways or lane lines should be avoided

Cleaning and Vehicle Checks

Spreaders, Ploughs and Loading Shovels are to be kept in a clean state at all times,

- Ensure the drivers cab is kept as clean as practicable and salt deposits in the drivers well are cleaned out.
- Unload unused / surplus salt daily, and clean vehicles (using pressure washer at washdown areas).
- Wash down and clean Spreaders thoroughly at the end of each gritting season. Using a steam cleaner and sheet vehicles bodies.
- All plant must be visually inspected prior to use, and any faults reported to your Supervisor.

Emergency Procedures

Vehicle breakdown

- Contact your supervisor or base by radio or telephone if safe to do so, give following information:
  - location
  - cause if known (this will aid repair or recovery)
  - any safe routes to be taken if known.
- Stay with the vehicle and await recovery.
- If the engine will still run, use it to keep the heaters operating to stay warm, but if snow is falling make sure that the exhaust is kept clear or fumes may enter the cab.
- Deploy any warning signs if carried and if possible keep the beacon/hazard lights running.
- Only leave your vehicle if it is safe to do so.

Blocked Route

- Contact your supervisor by radio or telephone if it is safe to do so. Give as much information as possible.
- Await instructions from your supervisor. Do not try to take an alternative route unless instructed to do so, you may get into more difficulty and your supervisor will not know where you are.
- If communications are not possible return along your previous route to your depot, and report to your supervisor.

Road Traffic Accident

- Contact your Duty Officerby radio or telephone if it is safe to do so. Give as much information as possible to ensure that the correct emergency services can be dispatched.
- Check the further danger to any casualties that may be there, especially check the numbers as people can be thrown some distance from a vehicle involved in a road traffic accident.
- Give assistance if possible.
- Await the arrival of the emergency services before continuing on your route. If the route is blocked follow the action given for ‘Blocked Route’ above.

Do not put yourself at risk!

5.0 Associated Documents

6.0 Records

Reference	Title / Description	Responsibility for Retention of Records	Location Held / Storage Medium Electronic (E) Hard Copy (H)	Retention Period Years (Y) Months (M)	Statutory (S) Commercial (C)

7.0 Revision Status

Rev	Date	Amendment	Content Owner	Mandated By

8.0 Appendices

- High Level / Low Level and contract specific risk assessments for the Generic Risk Control arrangements. The main points are listed below;

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	VG 03 First Aid risk assessment
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	VG05 inclement weather risk assessment
	H29 Use of plant and tools risk assessment
	H22 pressure washing risk assessment

ID	Hazard	Adverse Effects	Persons Affected	Control Measures	
	Storage of Materials				Ref
1	Salt Storage	Potential serious or fatal injuries from falling salt stockpiles	Workforce	• All vertical faces formed during loading to be ramped down	ViaH30
2	Spillages	Potential slip and trip injuries	Workforce	• All spillages to be cleaned up	ViaH30
	Storage of Equipment				
3	Snow Ploughs	Serious injuries from falling snow ploughs or trapped fingers	Workforce	• Store Snow Plough on purpose made stand if available • Or in an upright stable position on firm level ground	ViaH30
	Loading Shovels and Telehandlers				
4	Use of Telehandlers for loading	Various Injuries from Overturning Telehandlers	Workforce	A dedicated 'Wheeled Loading Shovel' will be generally used to stockpile salt in the salt dome / bar, to minimize stability issues with 'Telehandlers', Should a 'Telehandler' be required to be used, the 'Telehandler' user must only be operated within the specific telehandlers capabilities (see Operators Manual), and Operators must: • Wear Seatbelts when operating a 'Telehandler', • Keep buckets or any loads low to the ground when travelling, • Avoid travelling across slopes, uneven or unstable ground (keeping all four wheels on solid level ground,	ViaH30
	Training				Ref
5	Spreader Vehicle Operators	Potential for serious or fatal incidents	Workforce and Public	• All Operators to be formally trained and assessed minimum 1 day training and 0.3 day assessment (City and	ViaH30

ID	Hazard	Adverse Effects	Persons Affected	Control Measures	
				Guilds 6159) • And familiarised with the particular machine they are using.	
6	Loading Vehicles	Potential for serious or fatal incidents	Workforce	• All Operators to hold CPCS or other approved certification • And familiarised with the particular machine they are using.	ViaH30
	Spreader Vehicles				Ref
7	Lack of maintenance	Vehicle accident related injuries including death	Workforce and Public	• Ensure Permanently Mounted Spreader Unit is regularly serviced as per manufacturers recommendations	ViaH30
8	Accessing vehicle and Spreader	Falls from vehicle causing broken bones, abrasions and bruises	Workforce	• Operators to use hand and footholds or spreader access ladder when accessing or egressing the vehicle or spreader • Take extra care in cold and wet weather	ViaH30
9	Defects to equipment	Vehicle accident related injuries including death	Workforce and Public	• Vehicle and Spreader to be inspected for defects prior to use and defects recorded • All defects to be reported to the Supervisor • If the equipment is transferred (hired, borrowed or purchased) the last inspection must accompany the equipment.	ViaH30
10	Rotating spinner	Contact with moving machinery causing serious injures	Workforce	• Ensure all guards are in place before operating the spreader • Do not walk through the spread to make adjustments • Do not adjust any part of the machine when it is running. Stop the spreader and the vehicle engine before making any adjustments	ViaH30
11	Rotating conveyor	Contact with moving machinery causing serious injures	Workforce	• Do not climb into the hopper or use the access ladder unless the engine is stopped and ignition key removed	ViaH30

ID	Hazard	Adverse Effects	Persons Affected	Control Measures	
12	Corrosion of Body or Chassis	Vehicle and spreader damage leading to defects	Workforce and Public	• Ensure load spill deflectors are fitted correctly (if fitted) • Wash Spreader and vehicle thoroughly down after use	ViaH30
13	Testing or Emptying Spreader	Eye injuries from flying debris	Workforce	• Restrict pedestrians from the area when testing or emptying the spreader unit	ViaH30
	Spreading of Salt				Ref
14	Projected salt	Damage to vehicles and potential to cause RTA's	Workforce and Public	• Operator to ensure vehicle driven at correct speed • Operator to ensure that correct spin / spread settings are engaged • If the vehicle is stopped in traffic or for any other reason the gritting should be stopped	ViaH30
15	Faults during Spreading	Damage to vehicles, potential to cause RTA's, and undue use of salt	Workforce and Public	• Observation of correct spreading operation should be maintained though on board sensors and / or visual checks of mirrors • If there are any defects noticed that require attention. The driver should inform the Supervisor or the Network Response Centre of his location and that he is leaving the cab, and after investigation will inform the above of his re-starting or other	ViaH30
16	Gritting in Heavy Traffic	Damage to vehicles and undue use of salt	Workforce and Public	• To be avoided where possible • If not possible may require Police Assistance	ViaH30
17	Strong Winds	Potential to cause RTA's due to untreated road surfaces	Workforce and Public	• Strong winds can affect the treatment of a carriageway substantially. If encountered inform the Supervisor or the Network Response Centre of the location and conditions for onward transmittal to Duty Officer	ViaH30
18	Observation of conditions not expected	Potential to cause RTA's due to untreated road surfaces	Workforce and Public	• The driver should inform the Supervisor or the Network Response Centre of the location and conditions for onward transmittal	Refer

ID	Hazard	Adverse Effects	Persons Affected	Control Measures	
	Snow Ploughing				
19	Rubber Blade wear or damage	Increased risk of serious injury in the event of an incident	Workforce	• Inspect prior to fixing Snow Plough and periodically during use • Check rubber blade height and for damage / wear to rubbers	ViaH30
20	Carriage of a snow plough when not in use	Damage to vehicle	Workforce	• Ensure the transit lock / safety bar is in place	ViaH30
21	Mounting a Snow Plough	Potential crushing and injection injuries	Workforce	• Only mount and snow ploughs on firm level ground. • Roll snow plough to the vehicle or drive the vehicle to the plough with the aid of a Banksman • Ensure snow plough is correctly fixed to the vehicle, and all hydraulic hoses are connected	ViaH30
	Obstructions to Ploughing	Potential RTC injuries, possible fatal injuries	Workforce and Public	• Operator to assess the situation and decide the best cause of action, and report obstruction to the Supervisor and / or Network Control Centre	ViaH30
22	Ploughing into the Centre Reserve	Potential RTC injuries, possible fatal injuries	Workforce and Public	• Speeds should be regulated to avoid snow being thrown or pushed into opposing carriageways	ViaH30
23	Ploughing over bridges	Potential RTC injuries, possible fatal injuries	Workforce and Public	• Speeds should be regulated to avoid snow being thrown or pushed over bridge parapets	ViaH30
24	Ploughing adjacent to Junctions	Potential RTC injuries, possible fatal injuries	Workforce and Public	• Avoid where practicable piling snow against junctions, pedestrian crossing points, etc.	ViaH30
25	Speed Humps and Ramps	Damage to vehicle and potential RTA injuries	Workforce and Public	• Operator to have local knowledge of area • Marker posts to be positioned at ramp / hump locations	ViaH30
26	Inexperienced Snow Plough / Spreader	Damage to vehicle and potential RTA injuries	Workforce and Public	• When the Spreader Vehicle Operator is inexperienced, and in these circumstances the Spreader Vehicle should	ViaH30

ID	Hazard	Adverse Effects	Persons Affected	Control Measures	
	Operators			be double manned with one inexperienced and one experienced Operator,	
27	Severe Weather Conditions, Remote Routes in Poor Weather Conditions, potential attacks on Plough / Spreader Vehicles	Damage to vehicle and potential RTA injuries	Workforce and Public	• The Winter Service Duty Manager shall dynamically Risk Assess the ongoing non-generic hazards, and if required Ploughing or Spreader Vehicles should be Double Manned.	VG 05
	Washing down of Vehicles				
28	Personnel Protection	Various injuries from slips, trips, spray and cold	Workforce	• Wear suitable waterproof boots or Wellingtons • Wear suitable weather and water proof clothing and gloves • Wear suitable protective goggles	VG10
29	Washdown Area – Lighting	Various injuries from slips and trips	Workforce	• Washdown areas should be provided with suitable task lighting for working at night	Via H22
30	Washdown Area - Surfacing	Various injuries from slips and trips	Workforce	• Washdown areas surfacing should be hardened and level to limit slips and trips	Via H22
31	Icy / Snowy Weather Conditions	Various injuries from slips and trips	Workforce	• Grit washdown and surrounding areas to prevent build up of ice or snow • Visually assess the wash down area and inform Supervisor if considered unsafe to proceed • Utilise internal wash down facilities when provided	VG11
32	Windy Weather Conditions	Various injuries from wind blown spray	Workforce	• Ensure adequate PPE is worn to protect from wind blown spray • Utilise internal wash down facilities when provided	VIA H22
33	Access to Height to Wash Down Vehicles	Potential for Fatal vehicle related injuries	Workforce	• Utilise vehicle access platforms, for access • Or where provided purpose made wash down platforms	VG14

ID	Hazard	Adverse Effects	Persons Affected	Control Measures	
				• Do not stand on hopper grills, or other areas of the vehicles where suitable falls or slip protection is provided • Should the vehicle design require additional access arrangements inform your Supervisor	
34	Access to Height to Wash Down Vehicles in Icy / Snowy Weather Conditions	Potential for Fatal vehicle related injuries	Workforce	• Be aware of ice forming on the footholds • Remove build up snow or slush from access points and walkways	Via H22

Assessor Name:		Signature:	

Nottinghamshire County Council

Report to Communities & Place Committee

7 November 2019

Agenda Item:5

REPORT OF CORPORATE DIRECTOR, PLACE

HIGHWAYS CAPITAL & REVENUE PROGRAMMES 2019/20 UPDATE

Purpose of the Report

1. The purpose of this report is to update Committee on the current Highways capital and revenue programmes to be delivered during 2019/20 and to seek approval for variations to the programmes. The proposed programmes detailed in this report and its appendices set out how the Council proposes to use the £45.59m it is investing in Nottinghamshire's highways during 2019/20. This figure includes successful external funding bids as well as a proportion of the Authority's additional £21.4m investment in highways improvements during the period 2018/19 to 2021/22 to help deliver local highway priorities.

2. The report also updates Committee on potential future transport funding sources.

Information

3. The proposed programmes to improve our transport networks form part of the County Council's strategy to help deliver its objectives related to supporting:

   - The economy – by improving access to jobs, training, local centres, and visitor attractions; by reducing the impacts of journey time delay; and to help deliver growth in the county
   - Health and wellbeing – by making our networks safer for all road users; encouraging and enabling more active lifestyles; and by reducing harmful emissions from transport
   - Thriving place and communities – by better connecting communities to each other, as well as to work, training, leisure activities and essential services.

4. The proposed 2019/20 highways programmes, comprised of £44.82m capital and £0.77m revenue funding, include:

   - £22.41m allocated to capital maintenance schemes to improve local roads and other highway assets – which includes £5m of additional County Council funding. Having listened to local communities across the county, in order to help address communities' highest priorities the additional funding available for highway maintenance will primarily be used to deliver improvements to residential unclassified roads;
   - £7.34m allocated to integrated transport schemes (e.g. pedestrian crossings, capacity improvements, speed management schemes) – which includes £0.75m of additional County Council funding for schemes that address journey time delay for motorists, and £0.35m of additional County Council funding for road safety schemes; as well as allocations to fund enhanced rail services and major transport scheme business cases;
   - £15.07m of funding secured to deliver Gedling Access Road, Southwell Flood Risk Alleviation scheme, and street lighting upgrades.

- £0.77m of revenue funding to deliver the traffic management revenue programme and the DfT funded Access Fund programme (£0.452m secured from the Department for Transport to deliver travel planning during 2019/20).

Capital Programme Updates

Capital Maintenance and Integrated Transport Schemes

5. This report (and its appendices) proposes various amendments to the capital maintenance and integrated transport schemes programmes approved in March 2019 following completion of feasibility, design work, local member / community consultation, recent deterioration, and accident investigations, all as set out in the appendices to this report. Amendments to the programmes (i.e. schemes added or removed from the programmes since previous Committee approval) are highlighted within the appendices.

6. As reported in the 9 May 2019 'Highways Capital Programme 2019/20 Additional Schemes' Communities & Place Committee report, given the scale of the additional investment and the need to co-ordinate work programmes, the delivery of the capital and maintenance programmes is likely to over-run into the 2020/21 financial year. The attached appendices also highlight the schemes which it is considered are likely to over-run in to 2020/21.

Local Growth Fund projects

7. Local Growth Fund (LGF) contributions have been successfully secured to help fund the delivery of Gedling Access Road as well as Midland Mainline line speed improvements (which will improve journey times between Nottingham and London) during 2019/20:
   - Gedling Access Road (GAR) is a proposed new access road bypassing Gedling village and is being provided as supporting infrastructure for the mixed-use residential and employment development on the former Gedling colliery/Chase Farm site. The scheme is pending the notice of the outcome of the public inquiry into the scheme which took place in June 2019 but subject to a positive outcome, as well as the completion of all necessary funding arrangements, planning approvals and statutory processes the construction of the new £40.9m road is planned to commence during winter 2019/20
   - Midland Mainline Market Harborough rail line speed improvements – the works involving track realignment, signalling alterations, structures, earthworks and station improvements are underway and are due to be completed in December 2019.

Flood Risk Management

8. To maximise the £0.6m capital allocation for flood risk management several successful external funding opportunities have been realised and are now being delivered. These include £1.48m from Local Levy, £4.6m Flood Defence Grant In Aid plus district council and community contributions. The Southwell flood mitigation scheme and Natural Flood Management scheme commenced delivery in 2018/19, having received National Project Assurance Board sign off, jointly securing £5.3m of investment from DEFRA. The schemes have several other funding partners including the Environment Agency, Newark and Sherwood District Council, Southwell Town Council and community partners. The proposed mitigation measures are scheduled to be completed by Spring 2021 and will benefit approximately 240 properties and 60 businesses. The delivery of the £1m individual property level resilience work is scheduled to complete in December this year. The Council has also secured £0.985m from DEFRA to protect properties from flood risk in the Titchfield Park, Hucknall catchment, and this project is programmed for completion by March 2020.

9. In addition to the Southwell mitigation scheme detailed above, flood risk management schemes led by the County Council currently in delivery include schemes in Daybrook, Calverton, Sutton on Trent, Egmanton, Normanton on Soar, Newthorpe, Mansfield, Clarborough and Hucknall. Schemes supported by the County Council but being progressed by the Environment Agency include schemes in Gunthorpe, Lowdham and Carlton on Trent.

Revenue Programmes

Traffic Management Revenue Programme

10. The County Council has historically prioritised a small amount of revenue funding for the delivery of small-scale transport improvements such as lining schemes (e.g. junction protection), signing improvements (e.g. warning signs), and other minor improvements such as hand rail or bollards. A small number of these additional small-scale schemes have been added to the 2019/20 programmes and these are detailed within Appendix 3 to this report.

Access Fund

11. Delivery of the travel planning funded by the DfT's Access Fund, which aims to address local congestion and help people access jobs and training, is underway. The travel planning will also be used to promote active leisure pursuits such as using the countryside access network in the county which provides opportunities for walkers, cyclists and horse riders. Up to the end of Q2 2019/20 travel planning has been undertaken with:
    - 3,365 employees at 72 businesses, 1,075 jobseekers/college students, 4,175 residents and 546 school leavers in Mansfield and Newark on Trent
    - 1,300 residents in West Bridgford
    - 1,250 residents in Daybrook.

Road Safety Education, Training and Awareness

12. In addition to the highway infrastructure local safety schemes detailed in Appendix 1 the County Council therefore, working in partnership with stakeholders develops and delivers an annual programme of road safety education, training and promotional activities. This programme includes a range of evidence led road safety education and awareness raising activities to support national campaigns and to address identified local road safety and travel awareness issues; and the proposed draft programme is attached as Appendix 4.

Further Scheme/Programme Development, Design and Consultation

13. Each of the schemes detailed in this report and the attached appendices is still subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, and design. This will involve consultation and/or pro-active information provision on the majority of schemes. For most individual schemes detailed within appendices 1, 2 and 3 statutory or non-statutory consultation will be undertaken with affected households and businesses only (i.e. households or businesses along the route of a proposed scheme).

14. Formal consultation will be undertaken on all schemes that require statutory consultation. These include any schemes that require a formal Traffic Regulation Order and include the introduction of (or changes to) parking restrictions, environmental weight limits, changes to mandatory speed limits, and changes that ban traffic movements (e.g. the introduction of a

one-way system). Whilst not legally required the County Council also undertakes formal consultation on bus clearways.

15. Non-statutory consultation, or information provision (i.e. informing people that works will take place) will also be undertaken with households and businesses immediately adjacent to schemes that fall wholly within the highway boundary such as maintenance schemes, new crossing facilities, or new footways and cycleways.

16. Several proposed schemes in the programmes included in this report and its appendices will require more pro-active communications with local residents, including:
    - The Access Fund which will require pro-active engagement with residents, businesses, jobseekers and schools/colleges throughout the year; and a marketing and communications programme for this programme has been developed. This will also include pre and post-programme monitoring and wider surveys on transport options
    - The road safety education, training and awareness programme (as detailed in Appendix 4) which will require pro-active engagement with targeted groups/road users throughout the year. Some of this work may require support from the media
    - The Go Ultra Low programme which involves pro-active engagement with businesses to promote the grants, loans and advice available to support businesses to introduce low-emission vehicles and electric charging at workplaces; and targeted promotional events to encourage the take-up of electric vehicles
    - Strategic parking reviews which require discussion with local district/town councils, residents and businesses to determine the parking requirements of all the community and the most effective ways of implementing them
    - Flood risk management schemes led by the County Council in Boundary Brook, Stapleford, Daybrook, Calverton, Newthorpe, Southwell and Titchfield Park Brook, Hucknall which will require consultation with local communities on the recommended options.

17. The project manager responsible for the delivery of the scheme will ensure that County Council members are also advised of any proposed consultation prior to it occurring; and will liaise with communications and marketing colleagues where appropriate.

18. Work is also ongoing to identify, secure and maximise external funding opportunities for transport improvements (such as developer contributions) and this report and the attached appendices include the schemes utilising external funding where it has already been secured (e.g. the Access Fund).

2020/21 Capital and Revenue Funding Allocations

19. Development of the 2020/21 highways programmes is underway and the provisional programmes are scheduled to be considered at 9 January 2020 Communities & Place Committee. Whilst the highways allocations are scheduled to be determined at the 27 February 2020 County Council meeting, the programmes are being developed based on the provisional 2020/21 allocations set out in the current Medium-Term Financial Strategy as detailed below (note, the 2020/21 allocations from the additional £20m County Council funding [available over the period 2018/19 to 2021/22] are still to be determined and are therefore not included below).

Capital maintenance funding **Indicative allocations*	**£m**
Highway capital maintenance (DfT allocation)	£12.006
Highway capital maintenance (DfT Incentive Fund allocation)*	£ 2.501
Highway maintenance (DfT Pothole Fund allocation)*	£ 1.000

Flood alleviation and drainage (County capital allocation)	£ 0.900
Street lighting renewal (County capital allocation)	£ 1.000
Total funding available for capital maintenance improvements	**£17.407**

Integrated transport funding	**£m**
Integrated transport block allocation	£4.416
Additional County Council capital allocation for road safety	£0.350
County Council allocation for enhanced rail services	£0.055
Total funding available for integrated transport improvements	**£4.821**

Externally funded schemes	**£m**
Gedling Access Road	£25.421
Southwell Flood Risk Alleviation scheme (figure includes £500k contribution from the County Council)	£ 1.000
Salix street light fund	£ 1.100
Total external funding available for specific improvement schemes	**£27.621**

Revenue funding	**£m**
Traffic management revenue	£0.315
Public health reserves (travel planning)	£0.165
Total external funding available for specific schemes	**£0.480**

Future Funding Opportunities

20. The DfT has recently announced two future funding opportunities for highways improvements.

21. In July 2019, the DfT announced the next tranche of the Maintenance Challenge Fund which will be available for 2019/20 and 2020/21, with a total of £198m on offer (£98m in 2019/20 and £100m in 2020/21). Local authorities can bid for projects that will carry out improvements to the quality of roads and surrounding infrastructure (including bridges and viaducts) to benefit the local economy and make driving safer. Local authorities will be required to fund a proportion of the total scheme cost, the proportion is not specified but could include both local authority and third party (e.g. developer) funding.

22. Each local highway authority is eligible to submit one bid for up to £5m for 2019/20. DfT is also seeking expressions of interest − but not bids − for larger projects to be delivered in 2020/21 with a minimum DfT contribution of £5m. The deadline for authorities to submit bids for 2019/20 schemes and expressions of interest for larger schemes with funding available in 2020/21 is 31 October 2019. The DfT intends to notify the successful 2019/20 bidders by the end of December 2019. By the end of December 2019, the DfT also intends to identify which of the larger schemes (to be funded in 2020/21) will be invited to submit a DfT business case assessment.

23. The Budget 2018 announced a competitive Pinch Point Fund for local authorities to bid for high-impact schemes to help address congestion pinch points and to reduce congestion on local roads. The fund is £150m in total, with £75m in each of the 2021/22 and 2022/23 financial years. The funding is available to all local highway authorities in England outside London to deliver capital infrastructure improvements supporting economic growth by tackling barriers on the local highway network that may be restricting the movement of goods and people. The first stage of the application process asks for authorities to make brief expressions of interest

by 31 January 2020. Officers are currently identifying potential locations/deliverable schemes that are likely to be eligible for the funding. Members will be updated following these investigations and it is proposed that a report will be scheduled to consider and approve any Pinch Point Fund bid at 9 January 2020 Communities & Place Committee.

Other Options Considered

24. Other options considered are set out within this report. Whilst the highway capital programmes are detailed within the appendices to this report, scheme development work is underway for future years' programmes as well as feasibility work on schemes which have been included as reserve schemes in the 2019/20 financial year's programme. Reserve schemes could potentially be delivered during the 2019/20 financial year should other schemes become undeliverable or if other funding sources become available enabling schemes to be brought forward for delivery.

Reason/s for Recommendation/s

25. The capital programmes detailed within this report and its appendices have been developed to help ensure delivery of County Council priorities, national priorities and local transport goals and objectives. The packages of measures and the programmes detailed in the appendices have been developed to reflect a balance of member, public and stakeholder requests and priorities, evidence of need (including technical analysis), value for money (including the co-ordination of works) and delivery of the County Council's vision and transport objectives.

Statutory and Policy Implications

26. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

27. The financial implications, including budget allocations, are set out within the report and are in line with allocations determined at the 28 February 2019 County Council meeting. The allocations are made up of a combination of capital grant, borrowing and successful external funding bids.

28. The additional County capital funding investment represents a budget increase of over 28% of the funding allocated for capital maintenance and integrated transport schemes in 2019/20 (31% increase in funding available for capital maintenance schemes; and 17% available for integrated transport improvements).

Public Sector Equality Duty implications

29. All programmes detailed within this report comply with the Public Sector Equality Duty. An equality impact assessment was undertaken on the Nottinghamshire Local Transport Plan 2011/12-2025/26 in March 2011 to ensure that the strategy and its capital programmes to deliver it met the duty.

30. Equality impact assessment of individual significant and major transport schemes (schemes costing more than £250,000) and Bid programmes are also undertaken by project managers to ensure that they comply with the Public Sector Equality Duty, based on advice from the policy and equality officers. Such assessments include those undertaken on the Access Fund programme.

Implications for Sustainability and the Environment

31. Surveys undertaken with the public and local businesses identified reducing traffic congestion as the highest transport priority for both of these groups. The County Council also has a statutory obligation to address air quality issues resulting from road traffic on its managed roads (there are currently two air quality management areas on County Council managed roads). All of the programmes and measures contained within this report have therefore been developed to address congestion, its knock on effects on air quality and its impacts on local communities. The recycling of materials and aggregates is also considered when delivering highways schemes whenever possible.

RECOMMENDATION/S

It is recommended that, subject to the provisions set out in paragraph 13, Committee:

1) approve the proposed integrated transport block programme for implementation as contained in this report and detailed in Appendix 1;
2) approve the proposed highway capital maintenance programme for implementation as contained in this report and detailed in Appendix 2;
3) approve the proposed highway traffic management revenue programme for implementation as contained in this report and detailed in Appendix 3;
4) approve the road safety education, training and awareness programmes as contained in this report and detailed in Appendix 4;
5) approve the proposed consultation and information provision required to deliver each of the schemes and work programmes detailed in this report and its appendices.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact:
Sean Parks – Local Transport Plan manager Tel: 0115 9774251

Constitutional Comments (SJE 12/09/2019)

32. This decision falls within the Terms of Reference of the Communities & Place Committee to whom responsibility for the exercise of the Authority's functions relating to the provision of passenger transport services including bus / rail initiatives; relating to flood risk management and scrutiny; the planning, management and maintenance of highways (including traffic management and residents' parking schemes); and the development of integrated transport systems, has been delegated

Financial Comments (GB 29/10/2019)

33. The 2019/20 capital allocations are set out in paragraphs 4 and 8 of the report. The 2020/21 indicative allocations are set out in paragraph 19. Any proposed variations required to the

capital programme will be included for formal approval as part of the Annual Budget Report 2020/21 to Full Council in February 2020.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- Nottinghamshire Local Transport Plan Implementation Plan 2015/16-2017/18
- Nottinghamshire Local Transport Plan Evidence Base 2010
- Highways Capital & Revenue Programmes 2019/20 – 8 March 2019 Communities & Place Committee report
- Gedling Access Road – Scheme Update – 8 March 2018 Communities & Place Committee report
- Place Departmental Strategy – January 2018
- Street Lighting Energy Saving – 11 January 2018 Communities & Place Committee report
- Highway Infrastructure Asset Management Plan (HIAMP) – 12 November 2015 Transport & Highways Committee report
- Nottingham Go Ultra Low City Bid to the Office of Low Emission Vehicles
- Nottingham Go Ultra low City Bid to the Office of Low Emission Vehicles (OLEV) Transport & Highways Committee – 8 October 2015
- Nottingham Go Ultra low Bid to the Office of Low Emission Vehicles (OLEV) Transport & Highways Committee – 17 March 2016
- Nottinghamshire Access Fund Bid to the Department for Transport
- Access Fund 2017-2020 Funding Bids – 20 October 2016 Transport & Highways Committee report
- Personal Travel Planning – 9 February 2017 Transport & Highways Committee report
- Flood Risk Management Update – 16 March 2017 Transport & Highways Committee report
- Miner to Major: The Real Sherwood Forest Stage 2 Application– 11th January 2018 Communities & Place Committee report
- Alternative Road Repair Techniques – 7 February 2019 Communities & Place Committee report
- Update on the Southwell Flood Mitigation Scheme – 4 April 2019 Communities & Place Committee report
- Nottingham Go Ultra Low programme – 5 September 2019 Communities & Place Committee report.

Electoral Division(s) and Member(s) Affected

- All

Appendix 1 - 2019/20 Integrated transport programme

Integrated transport programme sub block	Funding allocation 2019/20 (£m)
Access to local facilities (e.g. footway improvements and new crossings)	2.489
Bus improvements (e.g. bus stop infrastructure and bus stop clearways)	0.416
Capacity improvements (e.g. traffic signal and junction improvements to reduce congestion)	0.600
Cycling and health (match funding for externally funded projects in 2019/20 Miner2Major project and visitor economy bid; and carry over from 2018/19 for the Gedling cycle route improvements)	0.550
Environmental weight limits (e.g. HGV weight limits and HGV route signing)	0.050
Traffic monitoring and advanced development and design of future schemes	0.600
Parking (e.g. review of parking in town centres, and delivery and review of new residents' parking schemes)	0.080
Rail improvements (e.g. small scale improvements to services and stations as well as feasibility studies on large scale improvements)	0.055
Safety improvements (e.g. local safety schemes, including £100k for the provision of crossing facilities on routes to school and £50k for safety schemes that currently don't meet the intervention criteria)	0.870
Smarter choices (e.g. measures to help people access work by bus or walking and support for businesses developing travel plans)	0.150
Speed management (e.g. addressing local speed concerns, 20mph speed limits and interactive signs)	0.225
Additional County Council capital allocation for integrated transport measures	0.750
Additional County Council capital allocation for road safety	0.350
Enhanced rail services	0.055
Development of major infrastructure scheme projects	0.100
TOTAL	**7.340**

The £750k additional County Council capital allocation for integrated transport measures will be included in the capacity improvements sub-block
The £350k additional County Council funding for road safety will be included in the safety improvments sub-block to address injury accidents

Sub-block/scheme	District	Scheme budget (£000)
Access to local facilities		
New crossings are prioritised based on the number of people crossing and the volume of traffic at the proposed crossing location. New footways are based on the costs of provision compared to their likely useage		
B6011 Wighay Road, Hucknall - pedestrian warning signs [Member request]	Ashfield	≤£10k
Main Road, Jacksdale - zebra crossing [Member request]	Ashfield	£25k-£50k
A60 Sandy Lane/Babbage Way, Worksop - pedestrian refuge [Member request]	Bassetlaw	£10k-£25k
A60, Welbeck - crossing improvements [Member request]	Bassetlaw	£25k-£50k
A6075 Newark Road, Tuxford - puffin crossing [Member request]	Bassetlaw	£50k-£100k
New Street (west of Arlington Way), Retford - dropped kerbs [Member request]	Bassetlaw	≤£10k
Retford BW 34	Bassetlaw	£25k-£50k
Shireoaks Common, Shireoaks - crossing improvements [Member request]	Bassetlaw	≤£10k
B5010 Derby Road, Stapleford (near Russley Road) - crossing improvements	Broxtowe	£10k-£25k
Beeston railway station - disabled access improvements	Broxtowe	£10k-£25k
ROW signing improvements	Countywide	≤£10k
ROW upgrades	Countywide	£25k-£50k
A6211 Arnold Lane, Gedling - toucan crossing	Gedling	£50k-£100k
B684 Mapperley Plains, Arnold - pedestrian refuge	Gedling	£25k-£50k
Main Street, Calverton - zebra crossing *(scheme added to the programme since March 2019)*	Gedling	£25k-£50k
Black Scotch Lane, Mansfield - pedestrian crossing [Member request]	Mansfield	£25k-£50k
Old Mill Lane, Forest Town - footway *(scheme added to the programme since March 2019)*	Mansfield	£100k-£150k
Westdale Road, Mansfield - dropped kerbs	Mansfield	≤£10k
B6326 London Road, Newark - pedestrian crossing	Newark & Sherwood	£100k-£150k
Beacon Hill Road (A1 slip road to Beacon Way), Newark - footway widening *(scheme added to the programme since March 2019)*	Newark & Sherwood	£50k-£100k
Hawton Road, Newark - dropped kerbs [Member request]	Newark & Sherwood	£10k-£25k
Mansfield Road, Farnsfield - lining removal and signing	Newark & Sherwood	≤£10k
Bradmore Lane, Plumtree - footway [Member request]	Rushcliffe	£50k-£100k
Brewsters Close, Bingham - dropped kerbs and kerb realignment	Rushcliffe	≤£10k
Bunny Lane, Keyworth - dropped kerbs [Member request]	Rushcliffe	≤£10k
Plumtree Road, Cotgrave - junction and crossing improvements [Member request]	Rushcliffe	£25k-£50k
Priory Road, West Bridgford - dropped kerbs *(scheme added to the programme since March 2019)*	Rushcliffe	≤£10k
Rugby Road, West Bridgford - footway build-out [Member request]	Rushcliffe	£10k-£25k
The Green, Ruddington - dropped kerbs	Rushcliffe	≤£10k
Reserve schemes		
Ruddington FP5	Rushcliffe	£10k-£25k
	Sub-block total	**£2,489**

Appendix 1 - 2019/20 Integrated transport programme

Sub-block/scheme	District	Scheme budget (£000)
Bus improvements		
Schemes are targeted at locations to increase bus patronage by improving journey times and reliability of services, as well as the passenger transport experience		
A611/Hucknall Road, Newstead - bus detection equipment *(scheme added to the programme since March 2019)*	Ashfield	≤£10k
Ashfield Infrastructure Improvements - bus stop infrastructure improvements on strategic corridors to tie in with growth areas and operator investment	Ashfield	£50k-£100k
Coxmoor Estate hotspot programme - improved bus access to bus stops on the 3C route including build outs where required/ feasible	Ashfield	£10k-£25k
Newstead Road/Hucknall Road, Newstead Village - bus stop improvements *(scheme added to the programme since March 2019)*	Ashfield	£50k-£100k
Bassetlaw Clearway Programme - improved bus access to bus stops on strategic corridors	Bassetlaw	≤£10k
Manton Estate hot spot resolution, Worksop - improved bus access to bus stops	Bassetlaw	≤£10k
North Broxtowe Infrastructure Improvements - bus stop infrastructure improvements on strategic corridors to tie in with growth areas and operator investment	Broxtowe	£50k-£100k
Nottingham Road, Nuthall - bus gate exemptions (*subject to feasibility*)	Broxtowe	£10k-£25k
A60 Mansfield Road/Redhill Road, Arnold - AVL TLP (*subject to feasibility*)	Gedling	≤£10k
Gedling Clearway Programme - improved bus access to bus stops on strategic corridors	Gedling	≤£10k
Gedling Road/Burton Road, Carlton - improvements at two bus stops	Gedling	≤£10k
Westdale Lane, Carlton (Ramsdale Road) - bus accessibility improvements	Gedling	≤£10k
Litton Road, Mansfield - bus stop accessibility improvements	Mansfield	≤£10k
Mansfield AVL TLP - priority network connection by 3G into UTC along main bus corridors (*subject to feasibility and consideration of impacts on other vehicles*)	Mansfield	£25k-£50k
Mansfield Infrastructure Improvements - bus stop infrastructure improvements on strategic corridors to tie in with growth areas and operator investment	Mansfield	£50k-£100k
Yorke Street, Mansfield hotspot programme - improved bus access to bus stops using build outs on the Mansfield Miller corridor (*subject to feasibility*)	Mansfield	≤£10k
Woolfit Avenue, Balderton - improved bus access to bus stops	Newark & Sherwood	≤£10k
A60 Loughborough Road/B680 Kirk Lane, Ruddington - AVL TLP (*subject to feasibility*)	Rushcliffe	≤£10k
East Bridgford Garden Centre bus stop accessibility improvements (*scheme added to the programme since March 2019)*	Rushcliffe	£10k-£25k
Green Line corridor clearway programme - improved bus access to bus stops on the Green line	Rushcliffe	£25k-£50k
Rushcliffe Clearway Programme - improved bus access to bus stops on strategic corridors	Rushcliffe	≤£10k
	Sub-block total	**£416**

Sub-block/scheme	District	Scheme budget (£000)
Capacity improvements		
Schemes are prioritised based on their ability to address journey time delay		
Barton Lane/Brailsford Way, Chilwell - junction improvements [Members request]	Broxtowe	≤£10k
A60 Mansfield Road/Sir John Robinson Way, Daybrook - traffic signal improvements	Gedling	£100k-£150k
A60 Nottingham Road/B6020 Kirkby Road/B6020 Main Road, Ravenshead - traffic signal improvements	Gedling	>£250k
A6075 Debdale Lane, Mansfield - advanced height restriction warning signs [Member request]	Mansfield	≤£10k
Junction protection schemes to help capacity and improve safety:		
Maundale Avenue/Unwin Road, Sutton in Ashfield - junction protection [Member request]	Ashfield	≤£10k
The Beeches/Newark Road, Tuxford - junction protection [Member request]	Bassetlaw	≤£10k
Hamilton Street/Gateford Road, Worksop - junction protection {Member request]	Bassetlaw	≤£10k
Barber Street/Dovecote Road, Eastwood - junction protection {Member request]	Broxtowe	≤£10k
Buntings Lane/Carlton Hill, Carlton - extension of junction protection [Member request]	Gedling	≤£10k
Prospect Road/Ernest Road, Carlton - junction protection [Member request]	Gedling	≤£10k
Milner Street/London Road, Newark - junction protection [Member request]	Newark & Sherwood	≤£10k
Winchilsea Avenue/London Road - Newark - junction protection [Member request]	Newark & Sherwood	≤£10k
Reserve schemes		
A60 Nottingham Road/Baums Lane/Park Lane, Mansfield (*subject to feasibility study)*	Mansfield	>£250k
	Capacity improvements	£600

Appendix 1 - 2019/20 Integrated transport programme

Additional County Council capital allocation for integrated transport measures	£750
Sub-block total	**£1,350**

Appendix 1 - 2019/20 Integrated transport programme

Sub-block/scheme	District	Scheme budget (£000)
Cycling and health		
Schemes are prioritised based on their ability to deliver a strategic cycle network consistent with the Cycling Strategy Delivery Plan and as part of a package to help address journey time delay		
Arnold/Carlton strategic cycle routes (carried over from 2018/19)	Gedling	>£250k
Eaton Place, Bingham - cycle parking	Rushcliffe	≤£10k
Miner 2 Major match funding	Various	≤£50k
Visitor economy related walking and cycling route improvements	Various	£150k-£200k
	Sub-block total	**£550**

Sub-block/scheme	District	Scheme budget (£000)
Environmental weight limits		
New limits are only delivered where there are high levels of HGVs and are prioritised based on the class of road, the number of HGVs using a road not to access businesses, and the suitability of alternative routes		
Nottingham Road, Nuthall [Member request]	Broxtowe	≤£10k
South Scarle - unsuitable for HGV signs [Members request] *(scheme added to the programme since March 2019)*	Newark & Sherwood	£10k-£15k
Sand Lane, Spalford [Member request]	Newark & Sherwood	≤£10k
	Sub-block allocation	**£50**

Sub-block/scheme	District	Scheme budget (£000)
Traffic monitoring and advanced development/design of future schemes		
Scheme development and management	Countywide	£150k-£200k
Technical surveys	Countywide	£50k-£100k
Traffic monitoring	Countywide	£150k-£200k
Advanced design/feasibility of future schemes to help deliver (and mitigate) the proposed growth corridors	Countywide	£150k-£200k
	Traffic monitoring and advanced development/design of future schemes	£600
	Development of major infrastructure scheme projects	£100
	Sub-block total	**£700**

Sub-block/scheme	District	Scheme budget (£000)
Parking		
Residents parking schemes are only delivered where people do not have off-street parking and where a scheme won't negatively affect nearby streets and town centres, or increase rat running or traffic speeds. Schemes are prioritised based on the level of parking throughout the day		
Technology Drive, Beeston - pick up/drop off bays for disabled access to station	Broxtowe	≤£10k
Brunt Street, Mansfield - modification of existing residents' parking scheme	Mansfield	≤£10k
Ley Lane, Mansfield Woodhouse - residents' parking scheme [Members request]	Mansfield	≤£10k
Newgate Lane, Mansfield - modification of parking restrictions	Mansfield	≤£10k
Reserve schemes		
Mansfield parking review	Mansfield	≤£10k
Schemes removed from programme since approval		
Hawthorne Grove, Beeston - residents' parking scheme [insufficient support from residents]	Broxtowe	
Orchard Street, Kimberley - residents' parking scheme [insufficient support from residents]	Broxtowe	
Matlock Street, Netherfield - residents' parking scheme [insufficient support from residents]	Gedling	
Pelham Street, Mansfield - residents' parking scheme [insufficient support from residents]	Mansfield	
	Sub-block allocation	**£80**

~~Appendix 1 - 2019/20 Integrated transport programme~~

Sub-block/scheme	District	Scheme budget (£000)
Rail improvements		
Contributions towards services/station upgrades/feasibility studies on large scale improvements	Countywide	£50k-£75k
	Rail improvements	£55
	Enhanced rail services	£55
	Sub-block allocation	**£110**

Appendix 1 - 2019/20 Integrated transport programme

Sub-block/scheme	District	Scheme budget (£000)
Safety improvements		
Schemes are prioritised at locations with a history of reported road casualties		
A38 Kings Mill Road West / B6023 Alfreton Road, Sutton-in-Ashfield - signing and/or lining	Ashfield	≤£10k
Annesley Cutting / Byron Road, Annesley - signing and/or lining	Ashfield	≤£10k
B6014 Wild Hill / Chesterfield Road, Huthwaite - signing and/or lining	Ashfield	≤£10k
B6018 Park Lane, bend adjacent rail crossing, Kirkby in Ashfield - signing and/or lining	Ashfield	≤£10k
B6019 Kirkby Lane, bend 75m west of Cliff Lane, Pinxton - surfacing	Ashfield	≤£10k
B6021 Low Moor Road north of Southwell Lane, Kirkby-in-Ashfield - signing and/or lining	Ashfield	≤£10k
Salmon Lane, bend at Bog Farm Bottom, Annesley - signing and/or lining	Ashfield	≤£10k
A161 Haxey Gate Road, Misterton - bend at Tindale Bank - surfacing	Bassetlaw	£25k-£50k
A60 Worksop Road / Lady Margaret Hall, Holbeck - signing and/or lining	Bassetlaw	≤£10k
A614 / A638 Hawks Nest gyratory, Bawtry - signing and/or lining	Bassetlaw	£10k-£25k
A616 Budby Road east of Old Mill Lane, Cuckney - signing and/or lining	Bassetlaw	≤£10k
A620 Babworth Road / Straight Mile / Sutton Lane / Mansfield Road junction, Babworth - extension of 40mph speed limit [Member request]	Bassetlaw	≤£10k
A620 Gainsborough Road, Clarborough to Bole - speed management	Bassetlaw	>£250k
A620 Retford Road - bend at railway bridge east of Retford - signing and/or lining	Bassetlaw	£10k-£25k
A620 Straight Mile / Old Blyth Road Ranby - signing and/or lining	Bassetlaw	≤£10k
A638 Arlington Way / Grove Street, Retford - signing and/or lining	Bassetlaw	≤£10k
A638 London Road south of Elm Walk, Retford - extension of 30mph speed limit	Bassetlaw	≤£10k
B6045 Blyth Road adjacent hospital, Worksop - signing and/or lining	Bassetlaw	≤£10k
B6420 Mansfield Road, Babworth - bend at Green Lane - surfacing	Bassetlaw	≤£10k
Laneham Road / Cocking Lane, Treswell - signing and/or lining	Bassetlaw	≤£10k
Manton Wood Enterprise Park, Worksop - signing and/or lining	Bassetlaw	≤£10k
A6007 Ilkeston Road / Hickings Lane / Coventry Lane, Stapleford - signing and/or lining	Broxtowe	≤£10k
Church Street, Eastwood - traffic calming	Broxtowe	£25k-£50k
Town Street, Bramcote - double bend system - surfacing	Broxtowe	£25k-£50k
A60 / Woodthorpe Drive, Gedling - signing and/or lining	Gedling	≤£10k
B684 Mapperley Plains / Coppice Road, Arnold- signing and/or lining	Gedling	≤£10k
Bank Hill, Woodborough - bend 287m NE Hunger Hill Lane - surfacing	Gedling	£25k-£50k
Calverton Road - bend west of Field Lane, Ravenshead - signing and/or lining	Gedling	≤£10k
Kenrick Road / Hallam Road, Mapperley - signing and/or lining	Gedling	≤£10k
Sherbrook Road, Arnold - traffic calming	Gedling	£25k-£50k
A60 Portland Street / Quarry Lane, Mansfield - lighting	Mansfield	≤£10k
A6009 St Peters Way / Bath Lane / Woodhouse Road, Mansfield - signing and/or lining	Mansfield	≤£10k
A6075 Debdale Lane / Sherwood Rise, Mansfield - drainage	Mansfield	£25k-£50k
A6075 Debdale Lane, Mansfield - approach to Railway Bridge - signing and/or lining	Mansfield	≤£10k
A617 Pleasley Hill Way / Water Lane, Pleasley - surfacing	Mansfield	£10k-£25k
High Street / Rose Lane, Mansfield Woodhouse - modification to zebra crossing	Mansfield	≤£10k
Leeming Street and Clumber Street, Mansfield - change priority at junction	Mansfield	£10k-£25k
New Mill Lane - Bend at Meadow Cottage, Mansfield Woodhouse - surfacing	Mansfield	£10k-£25k
A6075 Forest Road / Rufford Avenue, Ollerton - surfacing	Newark & Sherwood	£10k-£25k
A616 Cuckney Road / Netherfield Lane, Perlethorpe - signing and/or lining	Newark & Sherwood	≤£10k
B6326 London Road / Staple Lane, Balderton - signing and/or lining	Newark & Sherwood	≤£10k
Baulker Lane - bends east of Jolly Friar PH, Farnsfield - surfacing	Newark & Sherwood	£25k-£50k
Beckingham Road / A1 slip road, Newark - refuge(s)	Newark & Sherwood	£10k-£25k
Hawton Lane, Newark - east of railway bridge - signing and/or lining	Newark & Sherwood	≤£10k
Newark Road, Barnby in the Willows - signing and/or lining	Newark & Sherwood	≤£10k
Normanton Road bridge over River Greet, Southwell - signing and/or lining	Newark & Sherwood	≤£10k
A60 Bunny Hill - bend at Chestnut Farm, Bunny - surfacing	Rushcliffe	≤£10k
A606 Melton Road / Station Road, Widmerpool - signing and/or lining	Rushcliffe	≤£10k
Back Lane / West Thorpe, Willoughby-on-the-Wolds signing and/or lining	Rushcliffe	≤£10k
Hollygate Lane / Stragglethorpe Road, Cotgrave - surfacing	Rushcliffe	≤£10k
Stragglethorpe Lane / Main Road, Cotgrave - signing and/or lining	Rushcliffe	£10k-£25k
Woodview, Cotgrave near Welfare PH - signing and/or lining	Rushcliffe	£10k-£25k

Appendix 1 - 2019/20 Integrated transport programme

Road safety improvements - Reserve schemes		
Annesley Road / Spring Street, Hucknall - signing and/or lining	Ashfield	≤£10k
B6028 Stoneyford Road near Rose and Crown PH, Sutton-in-Ashfield - signing and/or lining	Ashfield	≤£10k
B6026 Huthwaite Road / B6023 Lammas Road, Sutton-in-Ashfield - signing and/or lining	Ashfield	≤£10k
Outram Street / Welbeck Street, Sutton-in-Ashfield - traffic calming	Ashfield	£25k-£50k
A57 Lincoln Road at Dunham-on-Trent Toll Bridge - signing and/or lining	Bassetlaw	≤£10k
B6045 Mattersey Road, Ranskill - signing and/or lining	Bassetlaw	≤£10k
A6002 Bilborough Road; A609 to College Way, Bilborough - speed management	Broxtowe	£100-£150k
Bank Hill, Woodborough - bend at village entry - signing and/or lining	Gedling	≤£10k
Rigg Lane / Longdale Lane, Ravenshead - signing and/or lining	Gedling	≤£10k
New Mill Lane / Sandlands Way, Mansfield - interactive sign	Mansfield	£10k-£25k
A6097 Epperstone Bypass / A612 Nottingham Road, Lowdham - signing and/or lining	Newark & Sherwood	£10k-£25k
A614 Old Rufford Road - Between May Lodge Drive and B6034, Rufford - signing and/or lining	Newark & Sherwood	£10k-£25k
Schemes removed from programme since approval		
Hollygate Lane / Stragglethorpe Road, Cotgrave - surfacing [to be funded by developer]	Rushcliffe	
Crossing improvements on routes to schools		
Greythorn Drive, West Bridgford - pedestrian crossing [Member request]	Rushcliffe	£50k-£100k
	Safety schemes allocation	£720
	County Capital allocation	£350
	Improvements (e.g. crossings) on routes to schools	£100
	Safety schemes that currently don't meet the intervention criteria	£50
	Sub-block total	**£1,220**

Sub-block/scheme	District	Scheme budget (£000)
Smarter choices		
Schemes are prioritised based on their ability to address journey time delay. Grants to businesses are subject to eligibility criteria		
Match funding for Access Fund:		
- Jobseeker, school leaver, and workplace personal travel planning	Mansfield / Newark & Sherwood	£25k-£50k
- Sustainable transport infrastructure capital grants for workplaces	Countywide	£100-£150k
- Transport perception surveys	Ashfield / Bassetlaw / Mansfield / Newark & Sherwood	£25k-£50k
	Sub-block total	**£150**

Sub-block/scheme	District	Scheme budget (£000)
Speed management		
Speed limit changes are only delivered where they meet DfT guidelines and are prioritised based on traffic speeds, traffic volumes, reported road casualty accidents, population size, and the road purpose/use. Interactive speed signs are only delivered where the speeds of traffic exceeds police enforcement guidelines and are prioritised based on the speed and volume of traffic		
Main Street, Hayton (north of Smeath Lane) - northbound [member request] [contribution] *(scheme added to the programme since March 2019)*	Bassetlaw	≤£10k
Moor Lane, Calverton - speed limit reduction	Gedling	≤£10k
B6035 Forest Road, Market Warsop - speed limit reduction	Mansfield	≤£10k
A1133/Mill Lane, North Clifton (southbound approach) - vehicle-activated crossroads warning sign [Member request]	Newark & Sherwood	≤£10k
A6075 Tuxford Road, Boughton - speed limit reduction	Newark & Sherwood	≤£10k
A612 Bulcote to Lowdham - speed limit reduction	Newark & Sherwood	≤£10k
B6030 Mansfield Road, Kings Clipstone - speed limit reduction [Members request]	Newark & Sherwood	≤£10k
Interactive speed signs		
B6021 Kirkby Folly Road (N of Farndon Road), Sutton in Ashfield [direction to be determined] [Members request]	Ashfield	≤£10k
Dalestorth Road (NE of of Dalestorth Close), Sutton in Ashfield [direction to be determined]	Ashfield	≤£10k
B6041 Kilton Hill, Worksop (north of Plantation Hill)	Bassetlaw	≤£10k
Lichfield Lane, Mansfield (NW of The Avenue) [direction to be determined]	Mansfield	≤£10k

A606 Melton Road (SE of Endsleigh Gardens), West Bridgford [Members request]	Rushcliffe	≤£10k
Main Street, Stanford on Soar (SE of Paddock Court)	Rushcliffe	≤£10k
Two mobile interactive speed signs to be used for limited periods to reinforce changes to speed limits	Various	£10k-£25k
	Sub-block total	**£225**

Sub-block/scheme	District	Scheme budget (£000)
Additional programmes (members' scheme requests)		
B600 Alfreton Road, Selston - speed limit reduction	Ashfield	≤£10k
B6023 Alfreton Road, Sutton in Ashfield - Pedestrian crossing	Ashfield	£25k-£50k
Watnall Road, Hucknall - Parking - limited waiting	Ashfield	≤£10k
All Hallows Street, Ordsall - footway	Bassetlaw	£25k-£50k
B6040 Gateford Road, Worksop - Pedestrian crossing	Bassetlaw	£100-£150k
B6463 Styrrup Road, Oldcotes - speed limit reduction	Bassetlaw	≤£10k
Bassetlaw Hospital - Wessex Road/Primrose Way/inglemere Close, Worksop - Parking restrictions	Bassetlaw	≤£10k
Barratt Lane, Attenborough - Parking restrictions	Broxtowe	≤£10k
Eskdale Drive, Chilwell (Alderman Pounder School) - Parking - traffic management	Broxtowe	≤£10k
Greenhills Road/Owlston Close junction, Eastwood - junction improvements	Broxtowe	£10k-£25k
High Road, Chilwell (between School Lane and The Cadland pub) - Signs	Broxtowe	≤£10k
Peveril Road & Marlborough Road, Beeston - dual use residents' parking scheme	Broxtowe	≤£10k
A6211 Thackeray's Lane/ Calstock Road, Woodthorpe - Pedestrian crossing	Gedling	£100-£150k
Breck Hill Road/ Mapperley Plains, Mapperley - Pedestrian improvements	Gedling	£10k-£25k
Big Barn Lane, Mansfield - junction protection	Mansfield	≤£10k
Fairways and Felton (stretch between both roads alongside Manor playing field), Mansfield Woodhouse - interactive speed sign [direction to be determined]	Mansfield	≤£10k
New Mill Lane, (between Buttermere and A60), Mansfield Woodhouse - Pedestrian improvements	Mansfield	£10k-£25k
A612, Upton (from Southwell to junction with A617) - Speed limit reduction	Newark & Sherwood	≤£10k
East Acres, Cotgrave- Dropped kerbs	Rushcliffe	≤£10k
Exchange Road, West Bridgford (from Rectory Road up to end of Exchange Road, beyond the school) - Changes to speed limit	Rushcliffe	≤£10k
Main Street, Rempstone (A60 to pub/bend) - extension/renewal of yellow lines for junction protection	Rushcliffe	≤£10k
Nicker Hill, Keyworth Runnymede opposite Willow Brook junction - improved signing/lining	Rushcliffe	≤£10k
Station Road, Plumtree opposite Plumtree House - dropped kerbs	Rushcliffe	≤£10k
Reserve schemes (still being nvestigated)		
A60 Mansfield Road (west of A60/A57 Millhouse roundabout), Worksop - Pedestrian crossing	Bassetlaw	£10k-£25k
Bawtry Road, Harworth - Pedestrian crossing	Bassetlaw	£50k-£100k
Scrooby Road, Harworth - Pedestrian crossing	Bassetlaw	£50k-£100k
B686 Burton Road, Gedling - Pedestrian crossing	Gedling	£50k-£100k
A6075 Forest Road/Whinney Lane, Ollerton - Pedestrian crossing	Newark & Sherwood	£50k-£100k
Caunton Road, Hockerton - Footway	Newark & Sherwood	£25k-£50k
Hawton - Interactive speed sign	Newark & Sherwood	≤£10k
Gotham Road (where existing plateau is next to shops & health centre), East Leake - Pedestrian crossing	Rushcliffe	£50k-£100k
Manor Road, Keyworth - Parking improvements	Rushcliffe	£100-£150k
Reserve schemes removed from the programme following approval		
Haughgate Hill/Wheatley Road, Clayworth - Speed limit reduction [*does not accord with national speed limit guidance*]	Bassetlaw	
Blyth Road, Worksop - Junction protection/double yellow lines [*incorporated into Bassetlaw hospital scheme*]	Bassetlaw	
Attenborough Village - Parking restrictions [*proposals not considered appropriate*]	Broxtowe	
Derby Road, Beeston - Electronic timetable display (real-time) - *[to be funded from Transforming Cities funding]*	Broxtowe	
A60 junction with Keyworth Lane, Bunny - Pedestrian refuge *[pedestrians are not crossing throughout the day*]	Rushcliffe	
A6006 Main Street, Rempstone - Interactive speed sign [*does not meet speed criterion*)	Rushcliffe	

Brookhill Street/Derby Road, Stapleford - Pedestrian crossing [*not feasible*]	Broxtowe	
Smithurst Road, Newthorpe - Signs [*pedestrian warning signs are already in place*]	Broxtowe	
Bingham Road (near the junction with Thurman Drive/Chapel Lane), Cotgrave - Pedestrian crossing [*significant drainage issues at location*]	Rushcliffe	
	Sub-block total	**£750**

Appendix 2 - 2019/20 Capital maintenance programme

Highway maintenance programme sub-block	Financial allocation 2019/20 (£m)
Bridges (including condition assessments)	1.440
Carriageway maintenance (A, B & C, Unclassified roads)	7.485
Surface dressing (added protection to the carriageway surface, sealing it from the ingress of water while also enhancing its skid resistance, including pre-patching)	3.161
Footway maintenance	1.190
Structural drainage	0.500
Flood alleviation (part of 5year allocation)	0.784
Street lighting renewal and improvement	1.000
Traffic signal renewal	0.600
Safety fencing	0.330
Network structural patching	0.670
Network structural coring	0.250
Additional County capital maintenance allocation	5.000
TOTAL	**22.410**

**The DfT Pothole Funding is already included in the carriageway maintenance figure detailed in the table above.*
Similarly, £4m of the additional County capital maintenance allocation will be included in the carriageway maintenance sub-block allocation. The remaining £1m will be allocated to fund 'Alternative Road Repair Techniques' machinery.

Sub-block/scheme	District	Scheme budget (£000)
Bridges		
Blyth New Bridge - Parapet repairs	Bassetlaw	£10k-£25k
A610 Bridges - Concrete repairs	Broxtowe	£50k-£100k
Kelham Bridge - Masonry repairs	Newark and Sherwood	£25k-£50k
Old Crow Park Railway Bridge - Concrete repairs	Newark and Sherwood	£50k-£100k
Newark Town Bridge - Maintenance painting	Newark and Sherwood	£50k-£100k
Harby Station Bridge - Repair road settlement	Newark and Sherwood	£10k-£25k
Caunton Beck Bridge - Parapet reconstruction	Newark and Sherwood	£10k-£25k
Stroom Dyke, Langar Lane - Invert repairs	Rushcliffe	£10k-£25k
Culvert North of Aslockton - Arch Barrel repairs	Rushcliffe	£10k-£25k
Rights of Way Bridge repairs	Countywide	£200k-£250k
Minor Bridge painting	Countywide	£50k-£100k
General repairs work	Countywide	£250k-£300k
Minor Concrete specialist repairs	Countywide	£25k-£50k
Bridges and Culverts miscellaneous work	Countywide	≤£10k
Principal Inspections	Countywide	£150k-£200k
Emergency repairs	Countywide	£75k-£100k
	Sub-block total	**£1,440**

Sub-block/scheme	District	Scheme budget (£000)
Carriageway maintenance - Principal classified road network (A roads)		
A608 Mansfield Road, Underwood - Resurfacing	Ashfield	£200k-£250k
A638 London Road, Retford - Resurfacing - Tar recycling site	Bassetlaw	£300k-£350k
A6005 Queens Road West, Chilwell - Resurfacing	Broxtowe	£150k-£200k
A6191 Chesterfield Road South, Mansfield - Resurfacing	Mansfield	£350k-£400k
A6075 Forest Road, Ollerton - Resurfacing	Newark and Sherwood	£200k-£250k
A606 Melton Road, West Bridgford - Resurfacing	Rushcliffe	£200k-£250k
	Sub-block total	**£1,545**

Sub-block/scheme	District	Scheme budget (£000)
Carriageway maintenance - Non-principal classified road network (B & C roads)		
C96 Church Lane, Selston - Resurfacing [Member request]	Ashfield	£250k-£300k
B6420 Mansfield Road, Morton - Resurfacing	Bassetlaw	£50k-£100k
C156 Sandy Lane, Worksop - Resurfacing	Bassetlaw	£150k-£200k
C36 Diggles Lodge Lane, Barnby Moor - Resurfacing	Bassetlaw	£50k-£100k
C86 Owday Lane, Carlton in Lindrick - Resurfacing	Bassetlaw	£50k-£100k
C76 Upton T junction, Headon Cum Upton - Resurfacing - Deferred from 2018/19 [Member request]	Bassetlaw	£25k-£50k
B6045 Eel Pool Road, Drakeholes - Resurfacing [Member request]	Bassetlaw	£100k-£150k
B6464 High Road, Chilwell - Resurfacing	Broxtowe	£100k-£150k
B6003 Toton Lane, Stapleford - Resurfacing	Broxtowe	£200k-£250k
C213 Papplewick Lane, Papplewick - Resurfacing - Deferred from 2018/19	Gedling	£50k-£100k
C142 Bath Street/Littleworth, Mansfield - Resurfacing	Mansfield	£50k-£100k
B6035 Forest Road, Warsop - Resurfacing (Phase 1) [Member request]	Mansfield	£200k-£250k
C22 Blidworth Lane, Blidworth	Newark and Sherwood	£100k-£150k
C208 Beacon Hill Road, Newark - Resurfacing [Member request]	Newark and Sherwood	£100k-£150k
C68 Baulker Lane, Farnsfield / Blidworth	Newark and Sherwood	£150k-£200k
C25 Lower Kirklington Road, Southwell	Newark and Sherwood	£100k-£150k
C102 Main Street, Flawborough - Resurfacing	Rushcliffe	£150k-£200k
C28 Bingham Road, Langar - Structural patching	Rushcliffe	£200k-£250k
	Sub-block total	**£2,486**

Appendix 2 - 2019/20 Capital maintenance programme

Sub-block/scheme	District	Scheme budget (£000)
Carriageway maintenance - Unclassified road network		
Budby Rise, Hucknall - Ralumac	Ashfield	≤£10k
Kersall Gardens, Hucknall - Ralumac	Ashfield	£10k-£25k
Kneesall Grove, Hucknall - Ralumac	Ashfield	≤£10k
School Road, Bagthorpe, Underwood - Resurfacing	Ashfield	£50k-£100k
Greenwood Avenue, Hucknall - Resurfacing	Ashfield	£50k-£100k
Eastgate, Normanton on Trent - Resurfacing	Bassetlaw	£200k-£250k
Plantation Hill, Worksop - Resurfacing	Bassetlaw	£300k-£350k
Queen Street, Worksop - Reconstruction	Bassetlaw	£50k-£100k
Church Street, Sturton le Steeple - Resurfacing	Bassetlaw	£50k-£100k
North Carr Road, Misterton - Resurfacing - Tar recycling site	Bassetlaw	£150k-£200k
Larkfield Road, Nuthall - Deferred from 2018/19 - Tar recycling site	Broxtowe	£350k-£400k
Albert Street, Gedling - Resurfacing	Gedling	£10k-£25k
Victoria Close, Arnold - Resurfacing	Gedling	£25k-£50k
Larkspur Avenue, Arnold - Resurfacing - Deferred from 2018/19	Gedling	£25k-£50k
Garnet Street, Netherfield - Resurfacing	Gedling	£10k-£25k
Clumber Avenue, Netherfield - Resurfacing	Gedling	£10k-£25k
Belvoir Road, Netherfield - Resurfacing	Gedling	£10k-£25k
Kenrick Street, Netherfield - Resurfacing	Gedling	£50k-£100k
New Mill Lane, Mansfield Woodhouse - Resurfacing	Mansfield	£100k-£150k
Nightingale Drive incl. Cobden Place, Mansfield - Resurfacing	Mansfield	£50k-£100k
Old Chapel Lane, Elston - Resurfacing [Member request]	Newark and Sherwood	£25k-£50k
Radley Lane, Halam - Resurfacing - Tar recycling site	Newark and Sherwood	£150k-£200k
Westbrook Drive, Rainworth - Resurfacing - Tar recycling site	Newark and Sherwood	£400k-£450k
Landmere Lane, West Bridgford - Resurfacing - Tar recycling site	Rushcliffe	£50k-£100k
Tollerton Lane, Tollerton - Structural patching	Rushcliffe	£100k-£150k
Stratford Road, West Bridgford - Resurfacing	Rushcliffe	£50k-£100k
Reserve Scheme		
Besecar Avenue, Gedling - Resurfacing	Gedling	£100k-£150k
	Sub-block total	**£2,773**

Sub-block/scheme	District	Scheme budget (£000)
Footway maintenance		
Lindley Street, Selston - Resurfacing	Ashfield	£25k-£50k
Launds Avenue, Selston - Resurfacing	Ashfield	£25k-£50k
Lawrence Avenue, Kirkby in Ashfield - Resurfacing	Ashfield	£50k-£100k
Rowan Croft, Huthwaite - Resurfacing	Ashfield	£10k-£25k
Grey Street, Kirkby in Ashfield - Resurfacing & rekerbing	Ashfield	£25k-£50k
High Street, Ordsall - Resurfacing	Bassetlaw	£10k-£25k
Bramcote Drive, Retford - Resurfacing	Bassetlaw	£25k-£50k
Carwood Road, Beeston - Resurfacing	Broxtowe	£50k-£100k
Seaburn Road, Toton - Resurfacing	Broxtowe	£50k-£100k
Grenville Road, Beeston - Resurfacing	Gedling	£50k-£100k
Woodside Drive, Arnold - Resurfacing	Gedling	£50k-£100k
Crookdole Lane, Calverton - Resurfacing	Gedling	£50k-£100k
Somersby Road, Woodthorpe - Resurfacing	Gedling	£25k-£50k
Davey Road and Langham Place, Mansfield - Resurfacing	Mansfield	£100k-£150k
Mansfield Town Centre - Paving Repair/Replacement	Mansfield	£50k-£100k
Little John Drive, Rainworth - Resurfacing	Newark and Sherwood	£50k-£100k
Blatherwick Road, Newark - Resurfacing	Newark and Sherwood	£50k-£100k
Chichester Drive, Cotgrave - Resurfacing	Rushcliffe	£10k-£25k
Long Acre East, Bingham - Resurfacing	Rushcliffe	£100k-£150k
C48 Leake Road, Gotham - Resurfacing & ACO kerbing	Rushcliffe	£50k-£100k
	Sub-block total	**£1,190**

Sub-block/scheme	District	Scheme budget (£000)
Drainage		
Detailed works programme is under development. It is proposed that the majority of this funding will be utilised to undertake discrete lengths of drainage replacement where systems have failed and there are known capacity issues. Provide new gully and offlet at known ponding locations and improve the existing drainage infrastructure countywide.		
Miscellaneous Drainage Budget - Ashfield	Ashfield	£50k-£100k
Miscellaneous Drainage Budget - Bassetlaw	Bassetlaw	£50k-£100k
Miscellaneous Drainage Budget - Broxtowe	Broxtowe	£50k-£100k
Miscellaneous Drainage Budget - Gedling	Gedling	£50k-£100k
Miscellaneous Drainage Budget - Mansfield	Mansfield	£50k-£100k
Miscellaneous Drainage Budget - Newark & Sherwood	Newark and Sherwood	£50k-£100k
Miscellaneous Drainage Budget - Rushcliffe	Rushcliffe	£50k-£100k
	Sub-block total	**£500**

Appendix 2 - 2019/20 Capital maintenance programme

Sub-block/scheme	District	Scheme budget (£000)
Surface dressing (added protection to the carriageway surface, sealing it from the ingress of water while also enhancing its skid resistance, including pre-patching)		
B6019 Pinxton Green / Kirkby Lane, Kirkby in Ashfield - Surface dressing	Ashfield	£25k-£50k
Arden Close, Hucknall - Micro Asphalt	Ashfield	≤£10k
B6139 Coxmoor Road, Kirkby in Ashfield - Surface dressing - Deferred from 2018/19	Ashfield	£100k-£150k
Barker Avenue, Stanton Hill - Micro Asphalt	Ashfield	£10k-£25k
Vine Terrace, Hucknall - Micro Asphalt	Ashfield	≤£10k
Willow Avenue, Kirkby in Ashfield - Micro Asphalt	Ashfield	£10k-£25k
Sotheby Avenue, Sutton in Ashfield - Micro Asphalt [Member request]	Ashfield	£10k-£25k
Barker Street, Huthwaite - Micro Asphalt	Ashfield	£10k-£25k
Perlethorpe Drive, Hucknall - Ralumac - Deferred from 2018/19	Ashfield	≤£10k
C149 Newbound Lane, Teversal - Surface dressing - Deferred from 2018/19	Ashfield	£25k-£50k
Wentworth Road, Kirkby in Ashfield - Surface dressing	Ashfield	£10k-£25k
Portland Park Close, Hucknall - Micro Asphalt	Ashfield	≤£10k
Hayden Lane, Hucknall - Surface dressing	Ashfield	£10k-£25k
Alison Avenue, Hucknall - Micro Asphalt	Ashfield	≤£10k
Walk Mill Drive, Hucknall - Surface dressing	Ashfield	≤£10k
Leen Close, Hucknall - Micro Asphalt	Ashfield	≤£10k
B6018 Church Street, Kirkby in Ashfield - Surface dressing [Member request]	Ashfield	£10k-£25k
A620 Straight Mile, Ranby - Structural patching	Bassetlaw	£25k-£50k
C36 Diggles Lodge Lane, Barnby Moor - Structural patching	Bassetlaw	£50k-£100k
C86 Owday Lane, Carlton in Lindrick - Surface dressing	Bassetlaw	£50k-£100k
C89 Springs Road, Misson - Surface dressing	Bassetlaw	£10k-£25k
High Street, Elkesley - Surface dressing [Member request]	Bassetlaw	£10k-£25k
Highfield, Retford - Surface dressing	Bassetlaw	≤£10k
Milnercroft, Retford - Surface dressing	Bassetlaw	≤£10k
Norfolk Street, Worksop - Micro Asphalt	Bassetlaw	£25k-£50k
Sandringham Road, Retford - Surface dressing	Bassetlaw	≤£10k
Windsor Road, Retford - Surface dressing	Bassetlaw	£10k-£25k
B6041 High Hoe Road, Worksop - Surface dressing - Deferred from 2018/19	Bassetlaw	£50k-£100k
C2 Main Street, Ragnall	Bassetlaw	£10k-£25k
C10 Wiseton Road, Clayworth - Surface dressing	Bassetlaw	£50k-£100k
Chestnut Road, Lamgold - Micro Asphalt	Bassetlaw	£10k-£25k
Dyscarr Close, Langold - Micro Asphalt	Bassetlaw	≤£10k
Knott End, Langold - Micro Asphalt	Bassetlaw	≤£10k
Oakholme Rise, Worksop - Micro Asphalt	Bassetlaw	£10k-£25k
Milnercroft Green, Retford (North and South) - Surface dressing	Bassetlaw	≤£10k
Laburnham Road, Langold (with Chestnut Road) - Micro Asphalt	Bassetlaw	£10k-£25k
Lilac Grove, Beeston - Surface dressing - Deferred from 2018/19	Broxtowe	£10k-£25k
Cornfield Road, Kimberley - Micro Asphalt	Broxtowe	£10k-£25k
Ruislip Close, Kimberley - Micro Asphalt	Broxtowe	≤£10k
Almond Close, Kimberley - Micro Asphalt	Broxtowe	≤£10k
Sandown Road, Toton - Micro Asphalt	Broxtowe	£10k-£25k
Seaburn Road, Toton - Surface dressing	Broxtowe	£25k-£50k
Ascot Avenue, Kimberley - Micro Asphalt	Broxtowe	£10k-£25k
Strathglen Close, Kimberley - Micro Asphalt	Broxtowe	≤£10k
Greenhills Avenue, Eastwood - Micro Asphalt	Broxtowe	≤£10k
Wetherby Close, Kimberley - Micro Asphalt [Member request]	Broxtowe	≤£10k
Coronation Road, Cossall - Surface dressing [Member request]	Broxtowe	£10k-£25k
C78 Cossall Road / Dead Lane, Cossall - Surface dressing [Member request]	Broxtowe	£50k-£100k
B6386 Nottingham Road, Calverton - Structural patching	Gedling	£150k-£200k
B6386 Oxton Road, Calverton - Structural patching	Gedling	£100k-£150k
B683 Blidworth Waye, Papplewick -Ralumac	Gedling	£50k-£100k
Barbers Wood Close, Ravenshead - Micro Asphalt	Gedling	≤£10k
Forester Road, Carlton - Ralumac - Deferred from 2018/19 [Member request]	Gedling	£10k-£25k
Foxhill Road West , Carlton - Micro Asphalt	Gedling	£25k-£50k
Dale Avenue, Mapperley - Micro Asphalt	Gedling	£10k-£25k
Annes Close, Mapperley - Micro Asphalt	Gedling	≤£10k
Thorpe Crescent, Mapperley - Micro Asphalt	Gedling	≤£10k
Waltham Road, Ravenshead - Micro Asphalt [Member request]	Gedling	≤£10k
Rowan Avenue, Ravenshead - Micro Asphalt - Deferred from 2018/19	Gedling	£10k-£25k
Chestnut Avenue, Ravenshead - Micro Asphalt	Gedling	£10k-£25k
Standhill Road, Carlton - Ralumac - Deferred from 2018/19 [Member request]	Gedling	£25k-£50k
Addison Road, Carlton Hill - Micro Asphalt - Deferred from 2018/19 [Member request]	Gedling	≤£10k
Hickling Road, Mapperley - Ralumac - Deferred from 2018/19	Gedling	£25k-£50k
A6191 Rock Hill, Mansfield - Surface dressing	Mansfield	£50k-£100k
Big Barn Lane, Mansfield, Surface dressing	Mansfield	£50k-£100k
Beechdale Road, Mansfield Woodhouse - Micro Asphalt	Mansfield	£10k-£25k
Budby Crescent, Meden Vale - Ralumac - Deferred from 2018/19	Mansfield	£25k-£50k
A1133 Winthorpe - Surface dressing - Deferred from 2018/19	Newark and Sherwood	£100k-£150k
Chapel Lane, Farnsfield (part) - Micro Asphalt	Newark and Sherwood	£10k-£25k
Church Road, Boughton - Micro Asphalt	Newark and Sherwood	£50k-£100k
Greenwood Crescent, Boughton - Micro Asphalt	Newark and Sherwood	£25k-£50k
Spring Lane, Farnsfield - Micro Asphalt	Newark and Sherwood	£10k-£25k

Appendix 2 - 2019/20 Capital maintenance programme

Sub-block/scheme	District	Scheme budget (£000)
Station Lane, Farnsfield - Surface dressing	Newark and Sherwood	£25k-£50k
A6097 Epperstone By Pass / Oxton By Pass - Surface dressing	Newark and Sherwood	£100k-£150k
C1 Mansfield Road, Edingley - Surface dressing	Newark and Sherwood	£50k-£100k
Rectory Place, Barton in Fabis - Micro Asphalt	Rushcliffe	≤£10k
New Road, Barton in Fabis - Surface dressing	Rushcliffe	£25k-£50k
Manor Road, Barton in Fabis - Micro Asphalt	Rushcliffe	£25k-£50k
Church Lane, Barton in Fabis - Micro Asphalt	Rushcliffe	≤£10k
Chestnut Lane, Barton in Fabis - Micro Asphalt	Rushcliffe	£10k-£25k
Brown Lane, Barton in Fabis - Micro Asphalt	Rushcliffe	£10k-£25k
Butler Close, Cropwell Butler - Micro Asphalt	Rushcliffe	£10k-£25k
Church Street / Moor Lane, Bunny - Micro Asphalt	Rushcliffe	£10k-£25k
Far Lane, Normanton on Soar - Micro Asphalt [Member request]	Rushcliffe	£10k-£25k
Thoresby Road, Bingham - Micro Asphalt	Rushcliffe	≤£10k
West Thorpe, Willoughby on the Wolds - Surface Dressing	Rushcliffe	£100k-£150k
Northwold Avenue, West Bridgford - Micro Asphalt [Member request]	Rushcliffe	£10k-£25k
Nursery Close, Radcliffe on Trent - Micro Asphalt	Rushcliffe	≤£10k
Nursery Road, Radcliffe on Trent - Micro Asphalt	Rushcliffe	£10k-£25k
Barleylands, Ruddington - Micro Asphalt [Member request]	Rushcliffe	£10k-£25k
C20 Main Road / Station Road, Plumtree - Surface Dressing	Rushcliffe	£50k-£100k
Templeman Close, Ruddington - Micro Asphalt - Deferred from 2018/19	Rushcliffe	≤£10k
Shelton Gardens, Ruddington - Micro Asphalt - Deferred from 2018/19	Rushcliffe	≤£10k
Chestnut Avenue, Bingham - Micro Asphalt	Rushcliffe	≤£10k
Sherwood Grove, Bingham - Micro Asphalt	Rushcliffe	≤£10k
Charnwood Grove, Bingham - Micro Asphalt	Rushcliffe	≤£10k
Ashdown Grove, Bingham - Micro Asphalt	Rushcliffe	≤£10k
Welbeck Grove, Bingham - Micro Asphalt	Rushcliffe	≤£10k
Stainmore Grove, Bingham - Micro Asphalt	Rushcliffe	≤£10k
Cropton Grove, Bingham - Micro Asphalt	Rushcliffe	≤£10k
Owthorpe Road, Cotgrave - Surface Dressing	Rushcliffe	£50k-£100k
Giles Avenue, West Bridgford - Micro Asphalt	Rushcliffe	≤£10k
A60 Loughborough Road, Bunny - Surface dressing	Rushcliffe	£50k-£100k
C80 Travell's Hill / Woodgate Road, East Leake - Surface dressing	Rushcliffe	£50k-£100k
Wharf Lane, Radcliffe on Trent - Micro Asphalt/Ralumac	Rushcliffe	£50k-£100k
	Sub-block total	**£3,161**

Sub-block/scheme	District	Scheme budget (£000)
Flood risk management		
Works programme under development		
	Block Allocation	**£900**

Appendix 2 - 2019/20 Capital maintenance programme

Sub-block/scheme	District	Scheme budget (£000)
Street lighting replacement/upgrades - Programme in development		
Ashely Road, Worksop - Column replacement	Bassetlaw	£10k-£25k
Lincoln Road, Tuxford - Column replacement	Bassetlaw	£25k-£50k
Arundel Drive, Ranskill - Column replacement	Bassetlaw	£25k-£50k
Airedale Court, Chilwell - Column replacement	Broxtowe	£25k-£50k
High Road, Beeston - Column replacement	Broxtowe	£25k-£50k
Main Street, Newthorpe - Column replacement	Broxtowe	£25k-£50k
Pinfold Road, Newthorpe - Column replacement	Broxtowe	£25k-£50k
Dovecote Lane, Newthorpe - Column replacement	Broxtowe	£25k-£50k
Moorgreen, Newthorpe - Column replacement	Broxtowe	£25k-£50k
Maws Lane, Kimberley - Column replacement	Broxtowe	£25k-£50k
Thorney Abbey Road, Blidworth - Column replacement	Newark and Sherwood	£10k-£25k
Appleton Road, Blidworth - Column replacement	Newark and Sherwood	£10k-£25k
Park Avenue, Blidworth - Column replacement	Newark and Sherwood	£10k-£25k
Robin Hood Road, Blidworth - Column replacement	Newark and Sherwood	£10k-£25k
Harlow Street, Blidworth - Column replacement	Newark and Sherwood	£10k-£25k
Sherwood Avenue, Blidworth - Column replacement	Newark and Sherwood	£10k-£25k
Newark Road, Boughton - Column replacement	Newark and Sherwood	£75k-£100k
Golf Road, Radcliffe on Trent - Column replacement	Rushcliffe	≤£10k
Westbourne Road, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Burton Road, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Burton Close, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Starr Avenue, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Caton Close, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Gill Street, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Peverill Drive, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Douglas Road, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Regent Street, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Pelham Street, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Oxford Street, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Willowbridge Lane, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Dovedale Avenue, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Mansfield Area - RESERVE SCHEME PENDING EXPENDITURE ON PROGRAMME	Mansfield	
	Sub-block total	**£1,000**

Sub-block/scheme	District	Scheme budget (£000)
Traffic signal renewal		
A60 Mansfield Road / Sir John Robinson Way, Arnold - Deferred from 2018/19	Gedling	£200k - £250k
A60 Loughborough Road, West Bridgford. Radcliffe Road and Bridgford Road junctions.	Rushcliffe	£200k - £250k
Arlington Way/Carolgate, Retford - ADDITIONAL NEW SCHEME		£150k - £200k
	Sub-block total	**£600**

Sub-block/scheme	District	Scheme budget (£000)
Safety fencing		
Detailed works programme is under development. The majority of this funding will be used to undertake repairs to existing barriers which have become damaged and therefore any repairs require the installation to be updated to the current specifications.		
	Sub-block total	**£330**

Sub-block/scheme	District	Scheme budget (£000)
Network structural patching		
Works programme developed in year		
	Sub-block total	**£670**

Sub-block/scheme	District	Scheme budget (£000)
Network structural coring		
Coring of future proposed maintenance sites		
	Sub-block total	**£250**

Appendix 2 - 2019/20 Capital maintenance programme

Sub-block/scheme	District	Scheme budget (£000)
Additional County Capital Allocation - March Updated		
A611 Annesley Road, Annesley - Surface dressing	Ashfield	£100k-£150k
Forster Street, Kirkby in Ashfield - Resurfacing - Deferred from 2018/19	Ashfield	£100k-£150k
Robinson Drive, Worksop - Resurfacing	Bassetlaw	£50k-£100k
B6045 Main Street / Mattersey Road, Mattersey - Resurfacing [Member request]	Bassetlaw	£100k-£150k
Town Street, South Leverton - Resurfacing - Deferred from 2018/19 [Member request]	Bassetlaw	£150k-£200k
Mellish Road, Langold - Resurfacing - Deferred from 2018/19 [Member request]	Bassetlaw	£100k-£150k
South Street, Normanton on Trent - Resurfacing - Deferred from 2018/19 [Member request]	Bassetlaw	£150k-£200k
Eagle Place, Retford - Resurfacing - Deferred from 2018/19 [Member request]	Bassetlaw	£10k-£25k
Main Street, Oldcotes - Resurfacing - Deferred from 2018/19 [Member request]	Bassetlaw	£50k-£100k
Mill Lane 'The Beck', Clayworth - Resurfacing - Deferred from 2018/19 - [Member request]	Bassetlaw	£25k-£50k
Victoria Street, Kimberley - Resurfacing [Member request]	Broxtowe	£25k-£50k
Swingate, Nuthall - Resurfacing [Member request]	Broxtowe	£25k-£50k
Roland Avenue, Nuthall (Mini roundabout) - Resurfacing [Member request]	Broxtowe	£50k-£100k
Maple Avenue, Beeston - Resurfacing [Member request] (DEFERRED TO 20/21)	Broxtowe	£50k-£100k
Cornwall Avenue, Beeston - Resurfacing - Deferred from 2018/19 [Member request]	Broxtowe	£25k-£50k
Thoresby Road, Bramcote - Resurfacing - Deferred from 2018/19 [Member request]	Broxtowe	£50k-£100k
The Glebe, Cossall - Resurfacing - Deferred from 2018/19 [Member request]	Broxtowe	£100k-£150k
A60 Mansfield Road, Redhill, Arnold - Tar recycling site [Member request]	Gedling	£250k-£300k
Moore Road, Mapperley - Resurfacing - Deferred from 2018/19 [Member request]	Gedling	£350k-£400k
Sandford Road, Mapperley - Resurfacing - Deferred from 2018/19 [Member request]	Gedling	£300k-£350k
High Street, Arnold - Structural patching - Deferred from 2018/19 [Member request]	Gedling	£25k-£50k
Park Road, Calverton (Phase 1 - Tar recycling site - Deferred from 2018/19 [Member request]	Gedling	£200k-£250k
Marshall Hill Drive, Mapperley - Resurfacing - Deferred from 2018/19 [Member request]	Gedling	£50k-£100k
Yorke Street, Mansfield Woodhouse - Resurfacing - Deferred from 2018/19 [Member request]	Mansfield	£150k-£200k
West Bank Lea, Mansfield - Ralumac - Deferred from 2018/19	Mansfield	£25k-£50k
Denby Drive, Mansfield - Resurfacing - Deferred from 2018/19 [Member request]	Mansfield	£50k-£100k
Barnby Gate, Newark (Phase 1) - Resurfacing - Deferred from 2018/19 [Member request]	Newark and Sherwood	£200k-£250k
Vernon Street, Newark - Resurfacing [Member request]	Newark and Sherwood	£50k-£100k
Station Road, Edingley / Halam - Tar recycling site [Member request]	Newark and Sherwood	£200k-£250k
A60 Loughborough Road, West Bridgford - Resurfacing [Member request]	Rushcliffe	£350k-£400k
Barton Lane, Thrumpton - Tar recycling site [Member request]	Rushcliffe	>£500k
Harrow Road, West Bridgford - Resurfacing - Deferred from 2018/19 [Member request]	Rushcliffe	£100k-£150k
Trevor Road, West Bridgford - Resurfacing - Deferred from 2018/19 [Member request]	Rushcliffe	£250k-£300k
Exchange Road, West Bridgford (Phase 1) - Resurfacing - Deferred from 2018/19 [Member request]	Rushcliffe	£150k-£200k
The Cross, Cotgrave - Resurfacing - Deferred from 2018/19 [Members request]	Rushcliffe	£50k-£100k
C48 Gotham Road, East Leake - Structural patching [Member request]	Rushcliffe	£200k-£250k
	Sub-block total	**£5,250**

Sub-block/scheme	District	Scheme budget (£000)
Additional County Capital Allocation - May Updated		
Acacia Close, Hucknall - Carriageway - Ralumac	Ashfield	< £10k
Astley Close, Annesley Woodhouse - Carriageway - Micro	Ashfield	< £10k
Bramley Court, Sutton in Ashfield - Carriageway - Micro	Ashfield	£10 - £25k
C213 Papplewick Lane, Hucknall - Carriageway - Resurfacing	Ashfield	£10 - £25k
Cedar Grove, Hucknall - Carriageway - Ralumac	Ashfield	< £10k
Christchurch Road, Hucknall - Carriageway - Micro	Ashfield	£25 - 50k
Farleys Lane, Hucknall - Carriageway - Ralumac	Ashfield	£25 - 50k
Forest Close, Annesley Woodhouse - Carriageway - Micro	Ashfield	< £10k
Forest Street, Annesley Woodhouse - Carriageway - Micro	Ashfield	£10 - £25k
Frederick Street, Sutton in Ashfield - Carriageway - Micro	Ashfield	£25 - 50k
Grey Street, Kirkby in Ashfield - Carriageway - Micro	Ashfield	£25 - 50k
Hill Crescent, Skegby - Carriageway - Micro	Ashfield	£25 - 50k
Holly Close, Hucknall - Carriageway - Ralumac	Ashfield	< £10k
Laburnum Grove, Hucknall - Carriageway - Ralumac	Ashfield	< £10k
Larch Close, Hucknall - Carriageway - Ralumac	Ashfield	< £10k
Leen Mills Lane, Hucknall - Carriageway - Micro	Ashfield	£10 - £25k
Lilac Road, Hucknall - Carriageway - Ralumac	Ashfield	£10 - £25k
Lime Tree Avenue, Annesley Woodhouse - Carriageway - Overlay / Ralumac	Ashfield	£25 - 50k
North Street, Sutton in Ashfield - Carriageway - Ralumac	Ashfield	£10 - £25k
Russell Street, Sutton in Ashfield - Carriageway - Ralumac	Ashfield	£10 - £25k
Stamper Crescent, Skegby - Carriageway - Micro	Ashfield	£25 - 50k
Tavistock Close, Hucknall - Carriageway - Micro	Ashfield	< £10k
Tiverton Close, Hucknall - Carriageway - Micro	Ashfield	< £10k
Watnall Road, Hucknall - Carriageway Resurfacing	Ashfield	£75 - £100k
Woodstock Street, Hucknall - Carriageway - Ralumac	Ashfield	£10 - £25k
A614 Bawtry Road, Blyth - Carriageway - Resurfacing	Bassetlaw	£100 - £150k
Amanda Road, Harworth - Carriageway - Resurfacing	Bassetlaw	£50 - £75k
C2 Ragnal, Fledborough and Grassthorpe, Fledborough - Structural Patching	Bassetlaw	£100 - £150k
Church Lane, Scrooby - Carriageway - Resurfacing	Bassetlaw	£10 - £25k
Churchgate, Retford - Carriageway - Micro	Bassetlaw	£50 - £75k
Clumber Place, Worksop - Carriageway - Micro	Bassetlaw	< £10k
Cresswell Road, Worksop - Carriageway - Micro	Bassetlaw	£10 - £25k

Additional County Capital Allocation - May Updated		
Dock Road, Worksop - Carriageway - Micro	Bassetlaw	£10 - £25k
Duke Place, Worksop - Carriageway - Micro	Bassetlaw	< £10k
Dukeries Crescent, Worksop - Carriageway - Micro	Bassetlaw	£25 - 50k
Grove Road, Grove - Structural Patching	Bassetlaw	£150 - £200k
Grove Street, Retford - Carriageway - Resurfacing	Bassetlaw	£75 - £100k
Manvers Street, Worksop - Carriageway - Micro	Bassetlaw	< £10k
Norfolk Avenue, Bircotes - Carriageway - Micro	Bassetlaw	< £10k
Norfolk Grove, Bircotes - Carriageway - Micro	Bassetlaw	< £10k
Norfolk Road, Bircotes - Carriageway - Micro	Bassetlaw	£10 - £25k
Portland Street, Worksop - Carriageway - Resurfacing	Bassetlaw	£10 - £25k
Queen's Walk, Nether Langwith - Carriageway - Micro/Overlay	Bassetlaw	£25 - 50k
Ramsden Avenue, Langold - Carriageway - Resurfacing	Bassetlaw	£50 - £75k
Rushey Close, Worksop - Carriageway - Micro	Bassetlaw	< £10k
Suffolk Road, Bircotes - Carriageway - Micro	Bassetlaw	£10 - £25k
Thurstan Way, Worksop - Carriageway - Resurfacing	Bassetlaw	< £10k
Top Street, Askham - Carriageway - Micro	Bassetlaw	£25 - 50k
Windermere Close, Worksop - Carriageway - Micro	Bassetlaw	< £10k
B6003 Chetwynd Road, Toton - Anti Skid surface renewal	Broxtowe	£10 - £25k
B6464 High Road, Chilwell - Resurface carriageway + antiskid	Broxtowe	£25 - 50k
Blenheim Drive, Chilwell - Carriageway - Resurfacing	Broxtowe	£50 - £75k
Collin Street, Beeston - Carriageway - Micro	Broxtowe	< £10k
Collington Street, Beeston - Carriageway - Micro	Broxtowe	< £10k
Coronation Road, Nuthall - Carriageway - Micro	Broxtowe	£25 - 50k
Dovecote Lane, Beeston - Carriageway - Micro	Broxtowe	£25 - 50k
Dovecote Lane, Beeston - Footway - Resurfacing	Broxtowe	£10 - £25k
Earl Drive, Newthorpe - Carriageway - Micro	Broxtowe	£10 - £25k
Garden Road, Eastwood - Carriageway - Resurfacing (DEFERRED TO 20/21)	Broxtowe	£50 - £75k
Greasley Avenue, Greasley - Carriageway - Micro	Broxtowe	< £10k
Great Hoggett Drive, Chilwell - Carriageway - Structural Patching (outside school)	Broxtowe	£10 - £25k
Halstead Close, Chilwell - Carriageway - Micro	Broxtowe	< £10k
Kimberely Close, Kimberley - Carriageway - Micro	Broxtowe	£25 - 50k
Lynncroft, Eastwood - Carriageway - Resurfacing (DEFERRED TO 20/21)	Broxtowe	£75 - £100k
Newton Street, Beeston - Carriageway - Micro	Broxtowe	£10 - £25k
Nicholas Road, Beeston - Footway Resurfacing	Broxtowe	£25 - 50k
Queens Road North, Eastwood - Carriageway - Micro	Broxtowe	£25 - 50k
Silverwood Road, Beeston - Carriageway - Micro	Broxtowe	< £10k
Smithurst Road incl. Halls Lane, Giltbrook - Carriageway - Ralumac	Broxtowe	£50 - £75k
Station Road including Rock Side, Kimberley - Carriageway - Micro	Broxtowe	£10 - £25k
Valley Road, Kimberley - Carriageway - Micro	Broxtowe	£10 - £25k
Wimpole Road, Beeston - Footway Resurfacing	Broxtowe	£10 - £25k
Beck Street, Carlton - Carriageway - Micro	Gedling	< £10k
C166 Westdale Lane, Carlton - Carriageway - Resurfacing	Gedling	£100 - £150k
C9 Bonner Lane, Calverton - Carriageway - Resurfacing	Gedling	£25 - 50k
Cross Street, Arnold - Carriageway - Structural Patching (DEFERRED TO 20/21)	Gedling	£100 - £150k
James Street, Arnold - Carriageway - Micro	Gedling	£10 - £25k
Labray Road, Calverton - Carriageway - Resurfacing	Gedling	£75 - £100k
Margaret Crescent, Gedling - Carriageway - Micro	Gedling	< £10k
Mays Avenue, Carlton - Carriageway - Resurfacing	Gedling	£100 - £150k
Rushcliffe Avenue, Carlton - Footway - Resurface & kerb lift (potentail widening)	Gedling	£50 - £75k
Bolsover Street, Mansfield - Carriageway - Micro	Mansfield	£10 - £25k
Cedar Street, Mansfield - Carriageway - Micro	Mansfield	< £10k
Chatsworth Drive, Mansfield - Carriageway - Surface Dressing	Mansfield	£100 - £150k
Derby Street, Mansfield - Carriageway - Micro	Mansfield	£10 - £25k
Egmanton Road, Meden Vale - Carriageway - Micro	Mansfield	£75 - £100k
Laurel Avenue, Mansfield - Carriageway - Micro	Mansfield	£10 - £25k
Montague Street, Mansfield - Carriageway - Micro	Mansfield	£10 - £25k
Newport Crescent, Mansfield - Carriageway - Micro	Mansfield	£25 - 50k
Robin Down Lane, Mansfield - Carriageway - Ralumac (edge plane)	Mansfield	£25 - 50k
Rutland Street, Mansfield - Carriageway - Resurfacing	Mansfield	£50 - £75k
Sandlands, Forest Town - Carriageway - Resurfacing / HFS	Mansfield	£25 - 50k
Saxby Drive, Mansfield - Carriageway - Micro	Mansfield	£10 - £25k
Vale Road, Mansfield Woodhouse - Carriageway - Micro	Mansfield	£25 - 50k
A616 Ollerton Road, Ollerton - Carriageway - Structural Patching	Newark & Sherwood	£150 - £200k
Bowbridge Road, Newark - Carriageway - Resurfacing	Newark & Sherwood	£100 - £150k
C2 Grassthorpe Road, Sutton on Trent - Carriageway - Resurfacing	Newark & Sherwood	£100 - £150k
Harby (Roads), Harby - Footway - Resurfacing	Newark & Sherwood	£75 - £100k
Harewood Avenue, Newark - Carriageway - Resurfacing	Newark & Sherwood	£150 - £200k
Hawthorne Crescent, Farndon - Carriageway - Micro	Newark & Sherwood	< £10k
Hawthorne Crescent, Farndon - Footway - Resurfacing	Newark & Sherwood	£25 - 50k
Hawton Village, Hawton - Siding up and restore footway width with descrete repairs	Newark & Sherwood	£10 - £25k
Lincoln Road, Newark - Drainage Improvements	Newark & Sherwood	£10 - £25k
Main Street, Norwell - Footway - Resurfacing	Newark & Sherwood	£100 - £150k
Maun Green, Newark - Drainage Improvements	Newark & Sherwood	£10 - £25k
Merryweather Close, Edwinstowe - Carriageway - Micro	Newark & Sherwood	< £10k
Park Avenue, Blidworth - Carriageway - Resurfacing	Newark & Sherwood	£25 - 50k

Appendix 2 - 2019/20 Capital maintenance programme

Additional County Capital Allocation - May Updated		
Seventh Avenue, Clipstone - Carriageway - Resurfacing (part - junction)	Newark & Sherwood	< £10k
Southwell Road East, Rainworth - Replace Speed Cushions (2 no)	Newark & Sherwood	< £10k
Station Road, Fiskerton - Siding up and restore footway width with descrete repairs	Newark & Sherwood	£10 - £25k
Asher Lane, Ruddington - Carriageway - Resurfacing (DEFERRED - Due to Developer Activity)	Rushcliffe	£25 - 50k
Ashworth Avenue, Ruddington - Carriageway - Resurfacing	Rushcliffe	£100 - £150k
C3 Main Street, Cropwell Bishop - Carriageway - Resurfacing	Rushcliffe	£100 - £150k
C58 Beverelys Avenue, Whatton - Carriageway - Resurfacing	Rushcliffe	£25 - 50k
C74 Bingham Road, Cotgrave - Ralumac - 30 mph signs to The Cross	Rushcliffe	£10 - £25k
C74 Church Hill, Plumtree - Carriageway - Structural Patching & Surface Dressing	Rushcliffe	£10 - £25k
Canarvon Road, West Bridgford - Carriageway Resurface	Rushcliffe	£25 - 50k
Carlyle Road, West Bridgford - Carriageway - Resurfacing	Rushcliffe	£50 - £75k
Church Lane and Chapel Lane, Costock - Carriageway - Resurfacing	Rushcliffe	£25 - 50k
Church Lane, Plumtree - Carriageway - Micro & Kerbing at corner	Rushcliffe	< £10k
Church Street and Moor Lane, Bunny - Programmed 18/19 - Add Main Street	Rushcliffe	£10 - £25k
Compton Acres, West Bridgford - Carriageway - Resurfacing	Rushcliffe	£100 - £150k
Earlswood Drive, Edwalton - Carriageway - Resurfacing	Rushcliffe	£25 - 50k
Main Road, Cotgrave - Ralumac - The Cross to sharp bend	Rushcliffe	£25 - 50k
Main Street, Bunny - Carriageway - Micro	Rushcliffe	£10 - £25k
Manvers Road, West Bridgford - Carriageway - Micro	Rushcliffe	£10 - £25k
Mount Pleasant, Keyworth - Carriageway - Micro	Rushcliffe	£50 - £75k
Portland Road, West Bridgford - Carriageway - Micro	Rushcliffe	£10 - £25k
Stamford Road, West Bridgford - Carriageway - Ralumac (edge plane + patching)	Rushcliffe	£75 - £100k
The Green, Ruddington - Carriageway - Structural Patch (DEFERRED - Due to Developer Activity)	Rushcliffe	< £10k
Valley Road , West Bridgford - Whole carriageway -Ralumac	Rushcliffe	£25 - 50k
Wellington Avenue, Newton - Carriageway - Resurfacing	Rushcliffe	£75 - £100k
West Avenue, West Bridgford - Carriageway - Resurfacing	Rushcliffe	£25 - 50k
Westway, Daleside, Mann's Leys & Toft Close - Carriageway - Micro	Rushcliffe	£25 - 50k
	Sub-block total	**£5,500**

Appendix 3 - 2019/20 Traffic management revenue programme

Location/Scheme	District	Scheme budget (£000)
A38 Alfreton Road junc Common Road- No U turn TRO	Ashfield	≤£5k
Avon Avenue, Royce Ave, Wings Drive Merlin Drive etc Hucknall -Give Way or intermitment junction markings	Ashfield	≤£5k
Bluebell Wood/Grange Farm Close/The Dumbells entrance to Surgery, Sutton – double yellow lines [Members request]	Ashfield	≤£5k
Buckingham Avenue/Balmoral Grove, Hucknall junction – lining	Ashfield	≤£5k
Chancery Close,Bingham Avenue,Greenfields and Milner Street Skegby -junction protection [Members request]	Ashfield	≤£5k
Coburn Street Sutton -2 no junction protections [Members request]	Ashfield	≤£5k
Linby Avenue/Linby Grove, Hucknall – double yellow lines	Ashfield	≤£5k
Little Oak Drive near junction with Willow Drive/Eddie Stobart, Annesley – double yellow lines	Ashfield	≤£5k
Milner Street/Forest Road, Sutton – double yellow lines	Ashfield	≤£5k
Nottingham Road, Selston – paint black railings in service road	Ashfield	≤£5k
Papplewick Lane, Hucknall – parking restrictions from junction with Station Road to garages and businesses	Ashfield	≤£5k
Penniment Lane (spur), Sutton, speed limit reduction	Ashfield	≤£5k
Provision of disabled bays (various sites)	Ashfield	≤£5k
Raymond Close, Sutton – double yellow lines	Ashfield	≤£5k
Searwood Avenue/Sutton Road, Kirkby – double yellow lines	Ashfield	≤£5k
Selston Parish Council-Lengthsman Scheme	Ashfield	≤£5k
Skegby Road Sutton-New Warning Sign	Ashfield	≤£5k
Sovereign Gardens Selston-junction protection	Ashfield	≤£5k
Sutton Road, Huthwaite – amendments to white lining	Ashfield	≤£5k
Train Station Millers Way Kirkby -junction protection	Ashfield	≤£5k
A620 Hallcroft Roundabout, Retford – Lane info marking	Bassetlaw	≤£5k
C91 Treswell Road, Rampton & Rampton Road, Treswell – Bend warning signs/chevrons	Bassetlaw	≤£5k
Carbuton - Lengthsman scheme	Bassetlaw	≤£5k
Dunham Cluster - Lengthsman scheme	Bassetlaw	≤£5k
Everton - Lengthsman scheme	Bassetlaw	≤£5k
Gainsborough Road/Station Road, Sturton le Steeple - Signage improvements at the Give Way	Bassetlaw	≤£5k
Harstoft Street, Worksop – alteration of current restrictions	Bassetlaw	≤£5k
High Street, Everton – parking restrictions/Road Narrows	Bassetlaw	≤£5k
High Street/Mattersey Road/A631, Everton - junction protection	Bassetlaw	≤£5k
Kilton Hill Shops, Worksop – parking restrictions [Members request]	Bassetlaw	≤£5k
Mattersey Cluster - Lengthsman scheme *(pending confirmation)*	Bassetlaw	≤£5k
Millhouse Roundabout, Worksop – Bollards to prevent over run at the pedestrian crossing	Bassetlaw	≤£5k
Misson - Lengthsman scheme	Bassetlaw	≤£5k
Newcastle Avenue, Tuxford – limited waiting outside the shops	Bassetlaw	≤£5k
Newcastle Avenue, Worksop – Service Road entrance clearway	Bassetlaw	≤£5k
Norton & Cuckney - Lengthsman scheme	Bassetlaw	≤£5k
Portland Place, Sutton Cum Lound – Give Way markings	Bassetlaw	≤£5k
Quakefield Road, East Markham – Pedestrian in Road signage	Bassetlaw	≤£5k
Rampton - Lengthsman scheme	Bassetlaw	≤£5k
Slack Walk Area, Worksop - Double yellow lines junction protection	Bassetlaw	≤£5k
Sturton Cluster - Lengthsman scheme	Bassetlaw	≤£5k
Tuxford - Lengthsman scheme	Bassetlaw	≤£5k
Tuxford – No Entry signs to the A1	Bassetlaw	≤£5k
Windmill Lane, Worksop – Slow markings	Bassetlaw	≤£5k
O/S Beeston Station, Station Road, Beeston-pedestrian guardrail	Broxtowe	≤£5k
Abbey Road junction Abbey Drive, Beeston - junction protection markings	Broxtowe	≤£5k
Assarts Road ,on the odd side between Vernon Drive and Carters Wood Drive, Nuthall - limited waiting [Members request]	Broxtowe	≤£5k
Disabled parking bay applications – area wide	Broxtowe	≤£5k
Dovecote Lane near Queens Road Beeston - extend double yellow line across cycleway	Broxtowe	≤£5k
Fireplace Studio Russley Road Bramcote -Dropped ped crossing	Broxtowe	≤£5k
Forge Hill, Chilwell – double yellow lines	Broxtowe	≤£5k
Hallams Lane; Hurts Croft junction The Close, and Hurts Croft junction Hallams Lane-junction protection	Broxtowe	≤£5k
Lawn Mill Road/Jubilee Street, Lawn Mill Road/Truman Street, Eastwood Road/Truman Street and Jubilee Street/Eastwood Street, Kimberley – double yellow lines [Members request]	Broxtowe	≤£5k
Lilac Grove/Lilac Crescent, Beeston – double yellow lines [Members request]	Broxtowe	≤£5k
Mackinley Avenue end of the footpath to Hickings Lane, Stapleford-pedtrian guardrail	Broxtowe	≤£5k
Mackinley Avenue, Stapleford - hedge removal and make good surface and bollards	Broxtowe	≤£5k
Meadowbank Way, Eastwood – limited waiting and junction protection on island	Broxtowe	≤£5k
Newdigate Street opposite Noel Street junction, Kimberley-limited waiting	Broxtowe	≤£5k
North Street/Moorgreen junction, Moorgreen - Unsuitable for HGV signs	Broxtowe	≤£5k
Nottingham Road, Eastwood (outside Tesco Express) – double yellow lines	Broxtowe	≤£5k
South Street junction with Nottingham Road, Giltbrook-junction protection	Broxtowe	≤£5k
Tattershall Drive, Beeston-2 H bar marking at complex	Broxtowe	≤£5k
Temple Drive ,Drummond Drive Nuthall dounble yellllow lines	Broxtowe	≤£5k
Woodland Grove/High Road junction, Chilwell – double yellow lines	Broxtowe	≤£5k

Appendix 3 - 2019/20 Traffic management revenue programme

A60 Mansfield Rd, Henry St, Larkspur Ave & Monsell Dr junctions, Arnold – double yellow lines [Members request]	Gedling	≤£5k
B686 Burton Road, Willow Road, Ousebridge Drive & Orlando Drive junctions, Carlton – double yellow lines	Gedling	≤£5k
Burton Rd, end of footpath from Blackhill Dr, Carlton – pedestrian guardrail	Gedling	≤£5k
Calverton Rd, 30mph Nr Jenned Rd jcn - 30mph Road Markings/Marker Posts	Gedling	≤£5k
Calverton Rd, Ellington Rd junction, Arnold – bollards on verge	Gedling	≤£5k
Church Dr, Swinton Rise Jcn, Ravenshead - Bollards	Gedling	≤£5k
Churchmoor Ln, Redhill Rd jcn, Redhill/Arnold - Double Yellow Lines TRO	Gedling	≤£5k
Coronation Walk, Cul-de-sac end, Gedling - Marking of Parking Bays	Gedling	≤£5k
Ellington Rd & Ashington Dr, junctions; Mitford Dr x 2, Lynemouth Ct, Longhirst Dr & Hirst Cl x 2, Arnold – Give Way lining	Gedling	≤£5k
H-Bar markings & advisory markings for the mobility impaired – various locations TBC	Gedling	≤£5k
Kenrick St, Netherfield - Central Hatching/Bend Warnings	Gedling	≤£5k
Leivers Ave, Runswick Dr Jcn, Arnold - Shortening of Residents' Parking Bay	Gedling	≤£5k
Main Rd, entrance to All Hallows' School, Gedling – bend warning signs	Gedling	≤£5k
Main St/Lowdham Ln, Woodborough - SLOW x 2 Adj Bend Warning Signs	Gedling	≤£5k
Newstead cluster lengthsman scheme (various)	Gedling	≤£5k
Park Ln, adjacent to access east of Church St, Lambley – marker posts	Gedling	≤£5k
Pond Hills Ln, Community Centre Access Opp Upminster Dr, Arnold - Direction Signs	Gedling	≤£5k
Spring Ln & Lambley Ln - Deer Warning Signs	Gedling	≤£5k
Steedman Ave & Hazel Grove, B684 Plains Rd & Westdale Ln West junctions plus Digby Ave/Hazel Grove & College Rd, Mapperley – double yellow lines [Members request]	Gedling	≤£5k
Westdale Lane/Pierrepont Ave junction, Gedling – double yellow lines	Gedling	≤£5k
Woodborough lengthsman scheme	Gedling	≤£5k
A60 Church Rd, "The Carrs", Church Warsop - Warning Signs	Mansfield	≤£5k
A6191 Chesterfield Rd North & South, Bould St, Pheasant Hill, Perlethorpe Ave, Oxclose Ln, Stacey Rd & Limestone Rise Jcns, Mansfield – parking restriction amendments	Mansfield	≤£5k
B6030 Forest Rd, Stella St & Rutland St, Mansfield – weight restriction signs	Mansfield	£5k-£10k
Briar Ln, Approach to A6191 Southwell Rd West, Mansfield – advanced Give Way sign & SLOW marking	Mansfield	≤£5k
Brougham Ave, Fielden Ave/Carpenter Ave junction, Mansfield - One Way arrows	Mansfield	≤£5k
Caunton Close, Meden Vale - dropped kerbs	Mansfield	≤£5k
Commercial Gate, Opp Grove St, St Peters Way Underpass, Mansfield – dropped kerbs	Mansfield	≤£5k
Farndon Way, Mansfield – pedestrian access link	Mansfield	≤£5k
Forest Town Kingsway Community Project – lengthsman scheme	Mansfield	≤£5k
Gladstone St, Mansfield Woodhouse - Bollards to Stop Vehicle Access	Mansfield	≤£5k
Haddon Rd, West Bank Ave bend/junction, Mansfield – enlarge two chevron bend warning signs	Mansfield	≤£5k
H-Bar markings & advisory markings for the mobility impaired – various locations TBC	Mansfield	≤£5k
Hermitage Ln, A38 Sutton Rd junction, Mansfield – hatching & bigger No Entry signs	Mansfield	≤£5k
Holly Drive & Beechwood Close junction, Forest Town – additional prohibition of driving signs	Mansfield	≤£5k
Mansfield BID – lengthsman scheme	Mansfield	≤£5k
Mansfield Woodhouse Community Development Group – lengthsman scheme	Mansfield	≤£5k
Queen St, Mansfield – One Way order correction	Mansfield	≤£5k
Tuckers Ln/Ladybrook Ln junction, Mansfield – double yellow lines	Mansfield	≤£5k
Westfield Ln/Sadler St junction, Mansfield – double yellow lines	Mansfield	≤£5k
A616 Sugar Beet to A46 RdbT - Double White lines	Newark & Sherwood	≤£5k
A617/Blacksmiths Lane, Kelham – Junction Warning signs	Newark & Sherwood	≤£5k
Andrew Drive/Haywood Oaks Lane, Andrews Drive/linking path to Hillside Drive, Blidworth – dropped pedestrian crossings	Newark & Sherwood	≤£5k
Aylesford Lane & Carvers Hollow, Edingley – advance warning sign for side junction ahead	Newark & Sherwood	≤£5k
Barnby Gate/Charles Street, Barnby Gate/Vernon Street, Newark – dropped pedestrian crossings	Newark & Sherwood	≤£5k
Bell Lane/Main Street, Carlton on Trent – dropped pedestrian crossings	Newark & Sherwood	≤£5k
Belle Vue Lane, Blidworth – extension of existing restrictions	Newark & Sherwood	≤£5k
Bleasby - Lengthsman scheme	Newark & Sherwood	≤£5k
Bleasby – Slow markings & speed reduction measures including unsuitable for HGV sign on High Cross	Newark & Sherwood	≤£5k
Clipstone - Lengthsman scheme	Newark & Sherwood	≤£5k
Farnsfield - Lengthsman scheme	Newark & Sherwood	≤£5k
Gunthorpe Road/Station Road/Caythorpe Road, Lowdham – unsuitable for HGV signs	Newark & Sherwood	≤£5k
Hockerton – Grey backing boards for 30mph terminal signs at both entry points on the A617	Newark & Sherwood	≤£5k
Lowdham – advance warning sign for the A6097/A612 roundabout travelling from Gunthorpe to Lowdham	Newark & Sherwood	≤£5k
Main Street and Beckingham Road, Coddington junction o/s Plough Public House – parking restrictions	Newark & Sherwood	≤£5k
New Hill/Retford Road, Walesby – Junction protection, advance school warning signs and existing marking assessment	Newark & Sherwood	≤£5k
Newark Road, Ollerton Low Bridge signs	Newark & Sherwood	≤£5k
Ollerton Cluster - Lengthsman scheme	Newark & Sherwood	≤£5k
Southwell - Lengthsman scheme	Newark & Sherwood	≤£5k
Station Road, Collingham – parking restrictions	Newark & Sherwood	≤£5k
Station Road, Lowdham – limited waiting outside the shop	Newark & Sherwood	≤£5k

Appendix 3 - 2019/20 Traffic management revenue programme

A60 Loughborough Rd, bend south of A6006 Crossroads, Rempstone – amendment to double white lines	Rushcliffe	≤£5k
A6006 Main St, A6006 Wymeswold Rd & Wysall Rd, Rempstone - Rempstone Village Gateways Signing, Lining, Marker Posts & Dragons Teeth	Rushcliffe	≤£5k
A606 Melton Rd, Upper Broughton, Hill Brow North of Upper Broughton - Amend Single White Line System	Rushcliffe	≤£5k
Church Gate, Colston Bassett – reposition sign	Rushcliffe	≤£5k
Church Hill, Burnside Memorial Hall, Plumtree – verge kerbline	Rushcliffe	≤£5k
Church St, Ruddington – car park direction signs	Rushcliffe	≤£5k
Church St/Launder St junction, Orston – cul-de-sac sign	Rushcliffe	≤£5k
Colston Rd/Kinoulton Rd Lime Kiln Crossroads, Cropwell Bishop – parking prevention scheme	Rushcliffe	≤£5k
Cotgrave – lengthsman scheme	Rushcliffe	≤£5k
Cotgrave Rd, Bend South of Hoe Hill Cottage, Plumtree - Road Markings	Rushcliffe	≤£5k
Cropwell Bishop – lengthsman scheme	Rushcliffe	5k-10k
Harby Ln/Church Gate, Colston Bassett - Barrier Amend/Warning Sign	Rushcliffe	≤£5k
H-Bar markings & advisory markings for the mobility impaired – various locations TBC	Rushcliffe	≤£5k
Hollygate Ln, Cotgrave adjacent to industrial access – weight restriction sign	Rushcliffe	≤£5k
Kirk Ln, Approach to A60 on left FW, Ruddington - Another Marker Post(s)	Rushcliffe	≤£5k
Kneeton Rd/Trent Ln/Main St Staggered Crossroads & Main St length, East Bridgford – double yellow lines & Bus Stop clearways	Rushcliffe	≤£5k
Langar cum Barnstone – lengthsman scheme	Rushcliffe	≤£5k
Longhedge Ln, Bend Outside Lodge Farm Cl, Orston - Signs & Marker Posts	Rushcliffe	≤£5k
Loughborough Rd/A6006 Melton Rd, East Leake - Advanced Give Way Sign	Rushcliffe	≤£5k
Main St, adjacent to East Bridgford Rd and Wellington Ave, Newton – 30mph speed limit entry improvements & HGV direction signs	Rushcliffe	≤£5k
Market Place, Bingham, Either Side of School Access Rd - School Warning Signs x 2	Rushcliffe	≤£5k
Nottingham Rd, Keyworth, Primary School - H-bars & renew School Keep Clear lining	Rushcliffe	≤£5k
Rosebery Ave, West Bridgford nos 2 to 10 – narrowing of parking bays	Rushcliffe	≤£5k
St Marys Cres/St Johns Rd Jcn, Ruddington - Bollards x 2	Rushcliffe	≤£5k
Station Rd, East of Bridge, Sutton Bonington – Sutton Fields/Industrial Estate concealed junctions sign	Rushcliffe	≤£5k
Station Rd/Main Rd/ Church Hill/Bradmore Ln, Plumtree – staggered junction protection	Rushcliffe	≤£5k
The Banks, Bingham footpath to car park leading between nos 44 & 46 – H-Bar marking	Rushcliffe	≤£5k
Trent Ln, East Bridgford – access restriction scheme	Rushcliffe	5k-10k
Water Ln, Main Rd/ Nottingham Rd Jcn, Radcliffe-on-Trent - Bollards	Rushcliffe	≤£5k
Willow Brook, Keyworth, Outside School - 2 x H-bars	Rushcliffe	≤£5k
Schemes removed from the programme since approval		
Main Street, Strelley - 30mph repeater signs (regulations do not permit the delivery fo the scheme)	Broxtowe	
Bonington Rd, No 10, Woodthorpe - Reinstate suspended residents' parking bay (already delivered as part of resurfacing scheme)	Gedling	
Carlton Hill, Standhill Rd Jcn Lane, Carlton - Road marking (regulations do not permit the delivery of the scheme)	Gedling	
Holly Dr, Fernwood Cl & Beechwood Cl junction, Forest Town – additional prohibition of driving signs	Mansfield	
New Lane & Mill Lane village entries, Scarrington - Signing (Parish Council did not want to progress the scheme and are seeking an alternative)	Rushcliffe	
Civil parking enforcement related schemes		
James Street, Kimberley - amendment of existing limited waiting to incorporate shared use bays for residents [Members request]	Broxtowe	≤£5k
Gedling Road, Arnold - hatching markings on footway to dissuade drivers from parking behind School Keep Clear markings	Gedling	≤£5k
Kings Road, Newark - introduction of School Keep Clear markings to replace existing double yellow lines	Newark & Sherwood	≤£5k
Cropwell Road, Radcliffe - introduction of School Keep Clear markings at school lane entrance (Member request)	Rushcliffe	≤£5k
School keep clear markings - introduction of permissable appropriate markings to provide clear crossing points for pedestrians	Various	5k-10k

Appendix 4 – 2019/20 Road safety education, training and awareness programme

2019/20	Road Safety Issue	Target Audience	Key messages	Activity / Event(s)		Campaign		Press Release / Publicity May include local press, and social media	
Winter 2019	Winter Driving	Drivers, Riders	• Tyres • Weather related advice	X	NRSP awareness Events at local stores			X	
	Driver/ Rider Behaviour	Drivers & Riders	• Attitudes to driving · Influences on your driving/riding behaviour	X	NRSP awareness Events at local stores			X	
	Drink / Drugs	Drivers, Riders & Pedestrians	• Designated Driver • Morning After	x	Mocktails & advice events	x	Local football/sport teams Posters	X	
Spring 2019	British Summer Time begins	All Road Users	• Change in driving conditions (commute)					X	
	Distraction	Teenage Pedestrians	• Headphones, mobile phones					X	
	Cycle Safety	Adult Pedal Cyclists	• Road positioning • Group riding • Conspicuity • Cycle helmets	X	NRSP Partnership events and awareness raising			X	
Summer 2019	Drink / Drugs	Drivers, Riders & Pedestrians	• Designated Driver • Morning After	X				X	
	Cycle Safety	Adult Pedal Cyclists	• Road positioning • Group riding • Conspicuity • Cycle helmets	X				X	
	Eyesight	All road users	• Affect on your driving/riding Managing your eyesight & driving	X	NRSP Partnership events and awareness raising			X	
	In Car Safety	Drivers	• Car Seat advice • Seatbelt wearing	X	Car Seat Advice Events			X	
Autumn 2019	Back to School	All Road Users	• Children on school journey • Route planning					X	
	Cycle to Work	Pedal Cyclist	• Road positioning • Group riding • Conspicuity • Cycle helmets	X				X	
	British Summer Time End	All Road Users	• Change in driving conditions (commute) • Use of lights (in working order)					X	
	Conspicuity	Pedestrians, Pedal Cyclists & Motorcyclists	• Visibility of road users • Reflective & Hi Vis clothing	X	Support and RSE in schools through the JRSO programme			X	
Winter 2020	Winter Driving	Drivers, Riders	• Tyres • Weather related advice	X	Partnership events			X	
	Driver/ Rider Behaviour	Drivers & Riders	• Attitudes to driving · Influences on your driving/riding behaviour	X	Partnership events			X	
	Drink / Drugs	Drivers, Riders & Pedestrians	• Designated Driver • Morning After	X	Mocktails & advice events			X	
All Year Round	Road Safety Education	Primary & Secondary Pupils, Colleges & Universities	• The resource package has been developed for each year group • Road Accident data used to target message appropriately for each age group • Particular emphasis on Secondary age group	X	Freshers Fayres and Partnership events in schools			X	An occasional press release may be considered for special circumstances or events that promote the 'service' and NCC
		Adults of All ages including businesses & Older Drivers	• Occupational Road Risk with Businesses • 'Drive On' workshop with Older Road Users • Adult events	X				X	As above
	Awareness Raising	All Road Users	• Messages appropriate to the audience attending	X	Public and Partnership events			X	As above
	Partnership Events & Campaigns	All Road Users as appropriate	• Specific to target group e.g. Young Drivers • Any activity will be 'data led' • Key partners include Nottinghamshire Road Safety Partnership	X	Partnership events Supporting Police	X	Road side campaigns & targeted Police enforcement operations	X	

Appendix 4 – 2019/20 Road safety education, training and awareness programme

Training

2019-20	Activity	Training Module	Target Age Group
Pedal Cycle Training (Bikeability) including school holidays	Bikeability Core Activities and Training	Level 1	Years 3 -6
		Level 2	Primary
		Level 3	Primary & Secondary
	Bikeability Plus Modules	Balance Bikes	KS1
		Learn to Ride	KS1 & 2
		Bikeability Fix	All Ages
		On Show	Parents
		Bikeability Parents	Adults
		Bikeability Promotion	All Ages
		Bikeability Ride	All Ages
		Transition	Year 6 Primary children
	Partnership events	Fix Track & Road	11-14 yr olds
School Holidays: Easter, Summer and half-terms	Pre Driver Events	All day event	15-17 year olds (prior to learning to drive)

Nottinghamshire County Council

Report to Communities and Place Committee

7 November 2019

Agenda Item:6

REPORT OF THE CORPORATE DIRECTOR, PLACE

RIGHTS OF WAY MANAGEMENT PLAN (2018 – 2026) PROGRESS REPORT

Purpose of the Report

1. To report on the progress of Nottinghamshire's Rights of Way Management Plan (2018-2026).

Information

2. The public rights of way network has a vital role in ensuring Nottinghamshire's heritage is preserved and that its countryside can be accessed and enjoyed by all. The ethos of Rights of Way Management Plan 2018-2026 supports this strategic vision and with the continued support of key partnership organisations and agencies, land managers and the public, its key aims can be achieved. This will ensure the network in Nottinghamshire can continue to be managed and maintained effectively as a key asset the county can be proud of.

3. Under Section 60 of the Countryside and Rights of Way Act 2000 (the CROW Act), all highway authorities had to prepare and publish a statutory Rights of Way Improvement Plan (ROWIP) by November 2007. On the 1st November 2007 Nottinghamshire County Council adopted its inaugural ROWIP. On 14th November 2018 the Authority adopted a revised Rights of Way Management Plan (2018 – 2026).

4. The Rights of Way Management Plan provides the Authority with a statutory and strategic plan outlining the Council's aims and objectives for the management of a modern and changing rights of way network and it recognises the interests of agriculture, forestry and other land occupiers in the management of rights of way.

5. The Authority will continue to develop and manage the access network for all, enabling opportunities for the widest possible type and number of users contributing to Nottinghamshire's economy, health, social well-being and environment. To realise this vision the Council proposed in its ROWMP to focus on achieving the following aims:

    1. To protect, maintain and seek to enhance the network for all lawful users;

    2. To improve access to the network for all by adopting the principle of the least restrictive option;

    3. To improve the safety and connectivity of the metalled road network with the rights of way network;

4. To increase awareness of the network and the understanding of the wider benefits arising from its use, such as leading an active and healthy lifestyle, and making a positive contribution to the local economy;

5. To provide a revised and updated Definitive Map and Statement;

6. To enhance and increase community involvement in managing and improving the network, where resources allow.

Aim 1 - To protect, maintain and seek to enhance the network for all lawful users

6. The county's Public Rights of Way (Row) network consists of nearly 3000 km of public paths and byways. The Authority's statutory role is to protect the public's right to use and enjoy these highways and to provide and assist land managers and other stakeholders in undertaking their responsibilities ensuring paths are free from obstruction and are easy to use. Building on the successes of the previous Rights of Way Improvement Plan and positive customer feedback, the Authority aim to ensure the network of paths and byways remain fit for purpose and continue to deliver improvements.

7. Day to day maintenance work on the network is undertaken in partnership with colleagues in Via EM Ltd. A key element of this is grass cutting on field-edge paths with 1300km of paths cut in 2019. A percentage of these paths were cut as part of the Authority's successful Farm Partnership Scheme, where local farmers are paid to cut field-edge paths on their land.

8. Several surfacing schemes have been completed, mainly in urban areas using a sealed tarmac surface or crushed stone with 1900m of surfacing work undertaken.

9. The Authority's Ploughing and Cropping scheme continues to develop. The aim of this strategy is to help and encourage land managers to reinstate paths across arable land. Twice a year the Authority contacts arable land managers to remind them of their responsibilities. This year an information leaflet has been produced with the support of the NFU and colleagues attended a NFU conference discussing reinstatement with its regional members. Officers have also attended Flintham Ploughing Match as part of the strategy.

10. The Authority has a legal duty to sign paths where they leave a public road and to waymark where it considers it necessary to assist users, 124 signs and posts were installed this last year.

11. The Authority is responsible for providing bridges across natural watercourses. These structures range from simple ditch type boards to substantial structures over major watercourses, 60 bridges have been replaced or repaired in the last year.

12. There are a good number of structures on the network such as stiles and kissing gates. Many these are the responsibility of the land manager either because of stock control or the path has been historically dedicated with a gate. The Authority may also install gates or safety barriers at locations where there's a need to protect the public from a safety hazard. In addition to land managers repairing and replacing their own structures, the Authority provided and replaced 13 structures.

13. Planning and development continues to impact on the network with a total of 298 Planning Application responses to Local Planning Authorities. The aim is to protect and where possible improve paths through local negotiation, planning conditions and agreements. Attention is paid to improving accessibility and 'designing out crime', for example, providing open routes rather than narrow fenced-in paths.

14. Larger schemes using funding through the ITM programme and in partnership with others have included major improvements to the path and subway at Retford Railway Station, path improvements at Ruddington, new concrete steps on both sides of the MARR / A617 at Mansfield, Beeston Railway Footbridge anti-slip surfacing and path improvements at Newark Riverside.

Aim 2 - To improve access to the network for all by adopting the principle of the least restrictive option

15. The ROWMP has helped to deliver a wide range of positive improvements to the Rights of Way network. Work continues to provide an inclusive network. Barriers exist, both perceptual and physical, to members of the community. Some of these barriers are due to the geology and topography of the county and are very difficult to remove and resolve. Other barriers such as physical barriers restricting access to illegal motor vehicles can and do prevent legitimate access. The Authority continue to work with the Police and user groups to reduce the impact of illegal vehicular access.

16. The Authority continue to provide kissing gates to replace stiles where opportunities arise. Any improvement provides for improved access for everyone regardless of individual needs. 10 kissing gates were provided during the first year of the ROWMP.

17. In partnership with colleagues in Public Health, the Countryside Access Team are also developing several accessible walks aimed at all members of the community. The leaflets, based on previous work with colleagues from Greenwood Community Forest, will allow users to make an informed decision on whether it's suitable for their needs. For example, they will highlight any structures, type of surface and gradients on the walk. The information will be supplemented by online photos and videos. Positive feedback and support from partners demonstrates the need for this type of information.

Aim 3 - To improve the safety and connectivity of the metalled road network with the rights of way network

18. Historically, Rows have been developed through necessity i.e. travelling from A to B. Development has taken place to serve the needs of industry, housing and infrastructure, meaning that paths do not always match today's user needs. For example, creating a circular ride or a riding route without having to use the busy road network is often difficult.

19. The Access team look for opportunities to improve connectivity and safety by working in partnership with stakeholders and with colleagues in the Authority. Opportunities are sought for non-motorised users with colleagues and partners on road improvement schemes such as those on the A614 corridor. The team have taken the opportunity to improve existing light-controlled facilities on the A617 MARR route at Lindhurst working with Highway colleagues and Developers. Discussions and meetings have been held with a view to improving access across the A60 at Welbeck. The Authority also continues regular dialogue with developers

ensuring the Row assets are protected as well as providing improvements to connectivity and road safety.

20. The County's bridleway and byway network is often fragmented limiting traffic free routes for horse riders and cyclists, necessitating the need for riding on often busy roads. The British Horse Society have contacted the Authority highlighting a scheme in the north of the country where new signage has been erected reminding drivers of the need to undertake certain actions when approaching equestrians and their horses. The team are researching known areas, particularly around bridleway 'hotspots' with a view to providing warning signage for motorists. This is in partnership with the Road Safety Team.

Aim 4 - To increase awareness of the network and the understanding of the wider benefits arising from its use, such as leading an active and healthy lifestyle, and making a positive contribution to the local economy

21. The County Council has a remit to develop and promote a strategic multi-user network in the county. The aim is to provide a safe, easy access, off-road recreational facility for walkers, horse riders and cyclists. These are normally partnership projects involving various organisations and different departments across the Authority. Earlier in the year colleagues successfully opened the old railway line to the former Cotgrave Colliery as a safe traffic free route. This received wide positive support from local and visiting walkers, cyclists and horse riders. The Access Team, with colleagues in Green Estates and the Miner to Major (M2M) Project are currently discussing the use of the former Calverton Colliery railway line as a multi-user route - initially the section from Bestwood to Papplewick.

22. The Countryside Access Team are working with the M2M team and their wider volunteers, looking at access across the project area, which encompasses the central belt of the county from Bestwood to Ollerton. Key projects include connectivity between all aspects of access, publicity, waymarking and accessibility. The Access Team have recently been contacted by the Environment Agency to examine access improvements along the River Trent. There are aspirations to revise the long-distance trail – The Trent Valley Way.

23. The Team are also helping and assisting the Friends of Trent Valley Trail, whose aim is to achieve an access route aimed at all members of the community. The intention is to provide a route alongside the eastern side of the Trent from Newark to North Clifton linking with the County Council's trail from Fledborough to Harby and beyond to Lincoln. The Friends of group have recently been successful in obtaining £170k from the Leader funding. This will enable the completion of Phase 1 from Collingham to Besthorpe through the local nature reserve.

24. There is an excellent network of paths and byways here in Nottinghamshire providing opportunities throughout the county. They can and do provide opportunities for both recreation use and sustainable access to essential services. They play an important part in the Authority's Tourism agenda and strategy. The Countryside Access Team have, in recent years, produced two well received and successful publications, both having reprints earlier this year. These two booklets, Routes and Rides, provide several walks and rides geographically spread throughout the county. The booklets also promote the Countryside Code, which the team do at every opportunity such as attendance at local events. It's an important message to get across ensuring that land management and private land is respected by all users.

25. In addition, the Team are currently working on a project in partnership with colleagues in Public Health, the NHS and Doctors Surgeries. Easy and accessible walks are being designed aimed at encouraging patients and the wider community to enjoy short walks starting at a local surgery. The intention is these leaflets will be available at the surgeries and their staff will distribute these to those patients who will benefit from gentle exercise and general well-being.

Aim 5 - To provide a revised and updated Definitive Map and Statement

26. The Authority is responsible for maintaining Nottinghamshire's Definitive Map and Statement (DMS). The map and statement are legal documents; the map records the status and the line of each path and the statement lists definitive rights of way shown on the map together with a short description.

27. The County Council has a legal duty to keep the DMS up to date. Applications or claims (Definitive Map Modification Orders - DMMOs) to make changes to the map can be made by members of the public, Parish Councils and other organisations. As with many other authorities country-wide the team are dealing with a large number of claims. There are currently over 100 claims for public rights of way in the county which equates to approximately 250 paths. The number of claims are increasing exponentially due to both increasing development on land traditionally used by the public and the national 'Lost Ways' project. This project is part of legislation to cap claims by 2026 for public rights of way based on pre-1949 historical evidence, for example, using legal documents such as Inclosure Awards to prove that, on the balance of probabilities, a path or byway exists, even if the path hasn't been used, for example, for over 100 years.

28. The procedure is very time consuming and is an emotive process requiring extensive lengthy research and sensitive discussion with all parties. Feedback from partners and stakeholders recognise the difficulties and challenging nature in dealing with these cases. However, stakeholders appreciate the help and assistance from the Authority's knowledgeable Definitive Map Officers in providing clarity on sometimes very difficult cases.

29. Where there are outstanding objections, the County Council has a legal duty to present the case at a public inquiry or for it to be dealt with by written representations. The team are dealing with a large case load. DMMOs at Granby and Elkesley have been recently confirmed. Current cases referred or being prepared for referral for a decision by the Planning Inspectorate include paths at Mansfield Woodhouse, Clipstone, East Markham, East Stoke, Kneeton and Annesley. Applications have also been turned down at Upton, Worksop and Clipstone. In addition, the Authority are dealing with several appeals by applicants.

30. Nottinghamshire's first DMS was published in the 1960s, the process having started in the early 1950s. Since these original maps there has been many additions, modifications and changes. All these 'events' have to be incorporated legally in to the DMS. This is a time-consuming and meticulous task. The Authority is currently working on the Broxtowe Area which involves checking the alignment and accuracy of every path.

31. Within the DMS there are an estimated 700 anomalies. The anomalies are a result of several factors including; paths off-line, poorly drafted historical legal Orders, wrong status and paths severed by MOD and former coal mining. The identification of anomalies has increased in the last three years due to changes in searches for rights of way. When a house or land is purchased, the buyer will undertake a search which includes a search of the DMS and

Commons and Town or Village Green (TVG) registers. It is now compulsory to do a Row search, and this has resulted in the discovery of a large number of anomalies.

32. A small number of these issues can be solved by researching the original legal events. However, where no evidence can be found a new legal process has to be followed such as a diversion, extinguishment or creation, collectively known as a Public Path Order (PPO). PPOs in this case have been made for paths in the last year in Rampton, Carlton, North Clifton, North Muskham, Hayton and Balderton.

33. PPO proposals to change the Row network can also and do arise from applications or requests from residents, path users, developers, farmers, schools or the highway authority itself may propose to make a change. Diversion orders are the most common form of Public Path Order. It is a discretionary function and applicants can be charged to cover the legal costs. PPOs dealt with this year include paths in Owthorpe, Gonalston, Bingham, Rampton, Newark, Treswell, Collingham, Thurgarton, Misson and Cossall.

34. The County Council is also the registration authority for Town and Village Greens (TVG) and Common Land. Tasks include the processing of TVG applications, attending and representing the Authority at Public Inquires and dealing with property searches, change in land ownership and general enquires. In 2019, the team have dealt with Common Land and TVG issues at Normanton on Trent, Sutton cum Lound and Gunthorpe.

Aim 6 - To enhance and increase community involvement in managing and improving the network, where resources allow

35. The Authority continues to work with organisations and individuals on voluntary tasks where opportunities and circumstances allow. Benefits can be achieved for both the Authority and for the wellbeing and satisfaction of volunteers. Activities continue in the form of surveys and assistance with walk and ride publications as well the close working relationship with Nottinghamshire's Local Access Forum. Working with volunteers takes time and attention needs to be given to health and safety matters but the results can be positive for all.

36. As alluded to in Aim 4, the Countryside Access Team are working closely with the M2M project team. A key element of this project is working with the volunteering and local community. This includes work on the initial project start up but also on the 'legacy' of M2M. By working with the M2M team who have the expertise, knowledge and logistical infrastructure this will have a larger and more successful positive impact on the wider Row Network.

Reason for Recommendation

37. This report provides an update on the progress of Nottinghamshire's Rights of Way Management Plan (2018 – 2026). The publication of a ROWMP is required by Section 60 of the Countryside and Rights of Way Act 2000 (the CROW Act).

Statutory and Policy Implications

38. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and

the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Public Sector Equality Duty implications

39. The ROWMP embraces the principals of access for all and seeks to ensure a public rights of way network as accessible as possible to all members of the community.

Implications for Sustainability and the Environment

40. Public rights of way and wider countryside access can play a key and important role in providing access to both essential services and recreational facilities providing wider physical and mental health benefits.

RECOMMENDATION/S

It is recommended that:

1) The Committee approve the Rights of Way Management Plan (2018 – 2026) progress report in line with Section 60 of the Countryside and Rights of Way Act 2000 (the CROW Act).

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Neil Lewis, Team Manager Countryside Access, Tel: 0115 977 3169

Constitutional Comments (LW 12/09/2019)

41. Communities and Place Committee is the appropriate body to consider the content of the report.

Financial Comments (RWK 12/09/2019)

42. There are no specific financial implications arising directly from the report

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- Nottinghamshire Rights of Way Management Plan 2018 - 2026

Electoral Division(s) and Member(s) Affected

- All

Nottinghamshire County Council

Report to the Communities & Place Committee

7 November 2019

Agenda Item:7

REPORT OF THE SERVICE DIRECTOR, PLACE AND COMMUNITIES

UPDATE ON KEY TRADING STANDARDS AND COMMUNITIES MATTERS

Purpose of the Report

1. To update the Committee on key Trading Standards and Communities matters, including progress to raise additional income in the Service; and

2. Ratify the update given regarding the progress of raising additional income in the Service.

3. To seek approval for the creation of two fixed term (2 years) Regulatory Compliance Officer apprenticeship posts within the Service.

Information

TRADING STANDARDS

4. **Animal Health - Imports of Animals –** in 2019 so far**,** 6 complaints have been received about dogs that have been illegally imported. This practice increases the risk of spreading exotic diseases to the UK such as Rabies and Echinococcus multilocularis (a tapeworm which can be carried by dogs and transmitted to humans).

5. The dogs, all puppies, were found to have arrived without the correct Pet Passport documentation, so were placed into quarantine at the expense of the owners. More information about the Pet Passport scheme can be found at https://www.gov.uk/take-pet-abroad.

6. **Tacking Fraud Against the Vulnerable - officers** continue to support the vulnerable who have been fallen victim to frauds and scams. Recent examples include:

   a. one resident received a £1,500 refund in relation to a mis-sold property insulation contract;

   b. another received a £800 refund for a cancelled soffits and fascia contract, where the trader had previously failed to return their money; and

   c. an officer working collaboratively with a social worker to protect an elderly resident with dementia being targeted by bogus traders. Interventions included fitting a memo minder

to play a message when the resident walks towards the front door, and a lifeline has also been installed so that she can get advice if callers come do to the door.

7. **Young Friends Against Scams –** in September, the National Trading Standards Scams Team launched a new training session designed for children aged 9-11. More details about the new initiative can be found at www.friendsagainstscams.org.uk .

8. **Nominated Neighbour –** Officers are working Nottinghamshire Police and Local Borough Councils to implement the Scheme. This scheme helps protect residents who may be vulnerable to unwanted doorstep callers. Following the successful sign up of 27 properties in May, work is taking place to identify further areas that may benefit.

8. **Doorstep Crime** – Officers recently attended five separate doorstep crime incidents across the county. Each incident involved older and vulnerable residents targeted by criminal bogus traders offering roofing, tree surgery, and driveway services.

9. The residents have been overcharged for substandard work, and collectively lost more than £25,000. Target hardening advice and support has been provided, and direct interventions undertaken when the 'traders' demanded further payments and threatened to return. Ongoing enquiries are being made into these instances.

10. **Illicit Tobacco –** Officers continue to apprehend and disrupt businesses and individuals involved in the sale of illicit tobacco products.

11. In July, Police Officers were briefed about the prevalence of illicit tobacco and how to spot it when carrying out their duties. This work directly resulted in the Police seizing £1,400 of counterfeit tobacco when they attended a domestic incident in Hucknall. Enquiries are underway.

12. A multi-agency operation was also carried out between Trading Standards Teams from Nottinghamshire and Derbyshire with officers from Her Majesty's Revenue and Customs (HMRC). The operation targeted a shop in Sandiacre, linked to one in Stapleford that had recently been forced to close due to repeated prosecutions.

13. The enforcement action was successful, with £3,000 worth of illicit tobacco products seized. A vehicle was also seized by HMRC that was being used to convey the illegal goods.

14. Inspections also recently took place at premises in Sutton and Carlton, following anonymous complaints about underage sales. Both premises cooperated with the inspections and were able to demonstrate that CCTV systems were in place, along with records to show that age is being challenged and refusals have been taking place.

15. Extensive work has taken place in relation to a long-standing investigation involving a criminal conspiracy. Four individuals are suspected to have conspired together to supply illicit tobacco from a retail premises. The case will be reported for legal consideration.

16. **Regional Investigations Team (RIT) - Operation Comfort Crown Court Sentencing.** On 30th August, 5 individuals were sentenced at the Nottingham following their involvement in a fraud that targeted small businesses nationwide. The group promised businesses the

recovery of overpayments and VAT from UK energy suppliers, but these recoveries never occurred.

17. Following a very challenging 15-week trial, 4 defendants were found guilty the jury. A further defendant who had been severed from the trial through ill health entered a guilty plea on the day.

18. Judge Sampson recognised that the detriment was in the region of £1.6m, he sentenced the individuals based on the known 770 complainants and their losses (in the region of £350,000):

    - Steven Ricardo (45) previously of Chorley, Lancashire - Conspiracy to Commit Fraud, 6 years imprisonment, and for Fraudulent Trading, 2 years imprisonment (to run concurrently);

    - David Michael Wilkinson (32) of Hucknall, Nottinghamshire - Conspiracy to Commit Fraud, 2 years imprisonment;

    - Ian Frances McHugh (54) of Westward Ho, Devon - Conspiracy to Commit Fraud, 2 years imprisonment;

    - Max Thomas Bancroft (27) of Burnley, Lancashire - Conspiracy to Commit Fraud, 12 months' imprisonment suspended for 18 months, plus 200 hours unpaid work; and

    - Brian Witty (76) of Hagley, West Midlands - Fraud by False Representation, Conditional discharge for 12 months.

19. Judge Sampson described Ricardo as incapable of running a business honestly because of his greed, and that he also had surrounded himself with *'dishonest sycophants'*. Of Wilkinson, he commented that he was a *'Loyal Lieutenant who created a false persona whilst aggressively pursuing fees'*. Of McHugh he said he was *'A loyal associate dishonest from the beginning, willingly joined in creating a false persona, and who had lied at interview, and to the Jury'*.

20. Investigating officers were commended by HHJ Sampson who recognised that the trial itself had been a challenge, and commented *'The conduct of the officers investigating, collating and presenting the evidence was thoroughly professional. The hard work and dedication have given the public a good service. This was a great success and they are to be commended for their individual and collective performance'*

21. Steven Ricardo, who absconded from Court before the Jury delivered its verdict, was sentenced in his absence. A warrant has been issued for his arrest.

22. A timetable has been set by the Crown Court for the subsequent Proceeds of Crime proceedings.

23. **Income Progress 2019-20** This report covers the period up to and including quarter 2 of 2019-20. The Service is currently on target to meet its target of £729k for 2019-20. The cumulative level of income attained to the end of Quarter 2 is £367k, marginally ahead of profile, £364.5k.

24. As previously reported, proposals had been together for two trade associations that represent businesses within the bathroom and kitchen sectors. The proposals were accepted by the two associations and are currently awaiting approval by the Secretary of State to register them as Primary Authority Partners.

25. It has also been previously reported about trial audits being undertaken at the members of an association involved with the flame retardancy of textiles. The outcome of those audits has led to a revised standard devised in conjunction with that association. The standard ensures that production methods and systems used by members deliver consistency, and the assurance of the independent audits gives confidence to customers.

26. This Service is also using a similar approach with a co-ordinated Primary Authority Partner in the bathroom sector to devise and agree an auditable standard for members. The aim is to promote compliance with this standard as being the item that consumers should look for when buying products in this sector. It is hoped that this will drive out businesses that do not want to provide safe products.

27. **Regulatory Compliance Officer (RCO) Apprentices –** This report proposes the creation of two new fixed term (2 years) Grade 4 Level 1 Trading Standards Officer roles in order to recruit two new officers to undertake the Regulatory Compliance Officer apprenticeship, which is an entry route into the Trading Standards profession. The authority can draw down £6k for each RCO apprentice from the Apprenticeship levy, which funds the cost of their RCO training and end point assessment

28. There is a recognised national shortage of qualified Trading Standards Officers (TSOs). As a result, many authorities are now looking to train up new officers via the RCO apprenticeship route into the new national Trading Standards Practitioner qualification.

29. In 2018, the Service recruited 3 new RCO apprentices into 3 vacant Grade 4 level 1 TSO roles. All 3 officers are progressing well in their qualification, and are on track to complete the RCO apprenticeship and Stage 1 of the Trading Standards Practitioner Certificate in Autumn 2020.

30. The two new proposed RCO apprenticeship posts will be funded by underspends from two unfilled Band A level 3 Trading Standards Officer (TSO) roles, following recent unsuccessful recruitment processes. These level 3 TSO posts will remain on the structure for the future advancement of the RCO apprentices, as they progress through stage 2 of the qualification and gain their Trading Standards Practitioner Diploma.

31. The £9.5k cost saving between an entry level Grade 4 RCO apprenticeship role and a Band A level 3 TSO role for the two years will be used to fund the training costs of the 3 current level 2 TSOs, as they advance through the Trading Standards Practitioner qualification

COMMUNITIES

32. **'Victory in Europe' (VE) Celebrations -** The Team are co-ordinating celebrations to mark the 75th anniversary of VE day, 8th May 1945. The celebration, VE DAY 75, is being promoted nationally, and the first May Bank holiday in 2020 will now be on Friday 8th May to enable communities to mark this milestone.

33. Communities across Great Britain are being encouraged to actively celebrate. In Nottinghamshire, the celebrations will cover the weekend of 8 -10 May 2020. The ambition is to deliver a county celebration of peace, a time to remember, reflect and pay tribute to the 'Golden Generation', people over 90 years old, who played such a vital part in achieving peace.

34. The Golden Generation who will be recognised include:

- Armed Forces personnel from the many countries who gave their lives, and those who returned home injured in body and mind;
- the hard-working women and men who kept the factories, mines and farms operating throughout the years of turmoil; and
- the police officers, doctors, nurses, firemen, local defence volunteers, ARP wardens and many others who put their live on hold to safeguard the home front.

35. In-line with the Council's Armed Forces Covenant commitment, and working in partnership with The Nottinghamshire Lieutenancy, Southwell Minster, 7 Infantry Brigade, and all local authorities, Rufford Country Park and organisations across the county the following plans are being explored. They include:

- Exhibitions, static displays, re-enactors;
- Golden Generation VIP area;
- Military displays and exhibitions;
- Appropriate Film Show(s), Bridge too Far, Dunkirk (2017), The Imitation Game, The Longest Day, Pianist or Great Escape;
- Concerts & Fireworks Display: Military band, Big Band sound, Vera Lynn, Gracie Fields or George Formby…sing along; and
- Southwell Minster Service of Reflection (Sunday)

36. National activities will include:

- The playing of Battle O'er & VE 75 Years;
- The Nations Toast to the Heroes of WW2;
- The Cry for Peace, around the world;
- Churches & Cathedrals ringing out for peace;
- Street parties, and parties in pubs, clubs, hotels, halls and on town and village greens; and
- Services commemorating and celebration in churches, including the reading of the Tribute to the Millions, and the playing of the Last Post.

37. At the national level, all proceeds raised by the nation will go to SSAFA - the Armed Forces Charity, formally known as Soldiers, Sailors, Airmen and Families Association. The funds will help support care for all members of the Armed Forces Community, and their dependents.

38. In a Report of the Leader of the County Council to Policy Committee on 16th October 2019, Members approved a proposal to provide £65,000 to support these important Celebrations.

Other Options Considered

39. An alternative option to the Regulatory Compliance Officer (RCO) apprenticeship would be to train officers solely via the Trading Standards Practitioner qualification. However, that option is more expensive as £6k apprenticeship levy is available for the RCO apprenticeship and the successful RCO apprenticeships gain exemptions to all but one exam in the Trading Standards Practitioner Certificate qualification.

40. The Service will also consider what other steps it can take to attract qualified Trading Standards Officers and further develop existing officers. The Management Team are working on a Workforce Strategy and Plan for the Service to further develop a flexible and highly skilled workforce to meet future Service needs.

Reason/s for Recommendation/s

41. To ensure appropriate political oversight of key Trading Standards and Communities matters.

42. Due to the current national recruitment and retention problem within the Trading Standards profession many authorities are now opting to “grow their own” Trading Standards Officers for the future needs of their Service. The Regulatory Compliance Officer (RCO) apprenticeship route provides the most cost-effective option.

Statutory and Policy Implications

43. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

44. **Income Progress 2019-20 -** The Service is currently on target to meet its target of £729k for 2019-20. The cumulative level of income attained to the end of Quarter 2 is £367k, marginally ahead of profile.

45. **Regulatory Compliance Officer Apprenticeships** - The proposed staffing changes can be met from within the Trading Standards staffing budget. Funding from unfilled higher-level Trading Standards Officers roles will be used to fund the apprentice roles and their associated training costs within the Trading Standards Practitioner qualification, as they advance through the career structure.

46. **VE Day Celebrations –** Policy Committee approved the provision of £65k of contingency to support the proposed celebrations. A report is due to be taken to Finance and Major Contracts Committee on 18/11/19.

RECOMMENDATION/S

That the committee:

1) Ratifies the updates given regarding Trading Standards and Communities matters; and

2) Ratifies the update given regarding the progress of raising additional income in the Service.

3) Approves the creation of two fixed term (2 years) Grade 4 level 1 TSO/Regulatory Compliance Officer apprenticeship posts within the Service.

Derek Higton
Service Director, Place and Communities

For any enquiries about this report please contact: Mark Walker, Group Manager Trading Standards & Communities, Tel: 0115 977 2173

Constitutional Comments (KK - 23/09/2019)

47. The proposals in the report are within the remit of the Communities and Place Committee

Financial Comments (SES 08/10/2019)

48. The financial implications are set out in paragraphs 44 to 46 of the report. Trading Standards is forecast to meet the income budget of £729,000.

49. The funding of the two fixed term Regulatory Compliance Officer Apprenticeships can be contained within the Trading Standards revenue budget as is currently underspent following unsuccessful recruitment of 2 Trading Standards Officer posts. The staffing structure is to be refreshed to take account of the change in recruitment.

50. A request for £65,000 contingency (£20,000 for 2019/20 and £45,000 for 2020/21) is being submitted to the F&MCM Committee for approval.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- None

Electoral Division(s) and Member(s) Affected

- All

Nottinghamshire County Council

Report to Communities & Place Committee

7 November 2019

Agenda Item:8

REPORT OF THE CORPORATE DIRECTOR, PLACE

STRATEGIC RAIL UPDATE REPORT

Purpose of the Report

1. The purpose of this report is to update Committee on the national and regional strategic rail connectivity initiatives affecting the County, to seek Committee approval for officers to continue work with partners to deliver / promote rail improvements, and to seek approval to contribute to two regional posts within East Midlands Council reporting to Transport for the East Midlands.

Information

2. Nottinghamshire has a number of rail franchises covering the entirety of the county area. The largest of these is the East Midlands Rail Franchise which was recently awarded to Abellio to operate as East Midlands Railways. This contract started on 19th August 2019 and is very much in its early days. Nottinghamshire has an interest in Rail North, now part of Transport for the North, East Coast Mainline through East Coast Mainline Authorities (ECMA) and more generally through Midlands Connect.

East Midlands Railways

3. Abellio UK, recently awarded the new eight-year East Midlands Railway (EMR) franchise by the Department for Transport, has confirmed that it has awarded a £400 million contract to Hitachi Rail to build a pioneering new fleet of intercity trains. The new state of the art intercity trains will start operating in 2022 and will serve the main cities and towns on the Midland Main Line including Sheffield, Chesterfield, Nottingham, Derby, Leicester and Lincoln as well as Kettering and London St Pancras.

4. The new trains will offer significant advances on the existing fleet, with passengers benefiting from more seats and modern interiors. Abellio has ordered 33 five-carriage trains, which will regularly be operated in 10-carriage formations. The trains will include features that passengers and local stakeholders have said they want to see, including air conditioning, free Wi-Fi throughout, plug sockets and better passenger information screens. There will be an improved and more consistent 'seven day' catering service in both 1st and Standard Class.

5. The new Hitachi trains are quieter and greener, meaning lower carbon emissions and a better environment for passengers, stations and communities along the route. They have the ability to run using electric overhead lines wherever possible, taking advantage of the £1.5 billion Midland Main Line upgrade and, when running in diesel mode, will cut harmful emissions (particulate matter) by up to 90%.

6. As part of the franchise agreement, Department for Transport (DfT) have agreed in principle to cover 50% of the cost of two posts reporting to Transport for the East Midlands (TfEM) - appointed through East Midlands Council (EMC) - to oversee the management of the East Midlands Railway Franchise Agreement, but awaiting ministerial sign-off. These two roles can take a regional lead on rail matters across the East Midlands applying consistent standards and giving the region a dedicated rail resource. The remaining cost of these posts is to be shared equally between the respective transport authorities. The potential cost to Nottinghamshire is £13k pa.

Rail North

7. The rail north partnership is the team which acts on behalf of transport for the North and the DfT to manage both Northern and trans Pennine rail franchises. Nottinghamshire is only on the very edge of these services covering some routes through Bassetlaw, but mantains membership to enable Nottinghamshire to be aware of developments on these routes and have a say on any proposals. It should be noted that Nottinghamshire, due to levels of services within the county, only gets 3 votes – whereas some of the larger areas in the north have up to 223, hence our level of influence is minimal (total votes 993). To date Nottinghamshire has though seen improved services introduced to both Worksop and Retford.

East Coast Mainline Authorities

8. East Coast Mainline Authorities is a group of 41 councils, including Nottinghamshire, representing authorities along the East Coast Main Line who are calling for the economic potential of the route to be realised. The line runs from the capital through to Inverness and Aberdeen, serving some of the country's most productive and prosperous areas, whose economies already contribute over £300bn per year to the UK economy. Along the route lie global centres of finance such as Edinburgh and Leeds, as well academic centres of excellence in Durham and Aberdeen, lucrative tourism hot spots like York and manufacturing bases in Sheffield and the North East.

9. The Consortium of East Coast Mainline Authorities, as the collection of councils is known, is making the financial case for further investment in the line, alongside the planned eastern section of HS2, and has undertaken detailed research on the economic benefits it could achieve. Analysing the potential impact of improvements, ECMA found that investment in current passenger and freight services could generate over £5bn in additional GDP, while HS2 East would take that figure to around £9bn. The report, Keeping the Economy on Track, also identifies specific actions that would deliver the most in economic benefits.

10. Top of the agenda is increasing capacity and journey speed through the provision of eight high-speed trains per hour from London travelling at up to 140mph, as well as improving connectivity from the capital to neglected destinations.

Midlands Connect – Rail Hub

11. Enhanced mobility makes everyone more productive, more prosperous and better able to reach their economic potential. The Midlands Rail Hub, the Midlands Connect flagship rail project, is the most ambitious upgrade of the region's rail network for a generation. It will transform east-west rail connectivity, open up capacity for faster, more frequent services across the region and beyond, and create new opportunities for passengers and businesses alike. A chronic lack of investment means that in many places, ageing rail infrastructure is no

longer fit for purpose. Older and lower specification sections of track push down line speeds, an absence of passing points create bottlenecks, and a lack of capacity at our stations means that we're unable to keep pace with growth in passenger demand.

12. The Midlands Rail Hub is an ambitious yet deliverable programme of new and upgraded infrastructure that will be implemented in phases between now and 2033. It will strengthen rail links between the economic centres of Birmingham, Leicester, Nottingham, Coventry, Derby, Hereford and Worcester, improve services to Wales and the South West and allow more people to access HS2. The plans will activate six million more rail journeys each year, creating space for up to 24 extra passenger trains an hour. Implementing these improvements will bring 1.6 million more people to within an hour of the region's biggest towns and cities by public transport. Building a transport network fit for the future means empowering our communities and businesses to make greener choices – the availability ofquicker, more frequent, direct services will reduce unnecessary car usage and encourage more frequent rail travel. The Midlands Rail Hub will also unlock 36 extra freight paths a day, creating space for 4,320 lorries' worth of goods to be shifted from our roads to onto railways, reducing congestion.

13. Midlands Connect submitted a Strategic Outline Business Case for the Midlands Rail Hub to the Department for Transport in June 2019. Midlands Connect now ask that Government provides the £25 million in funding required to bring this essential project to the next stage of its development. The total cost of the package of improvements will require an investment in the region of £2billion.

Midlands Connect - Humber Ports / Lincoln – Nottingham Rail Corridor Study

14. Midlands Connect commissioned an assessment of the rail corridor between Nottingham, Lincoln and onward to the Humber ports –notably Immingham. The aim of the study was to identify a series of options for the future development of services on the corridor, in support of broader socio-economic objectives as set out in the Midlands Connect Strategy.

15. The review identified a series of gaps between the requirements of the market and the capabilities of the existing rail network. This primarily relates to the speed and frequency of services. Options to address these gaps, in the forms of revised calling patterns and journey times, have been considered as part of this study. The study also considers how best to deliver these improvements. The key infrastructure constraint on the corridor –the flat crossing at Newark where the route intersects the East Coast Main Line –poses a barrier to service improvement. "Grade separating" the junction (to physically separate the two lines) is likely to require significant capital investment. This study also considers the feasibility of re-routing freight services in order to release capacity for passenger trains, which may be a more cost-effective solution.

16. A series of options were tested with the objective of improving service frequencies and reducing journey times. These options were analysed to understand their impact on rail demand, revenue and operating cost. This enabled economic appraisal to be undertaken to provide insight as to whether improvements are likely to provide value for money. Options tested were constrained by the existing pathing restrictions across Newark flat crossing. The results of which suggested that improving the journey time between the key centres on the route –Lincoln, Newark and Nottingham – would generate significant benefit.

17. However, delivering this benefit required some degree of trade-off with local connectivity at intermediate stations. Further options were then tested which assumed that the second hourly

path over Newark flat crossing was available for passenger services. The results of these tests demonstrated that benefits could be increased via the implementation of a second fast or semi-fast service between Lincoln and Nottingham. However, the operating costs required to deliver these additional services is likely to outweigh both the incremental revenue and the user/non-user benefits.

18. The recommended **next steps** for this work are:
    - Whilst there does not appear to be a strong case for Midlands Connect to actively pursue service frequency enhancements on the corridor, early engagement with the new East Midlands franchisee may be beneficial to validate assumptions.

    - Service frequency enhancements should be considered as part of post-HS2 service planning, with engagement and further development at such a time to enable early delivery post HS2 implementation.

    - The potential line speed enhancement scheme should be actively pursued with Network Rail and DfT at the earliest opportunity, to understand estimated capital costs and necessary further development to progress the scheme.

Other Options Considered

19. The other option to consider is to withdraw support for the contribution to the two additional posts based at EMC. This option has, however, been rejected as it would impact on delivery of the Council's objectives and would be detrimental to Nottinghamshire residents and businesses.

Reason/s for Recommendation/s

20. The County Council's long-term transport strategy is set out in the Nottinghamshire Local Transport Plan (LTP). The LTP includes measures to deliver a number of corporate objectives relating to the economy, environment, health and transport. Continuing to support rail improvements will help accelerate delivery of County Council objectives relating to the economy and environment, thus bringing the best and most efficient benefits to Nottinghamshire residents and businesses.

Statutory and Policy Implications

21. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

22. The financial implications of this report are detailed in paragraph 6. It is considered that at £13k per annum this would represent good value for money and the budget for this commitment can be covered within the Transport Planning and Programme Development team's existing revenue budget allocations.

Implications for Sustainability and the Environment

23. The proposals are considered to have a positive benefit for rail users that will encourage modal shift to sustainable modes of transport.

RECOMMENDATION/S

In addition to noting the delivery of the programmes to date, it is recommended that Committee approve:

1) The contribution towards the two dedicated rail posts covering the East Midlands region based at East Midlands Council and reporting to Transport for the East Midlands, and
2) Support officer involvement in ongoing partnership working, with the aim of maximising regional rail improvements.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Kevin Sharman – Team Manager - Transport Planning and Programme Development Tel: 0115 9772970

Constitutional Comments [AK 26/09/2019]

24. The recommendation falls within the remit of the Communities and Place Committee under its terms of reference.

Financial Comments [RWK 28/10/2019]

25. The report proposes a contribution from the County Council of £13,000 per annum towards the costs of 2 regional posts within East Midlands Council reporting to Transport for the East Midlands. The cost of this contribution will be funded from within the existing revenue budget provision for the Transport Planning and Programme Development team.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- None

Electoral Division(s) and Member(s) Affected

- All

Nottinghamshire County Council

Report to Communities and Place Committee

7 November 2019

Agenda Item:9

REPORT OF SERVICE DIRECTOR, GOVERNANCE AND EMPLOYEES

WORK PROGRAMME

Purpose of the Report

1. To consider the Committee's work programme for 2019-2020

Information

2. The County Council requires each committee to maintain a work programme. The work programme will assist the management of the committee's agenda, the scheduling of the committee's business and forward planning. The work programme will be updated and reviewed at each pre-agenda meeting and committee meeting. Any member of the committee is able to suggest items for possible inclusion.

3. The attached work programme has been drafted in consultation with the Chairman and Vice-Chairman, and includes items which can be anticipated at the present time. Other items will be added to the programme as they are identified.

4. As part of the transparency introduced by the new committee arrangements, each committee is expected to review day to day operational decisions made by officers using their delegated powers. The Committee may wish to commission periodic reports on such decisions where relevant.

Other Options Considered

5. None.

Reason/s for Recommendation/s

6. To assist the committee in preparing its work programme.

Statutory and Policy Implications

7. This report has been compiled after consideration of implications in respect of finance, public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these as required.

RECOMMENDATION/S

1) That the Committee's work programme be agreed, and consideration be given to any changes which the Committee wishes to make.

Marje Toward
Service Director, Governance and Employees

For any enquiries about this report please contact: Noel McMenamin, Democratic Services Officer on 0115 993 2670

Constitutional Comments (HD)

8. The Committee has authority to consider the matters set out in this report by virtue of its terms of reference.

Financial Comments (PS)

9. There are no financial implications arising directly from this report.

Background Papers

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- None

Electoral Division(s) and Member(s) Affected

- All

COMMUNITIES & PLACE COMMITTEE

WORK PROGRAMME – DECEMBER 2019–MARCH 2020

Report	Description	Lead Officer	Report Author
5 December 2019			
~~Concessions scheme notice~~	This is delayed due to negotiation with NET not being completed yet.	~~Derek Higton~~	~~Pete Mathieson~~
~~Ticketing and Transport Digitalisation programme.~~	This is delayed due to recent Govt announcement on buses and ticketing.	~~Derek Higton~~	~~Pete Mathieson~~
Flood Risk Management Update	To provide an update for Members on the latest position in relation to the Councils duties and responsibilities under the Flood Risk Regulations (2009) and the Flood and Water Management Act 2010. To provide an update on current major flood investigations and progress on major flood protection schemes.	Derek Higton	Gary Wood/Sue Jaques
Nottinghamshire Local Aggregate Assessment 2019	To approve the annual assessment of demand for aggregates in Nottinghamshire Stephen Pointer	Adrian Smith	Stephen Pointer/ Steven Osbourne-James
Gedling Access Road	Project update and Contract Approvals	Derek Higton	Mike Barnett/Gary Wood
TRO Castlegate, Newark	Consider objections.	Adrian Smith	Gary wood/Mike Barnett
TRO A6005 Bye Pass Road	Consider objections.	Adrian Smith	Gary Wood/Mike Barnett
Hickings Lane, Stapleford	Consider objections.	Adrian Smith	Gary Wood/Mike Barnett

Manton Estate, Worksop	Consider objections.	Adrian Smith	Gary Wood/Mike Barnett
Registration Services Fees	Approval for proposed revisions to Registration Service fees and charges over which the County Council has discretion.	Derek Higton	Rob Fisher
LIS Capital Grants 2020/21	Update on the impact and progress of the LIS 2018/19. To approve the timelines and the revised application criteria for 2020/21.	Derek Higton	Cathy Harvey/Mark Walker
Main Street, Calverton	Consider objections.	Adrian Smith	Gary Wood/Mike Barnett
Place Core Data Set – Quarter 2 Performance 2019-2020 incorporating Financial Reporting		Nigel Stevenson	Matthew Garrard
9 January 2020			
NET Handover Update			Gary Wood
TRO5261 A6005 Bye Pass Road 30mph	Withdrawn from September committee by Gary Wood	Derek Higton	Gary Wood/Helen North
Update on key Trading Standards and Communities matters	Update the Committee on key Trading Standards and Communities matters and seek appropriate approvals	Derek Higton	Mark Walker
Highways & Transport Draft Programme		Derek Higton	Gary Wood/Sean Parks/Via
Minerals and Waste Local Development Scheme	To adopt an update to the timetable for the preparation of Minerals and Waste Local Plans.	Adrian Smith	Sally Gill/Stephen Pointer
6 February 2020			
Via Update Report	Update.	Derek Higton	Gary Wood
Nottingham and Nottinghamshire Joint Waste Local Plan	To approve for publication a document to involve people in the scope of a Local Plan for Waste.	Adrian Smith	Sally Gill/Stephen Pointer/Nina Wilson

Nottinghamshire Highway Design	Outcome of consultation and approval of final document	Adrian Smith	Sally Gill/Clive Wood
5 March 2020			
Congestion management		Derek Higton	Pete Mathieson
Transport and Highways charges report		Derek Higton	Pete Mathieson
Update on key Trading Standards and Communities matters	Update the Committee on key Trading Standards and Communities matters and seek appropriate approvals	Derek Higton	Mark Walker
Place Core Data Set – Quarter Performance 2019-2020 incorporating Financial Reporting		Nigel Stevenson	Matthew Garrard