

Transport and Highways Committee

Thursday, 18 June 2015 at 10:30

County Hall, County Hall, West Bridgford, Nottingham, NG2 7QP

AGENDA

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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 David Forster (Tel. 0115 977 3552) 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>

Meeting	Transport and Highways Committee
Date	21 May 2015 (commencing at 10.30 am)

Membership

Persons absent are marked with an 'A'

COUNCILLORS

Kevin Greaves (Chairman)
Steve Calvert (Vice-Chairman)

Roy Allan
Andrew Brown
Richard Butler
Stephen Garner

Richard Jackson
Michael Payne
John Peck
Sheila Place

OFFICERS IN ATTENDANCE

Pete Barker	- Planning Policy and Corporate Services
Neil Hodgson	- Service Director, Highways
Jas Hundal	- Service Director, Environment and Resources
Pete Mathieson	- Team Manager, Transport & Travel Services
Sean Parks	- LTP Manager, Highways

APPOINTMENT OF CHAIRMAN AND VICE CHAIRMAN

RESOLVED 2015/036

That the appointment of Councillor Kevin Greaves as Chairman and Councillor Steve Calvert as Vice-Chairman by the County Council on 14 May 2015 for the ensuing year be noted.

MEMBERSHIP 2015/16

RESOLVED 2015/037

That the membership of the Committee 2015/16 as listed below be noted:-

Roy Allan
Andrew Brown
Richard Butler
Steve Carr
Stephen Garner
Colleen Harwood
Richard Jackson
Michael Payne
John Peck

COMMITTEE MEMBERSHIP

The Clerk to the Committee reported orally that Councillor Sheila Place had replaced Councillor Colleen Harwood for this meeting only.

MINUTES OF THE LAST MEETING

That the minutes of the last meeting held on 23 April 2015 were taken as read and were confirmed and signed by the Chairman.

APOLOGIES FOR ABSENCE

Apologies were received from Councillor Steve Carr (other County Council business).

DECLARATIONS OF INTEREST

None.

LGA: PUBLIC TRANSPORT CONSORTIUM (PTC) SETTING THE AGENDA FOR THE NEXT GOVERNMENT

RESOLVED 2015/038

- 1) That Committee notes the contents of the PTC paper "Setting the Agenda for the Next Government".
- 2) That Committee approves the continued membership of the Public Transport Consortium.

BEESTON STATUTORY QUALITY BUS PARTNERSHIP UPDATE

RESOLVED 2015/039

- 1) That the outcome of the Beeston SQBP consultation be noted

- 2) That the making of the SQBP Scheme, effective from 1 September 2015 for the Interchange and the 1st July 2015 for the surrounding bus stops, be approved.

DfT TOTAL TRANSPORT PILOT FUND & COMMUNITY MINIBUS FUND

RESOLVED 2015/040

- 1) That the successful bid for DfT Total Transport Funding (£300k) and the contents of the pilot project be noted.
- 2) That the appointment of consultancy to support delivery of the pilot project be approved.
- 3) That the successful outcome of the DfT Community Transport Minibus Fund bids be noted.

PASSENGER FOCUS – BUS PASSENGER SURVEY RESULTS

RESOLVED 2015/041

- 1) That the contents of the report be noted.
- 2) That the match funding for the survey from 2015 to 2019 be approved.

FLOOD RISK MANAGEMENT UPDATE AND STAFFING

RESOLVED 2015/042

That Committee approves the creation of one new Principal Officer post and the hosting of a foundation degree student.

CIVIL PARKING ENFORCEMENT: ENFORCEMENT AGENT (BAILIFF) CONTRACT AWARD

RESOLVED 2015/043

That the award of the enforcement agent contract to Bristow & Sutor, Equita, Marstons, and Rundles for the period 2015-2019 under the terms of the UK Public Tenders Regulations 2006, be noted.

NITROGEN DIOXIDE AIR QUALITY IN NOTTINGHAMSHIRE

RESOLVED 2015/044

That the contents of the report be noted.

OBJECTIONS TO PERMANENT TRAFFIC REGULATION ORDERS – UPDATE ON SERVICE DIRECTOR APPROVALS (2014/15 QUARTER 4)

RESOLVED 2015/045

The Committee note all TROs where objections have been considered by officers.

PERFORMANCE REPORT – HIGHWAYS

RESOLVED 2015/046

That the contents of the report be noted.

RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL ON 26TH MARCH 2015.

RESOLVED 2015/047

That the proposed actions be approved, the lead petitioners be informed accordingly and a report be presented to Full Council for the actions to be noted.

WORK PROGRAMME

Councillor Jackson requested that a report on the extension of the Robin Hood Line be brought to a future meeting of the Committee.

RESOLVED 2015/048

That the Work Programme be noted.

The meeting closed at 11.53am

Chairman

18 June 2015**Agenda Item: 4****REPORT OF SERVICE DIRECTOR HIGHWAYS****LOCAL TRANSPORT PLAN – IMPLEMENTATION PLAN 2015/16-2017/18****Purpose of the Report**

1. The purpose of this report is to seek Committee approval for the Implementation Plan for the period 2015/16-2017/18.

Information and Advice

2. The Implementation Plan sets out how the County Council will use the funding available to deliver Nottinghamshire's long term transport strategy, the Local Transport Plan (LTP), during the period 2015/16-2017/18. The LTP was developed in consultation with businesses, the public, stakeholders, and County Council members and the Implementation Plan reflects the priorities identified through this consultation.
3. This Implementation Plan period is aligned to the confirmed Department for Transport (DfT) capital funding for highways and this Plan is the second that the County Council has developed. The second Implementation Plan builds on the successful delivery and annual reviews of the first Implementation Plan which covered the period 2011/12-2014/15. The annual reviews enabled the Council to assess the effectiveness of the measures contained within the Plan; and if necessary measures that are ineffective, or are not delivering value for money, can be changed. During the first Implementation Plan period the County Council was successful in delivering (figures shown are the most recent available):
 - Bus improvements – working with partners, such as bus operators and neighbouring transport authorities, in the delivery of local bus services, infrastructure improvements and integrated ticketing
 - Cycling improvements – working in partnership with national organisations (e.g. Sustrans) and local groups (e.g. Pedals) to increase cycling levels by 8% between 2010 and 2013 through the delivery of infrastructure improvements across the county
 - Major transport schemes completed bus station improvements in Mansfield and Beeston and started construction on a new station in Worksop; helped facilitate the A453 and A1 Elkesley improvements on the Highways England network through financial contributions
 - Rail service improvements – securing funding for journey time improvements to London and Newark
 - Restraining increases in journey times (maintained at 2010 levels) and traffic growth (2% reduction between 2010 and 2013) through the delivery of smarter choices measures

(e.g. travel planning); cycling, walking and passenger transport improvements; as well as capacity improvements, such as Lockhill roundabout improvements

- Road safety improvements – working in partnership with the emergency services,
 - Securing funding through the Local Growth Deal for future major transport improvements in Bingham/Cotgrave, Gedling, Harworth, Hucknall, Newark and Worksop.
4. Increasing financial constraints have underlined the essential need for the County Council to develop clear implementation strategies to ensure value for money for investment. The Implementation Plan therefore details how the County Council, working in partnership with others, will deliver transport improvements in Nottinghamshire. The programmes of work detailed within the Implementation Plan and its appendices have been developed to help ensure delivery of County Council priorities, national priorities and local transport goals and objectives; particularly those relating to improving access to jobs and reducing the impacts of congestion on the economy.
 5. The Implementation Plan reflects the likely available capital and revenue transport funding, which is determined annually as part of the County Council's budget setting process. The programmes included in the Implementation Plan are based on the Council's current Medium Term Financial Strategy and latest announcements from government for highway capital grants. The Plan will, however, be reviewed annually and updated following the Council's budget decisions, changes in County Council priorities; and to help ensure value for money through assessing the effectiveness of the measures contained within it.
 6. The draft Implementation Plan, which is attached as Appendix 1, encompasses all forms of transport improvements, and sets out:
 - Capital and revenue funding levels currently allocated to transport improvements in Nottinghamshire
 - Continued partnership working to deliver transport improvements and strategies (such as the emerging Cycling Strategy Delivery Plan as well as the delivery of local bus services and integrated ticketing improvements); including a summary details on the proposed combined authority, devolution of transport funding/powers, and alternative service delivery model
 - The funding secured for, and details of, the major transport schemes to be delivered during this Implementation Plan period
 - Future major transport scheme programme development and prioritisation (including bus, light rail and rail schemes)
 - How the integrated transport and maintenance programmes will be developed and prioritised during this Implementation Plan period, and
 - Programme management and monitoring of the delivery of the LTP and the annual programmes of work.
 7. The detailed 2015/16 integrated transport and capital maintenance programmes were approved at the 19th March 2015 Transport & Highways Committee. These programmes will continue to be developed and approved annually; although opportunities to develop longer term programmes will be taken if possible. The programmes will be developed to reflect a balance of member, public and stakeholder requests as well as priorities; evidence of need (including technical analysis); value for money (including the co-ordination of works); delivery of the County Council's vision and transport objectives; and the ability to draw in external funding.

Other Options Considered

8. Other options considered are set out within this report.

Reason/s for Recommendation/s

9. The capital programmes detailed within the Implementation Plan 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 priorities, evidence of need, value for money, and delivery of the County Council's vision and transport objectives.

Statutory and Policy Implications

10. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working 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

1) It is recommended that Committee approve the proposed Implementation Plan 2015/16-2017/18 as contained in this report and detailed in Appendix 1.

Neil Hodgson
Interim Service Director Highways

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

Constitutional Comments (SLB 26/05/2015)

11. Transport and Highways Committee is the appropriate body to consider the content of this report.

Financial Comments (GB 04/06/2015)

12. The financial implications are set out in the appendix to this report. Variations to the capital programme will be required for those projects which have levered in external funding in excess of that approved by County Council on 26 February 2015.

Background Papers and Published Documents

- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- Nottinghamshire County Council Annual Budget Report 2015/16 – 26th February 2015
- Integrated transport and highway maintenance capital programmes 2015/16 Transport & Highways Committee report – 19 March 2015
- Nottinghamshire Local Transport Plan Implementation Plan 2011/12-2014/15

Electoral Division(s) and Member(s) Affected

- All

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1 Overview

The third Local Transport Plan for Nottinghamshire (LTP) sets out how we aim to make transport improvements in Nottinghamshire during the period 1 April 2011 to 31 March 2026. The LTP consists of two separate documents:

- the local transport strategy which details the County's transport vision and the strategy to deliver the vision, and
- this document, the Implementation Plan, which details the transport improvements that will help deliver the strategy and where investment will be prioritised.

This is the second published version of the Implementation Plan and has been reviewed to take account of revisions to funding amounts and their associated work programmes as well as County Council priorities.

The package of measures detailed within this Implementation Plan is dependent upon the levels of funding available to the County Council. The duration of the Implementation Plan therefore runs for the same period as Central Government's capital funding allocations to ensure it takes account of realistic funding levels. Central Government has confirmed funding levels up to 31 March 2018 and this second Implementation Plan will cover the three year period 1 April 2015 to 31 March 2018. Implementation plans will be reviewed annually to ensure:

- the effective delivery of the local transport strategy and transport improvements in Nottinghamshire
- the effectiveness of the measures contained within it
- where necessary, measures that are ineffective or are not delivering value for money can be changed, and
- programmes are based on up to date levels of funding available to the County Council.

The Implementation Plan is underpinned by a programme of measures that is developed and reviewed annually. The annual programme of measures details the schemes that will be implemented during any given financial year to provide transport improvements. The current annual programme of measures is included as appendix 1 to this Plan. The County Council allocates funding for Highways as part of its budget each February and following confirmation of available funding the Highways capital programmes are approved at Transport & Highways Committee. Developing an annual programme rather than a longer-term programme will continue to enable the Council to react flexibly to requests from local Members and local communities to deliver transport improvements within reasonable timescales. It will also help ensure the County Council gets value for money from its limited integrated transport funding as an annual programme will enable on going assessment of value for money on all scheme requests (old and new) rather than being locked in to a long-term programme containing schemes that offer less value for money.

The County Council's Implementation Plan is being considered alongside our neighbouring transport authorities' implementation plans to ensure consistency; to identify areas of common interest; and whenever possible to help maximise the use of resources and deliver value for money. The Plan will be reviewed and updated annually to take account of funding allocations and changes in County Council priorities. Annual review will also help ensure value for money through assessing the effectiveness of the measures contained within the Plan in delivering the LTP aims and objectives.

2 Funding

Transport improvements are funded through capital investment along with revenue support. Capital funding can be spent on transport assets such as new infrastructure, including new roads, footways, cycle ways, or public transport infrastructure. Revenue funding is used to support the running of services, such as promotion and marketing, subsidising bus services and paying for staff. Revenue funding is also used to help maintain the transport assets.

The bulk of capital funding available for transport improvements comes from central government although this funding is not ring-fenced and can be spent elsewhere. Some of the funding available for transport improvements has also been top-sliced as detailed below. Government's commitment to reducing the national deficit has significantly reduced the amount of government funding available to local authorities to deliver services, placing great financial pressure on local authorities.

2.1 Central government transport funding

There have been a number of changes to transport funding over recent years – in addition to the reductions resulting from the Government's deficit reduction plans there has been changes to the way funding is allocated to transport authorities as well as changes to formulae used to allocate funding.

As part of Central Government's Spending Review in 2010, the DfT announced a simplification of local transport funding, moving from 26 separate grant streams to just four:

- block funding for integrated transport (small scale transport improvements)
- block funding for highways maintenance
- major schemes, and
- the Local Sustainable Transport Fund (LSTF).

In March 2013 Central Government announced the introduction of the Single Local Growth Fund from April 2015. The Local Growth Fund (LGF) includes the key economic levers of skills, housing and transport funding. Therefore from 2015 all of the funding for major transport schemes, the capital element of the LSTF and approximately 43% of the national integrated transport block allocation is included in the LGF. This reduced the amount of funding directly allocated for integrated transport nationally from £450m in 2014/15 to £258m in 2015/16.

The LGF will be distributed to Local Enterprise Partnerships (LEPs) based on a Central Government assessment of the priorities and actions set out within each LEP's Strategic Economic Plan. Nottinghamshire is part of the D2N2 (Derby, Derbyshire, Nottingham, Nottinghamshire) LEP. The LEP, in discussions with Government will therefore prioritise the projects that the LGF funding will be spent on and these form part of each LEP's Local Growth Deal. It is therefore important to note that the top-sliced transport funding will not necessarily be used for transport projects as it could be allocated to non-transport schemes, and may not be allocated to schemes within Nottinghamshire.

Central government has confirmed integrated transport and capital maintenance funding levels up to 31 March 2018 (and indicative levels up to March 2021); confirmed funding for major transport schemes up to 31 March 2021; and confirmed transport schemes to be funded through the LGF as part of the Local Growth Deal up to 2016/17. Further detail on the levels of funding allocated to Nottinghamshire for transport improvements is given in the relevant sections below.

2.2 Other funding sources

It is recognised that levels of funding for transport will be limited in the foreseeable future but the County Council will continue to look to secure additional funding for transport improvements from European, national, regional and local funding sources whenever opportunities arise.

The Council will therefore actively pursue all other potential funding sources to complement the County Council's programme of transport improvements. This provides wider benefits for the residents of Nottinghamshire and added value for all parties. The County Council attempts to maximise funding from a variety of other sources, whether from its own funding streams; through match funding bids to give added value from external sources; or by utilising private monies from, for example, developers.

2.2.1 County Council capital and revenue funding

Recognising the importance of investment in transport improvements, the County Council has made additional contributions towards transport infrastructure as detailed in the relevant sections below. In

addition to the County Capital, significant revenue funding is provided annually by the County Council for transport improvements. In 2015/16 the County Council has committed over £41m (£41.741m) of revenue funding directly to transport issues to support and complement the Highways capital programmes. The largest of these blocks are for maintenance (winter maintenance such as gritting, electricity charges for street lights, as well as highway patching) and public transport (including concessionary fares, contracted services and school contracts), with other significant budgets allocated to road safety (education, awareness and engineering) and traffic management (minor network improvements and upgrades).

Unfortunately the pressure on revenue budgets (due to funding reductions and the need to support other services) means that the level of revenue for transport budgets is unlikely to be sustained. This has significant impacts on the delivery of some transport improvements, although the County Council continues to maximise available revenue budgets and works to ensure value for money on all funding sources (e.g. through the use of the strategic passenger transport framework to prioritise funding support for the non-commercial bus network).

Revenue programmes have a similar effect to the capital programmes and directly impact on improvements and services delivered, including maintenance of the highways assets, the level of bus services provided (particularly in rural areas) and casualty reduction. The significant levels of revenue funding in these areas reflect the importance placed on them, not only by the County Council, but also by the public.

2.2.2 External funding sources

The County Council also works to maximise its investment through securing additional external funding. The County Council has been extremely successful in maximising its investment through securing external funding from a variety of sources and, whilst the levels of funding may be limited in the foreseeable future, is looking to continue this approach whenever opportunities arise.

The County Council will therefore seek to secure external funding from a number of sources and relevant bids will continue to be made to maximise programmes of work. For example, over £900,000 external funding has been sought for integrated transport improvements alone, of which £448,000 has currently been secured (the remainder is pending at the time of writing), to enhance the number of integrated transport improvements that will be delivered during 2015/16.

Developer contributions

The County Council has been successful in securing significant levels of funding from developers to mitigate the impact of development. This funding will continue to be sought through planning obligations and the Community Infrastructure Levy to fund necessary transport improvements and to negate the impact of new development on the transport network in Nottinghamshire and our neighbouring authorities.

Partnership funding

The County Council will seek to maximise funding generated through working with partners such as health, safety, emergency services or education organisations, as well as private sector organisations, or the voluntary and third sector organisations, as opportunities arise.

3 Partnership working

The County Council works with a range of stakeholders to identify and deliver transport improvements across the county including the public sector (other local authorities, Highways England, Network Rail etc.), the private sector (passenger transport operators, delivery groups etc.) and third sector/voluntary groups (interest groups, community groups etc.).

3.1 Other local authorities

The County Council will continue to work with other local transport authorities to ensure consistency between implementation plans, maximise the use of resources, achieve value for money and deliver seamless improvements across administrative boundaries. Further detail on partnership working (e.g. reciprocal maintenance arrangements) is detailed throughout the LTP3 strategy document. The partnership working undertaken with other local authorities and private sector partners is highlighted in the Midlands Highways Alliance and potential combined authority proposals.

3.1.1 Midlands Highways Alliance (MHA)

The Midlands Highways Alliance (MHA) started in July 2007 as a Three Counties Alliance Partnership (3CAP) between the three Nottinghamshire, Derbyshire and Leicestershire county councils and business consultants, URS Scott Wilson. It was a pioneering venture and was the first alliance of its kind in the UK.

The MHA currently has a membership comprising eighteen local authorities and the Highways England. The MHA aims to improve performance, share best practise and make cost and efficiency savings in the delivery of highway services by working together.

Now self-funding, the unique venture delivers the regional procurement and implementation of highways maintenance, professional services and capital works through framework agreements between the member local authorities and private sector companies. These frameworks save the MHA members, on average, £4million per year.

3.1.2 Combined Authority

Proposals to create a Combined Authority representing the nine Nottinghamshire councils, including all districts, the County and City councils, have been submitted to Westminster for approval by Government. The Derbyshire councils are proposing similar arrangements for the Derbyshire area.

A Combined Authority would take long-term strategic decisions on areas such as transport, economic development and regeneration. Most other core cities, such as Manchester and Sheffield, already have combined authorities or are working towards them.

The Combined Authority may establish committees, sub-structures, sub-committees and arrangements for delegating powers and functions as it considers appropriate but for a vote on a transport related matter, both Nottingham City Council and Nottinghamshire County Council – as the two existing transport authorities – must form a part of the deciding vote's majority for that decision to carry.

With regards to transport it is proposed that the Nottinghamshire Combined Authority would undertake:

- the functions of a local transport authority under the Transport Act 2000 and any other enabling legislation (and including, by order, the functions of a Passenger Transport Executive under section 88 of the Transport Act 1985)
- the functions of local authorities under the Transport Act 1985.

The Combined Authority proposals are still in the formative stages and it is not possible at the time of writing to determine if or when a Combined Authority may be introduced in Nottinghamshire, or if any future decisions they may make will impact on the delivery of the Local Transport Plan during this Implementation Plan period.

If the Combined Authority proposals proceed the Nottinghamshire and Derbyshire combined authorities will, however, need to coordinate their work closely to ensure that effective governance arrangements can operate across the whole of the D2N2 LEP area.

3.1.3 Devolution of powers from Central Government

Building on the Combined Authority proposals, and working with the D2N2 Local Enterprise Partnership, council leaders are seeking the devolution from Whitehall to local councils of substantial powers, funding and responsibilities relating to jobs, skills, housing and transport.

The devolution plans reflect local councils (including boroughs, districts, City and County) existing commitment to work together and will give the Combined Authority the powers and levers to deliver their ambitions for sustainable growth and jobs. The proposal would give local councils the opportunity to control how money raised locally from business rates is spent, rather than it going to Whitehall for reinvestment nationally.

Recognising that good transport is a key driver of economic growth, the D2N2 area identifies that there are high levels of congestion and physical barriers to bus and rail connectivity across the region and that more innovative travel and transport solutions are needed to sustain and increase growth. To deliver these solutions greater powers are required and therefore with regards to transport the devolution deal is seeking:

- A 10-year funding commitment for local transport funding. This would include devolving Central Government funding for transport that has not already been devolved such as D2N2 Local Growth Fund (capital), the integrated transport and capital maintenance block allocations, OLEV capital programme funding, the Local Sustainable Transport Fund continuation funding, and a Cycle Ambition £10 per head settlement
- Powers and devolved funding to introduce bus franchising on an incremental basis. This would include streamlining the process, the devolution of traffic commissioner registration powers, the devolution of commercial BSOG incentive payments schemes and other grants, and the devolution of associated concessionary fares budgets
- Powers to better manage the local road network. This would include the transfer of the powers and budgets for the maintenance and enhancements to the motorway and trunk road network in the area; enabling highway authorities to undertake the enforcement of moving traffic offences; enabling the introduction of low and ultra low emission zones; allowing changes to the Nottingham Workplace Parking Levy Order to be made locally; enabling local decisions on consultation procedures for introducing traffic regulation orders; and to devolve powers to consider and make orders to change local rights of way
- The ability to directly determine strategic infrastructure priorities and service improvements to drive economic growth. This would enable local decision-making and securing the necessary investment to deliver schemes such as the location of a HS2 station in the area, rail journey time and rolling stock improvements, and trunk road improvements.

Government has stated that it is committed to working with authorities in England to devolve powers but it is not possible to determine if any, or which, or when, powers may be devolved in Nottinghamshire and therefore whether they will make an impact on the delivery of the Local Transport Plan during this Implementation Plan period.

3.2 Alternative service delivery model

The County Council has been looking into an alternative service delivery model for highways and is currently exploring the opportunity of setting up a joint venture with a public sector partner, CORMAC – Cornwall Council's trading company.

The joint venture is being explored because as the highways budgets continue to fall from both Council savings and government grant cuts, a more commercial approach will enable additional highways work to be secured from outside the County Council (e.g. by competing for contracts with other councils and developers etc.). Working with an established partner gives the County Council the benefit of immediate access to the experience of commercial tendering for, and delivery of, external contracts. If successful the

alternative service delivery model could offer more security for staff and will help deliver efficiency savings of approximately £1m per year from the highways revenue budget when established.

CORMAC have offered to create a joint venture trading company with the Council, which would see a 50:50 profit share, with Nottinghamshire County Council retaining a 49% shareholding. The Nottinghamshire company will be a subsidiary of CORMAC but as CORMAC is 100% owned by Cornwall Council the new company will be completely in public sector ownership.

The proposed new Nottinghamshire company will have a strong public sector ethos, be under the control of the Council with two County Council representatives on its board. The company will deliver at least 80% of its work directly to the Council. Policies and priorities for that work will be set by the Council's client function and agreed through service level agreements approved, reviewed and monitored by Committee.

The alternative service delivery model will transform the County Council's highway service delivery and is needed to keep the current budget savings on track. It will not, however, enable more improvement schemes to be delivered or more roads to be repaired, etc. as this is dependent on the budget available.

The proposals are still subject to detailed negotiation but if the Council decides to proceed with the joint venture the new company could be established during 2015/16, aiming to start operation from April 2016.

3.3 Other public sector organisations

The County Council will continue to work in partnership with a range of public sector organisations on the development of programmes of measures as well as specific schemes. These will range from advice and consultation with statutory bodies such as Natural England and English Heritage; to delivery of improvements with partners such as the police, emergency services, health organisations, as well as other transport authorities such as the Highways England and Network Rail; to contributing towards other district and parish council strategies and plans and ensuring consistency (such as consistency between the LTP3 and local plan suite of documents). Through the local plans the district councils are funding transport appraisal work generally (the results of which have been used in the LTP3 evidence base) as well as at specific sites.

3.4 Private sector

The County Council will continue to work with a range of private sector organisations to deliver transport improvements including:

- transport groups such as
 - public transport operators through already established partnership arrangements
 - freight operators through improved freight quality partnerships
- businesses through
 - the Local Enterprise Partnership (LEP) which will have a future role in aspects of transport planning related to economic development and growth across the whole of its geographical area, and
 - other business groups such as the local Chamber of Commerce, Federation of Small Businesses and the Greater Nottingham Transport Partnership.

3.5 Third sector/voluntary organisations

The County Council will continue to work with various third sector and voluntary groups, on scheme identification and consultation on schemes, as well as the actual delivery of measures (such as transport interest groups [e.g. Campaign for Better Transport and Pedals], representatives of minority groups and community representatives). Working with local groups to identify issues and their solutions is a major influence on the way that decisions about local improvements will be made.

4 Major transport schemes

From 2015/16 the DfT devolved funding for local major transport schemes for local determination (excluding those on the Highways England network) and from 2015/16 funding for major transport schemes is going to be allocated through the Local Growth Fund (LGF) Deal managed by Local Enterprise Partnerships (LEPs). The DfT has:

- devolved capital funding for local major transport schemes
- allocated budgets through a formula based on population
- allowed local determination of programmes of local major transport schemes using a common approach to assessing value for money and priority.

In addition to the Local Growth Fund Deal funding, over £1.5bn is to be provided nationally for local authority major schemes during the 2015/16-2020/21 period. Of this, £31.2m has been committed for schemes in the D2N2 LEP area for the period 2015/16-2018/19.

Major transport schemes have historically been large transport schemes costing more than £5m. From 2015/16 funding from central government for major transport schemes has been devolved to LEPs and therefore major schemes delivered in the D2N2 area are funded primarily through the Local Growth Deal. D2N2 determined that from 2015/16 major transport schemes will be defined as schemes that cost at least £2.4m but that a minimum local contribution of 20% of any scheme cost is required.

The D2N2 LGF Deals announced in July 2014 and January 2015 confirmed the funding allocations for the D2N2 major transport schemes that had previously been prioritised for funding during the period 2015/16-2018/19 (subject to an approved business case); and detailed the additional transport schemes that would receive funding in 2015/16 and 2016/17. A number of schemes nationally already had funding approval prior to the devolvement of major scheme funding and subsequent LGF announcements but were still awaiting the start of construction, the governance and approval arrangement for such schemes remains with the DfT (e.g. Hucknall town centre improvement scheme).

The County Council has been successful in securing funding for a number of transport improvements in the county through the LGF and major scheme bidding submissions and the transport schemes in Nottinghamshire prioritised for funding during this Implementation Plan period are:

- A46 corridor local development infrastructure requirements at RAF Newton, Cotgrave and Bingham – funding amounts and funding start dates are still to be confirmed
- A57/A60/B6024/St Anne's Drive, Worksop roundabout major transport scheme – £1.83m LGF contribution towards £3.6m scheme starting in 2015/16
- Gedling Access Road major transport scheme – £10.8m LGF contribution towards £32m scheme starting in 2017/18
- Harworth access links – £2.05m LGF contribution starting in 2015/16
- Hucknall Town Centre Improvement scheme – £8.489m DfT contribution towards £12.375m scheme starting in 2015/16
- Midland Mainline Market Harborough rail speed improvements – funding amounts and funding start dates are still to be confirmed
- Newark Southern Link Road – £7m LGF contribution towards £20m-£30m scheme (delivered by the developer) starting in 2015/16
- Rolls Royce Hucknall – £5.8m LGF contribution towards £20m+ scheme starting in 2016/17.

The D2N2 LGF Deal announced in July 2014 included a provisional allocation of £5.8m for a Sustainable Travel Programme in D2N2 starting in 2016/17. The D2N2 LEP is still to determine how this funding will be allocated between the four transport authorities in the D2N2 LEP.

The County Council is also building a new bus station at Worksop funded wholly from County Capital, with a land contribution from Bassetlaw District Council (Bassetlaw District Council will also contribute to the

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running costs of the new bus station). Similarly, the County Council are contributing County Capital to help to fund the Highways England A453 improvements scheme which will be completed during 2015/16.

County Capital (along with other funding such as sums secured from developers) is utilised to make the required local contributions to major transport schemes. Table 1 below details the funding profiles for each of the major transport schemes being funded during this Implementation Plan period, except A46 corridor local development infrastructure, Midland Mainline Market Harborough rail speed improvements, and the Sustainable Travel Programme as the funding details are still to be confirmed at the time of writing. Further information on each of the schemes is detailed in the paragraphs below.

Table 1: Major transport scheme funding

		Capital funding allocations (£m)					Total scheme cost
		Pre 2015/16	2015/16	2016/17	2017/18	Post 2017/18	
A453 Highways England improvements							150.00
	Local contribution	15.00	5.00				
A57/A60/B6024/St Anne's, Worksop roundabout	LEP allocation		0.90	0.90			2.80
	Local contribution		0.50	0.50			
Gedling Access Road	LEP allocation				5.4	5.4	38.20
	Local contribution				13.7	13.7	
Harworth access links	LEP allocation		1.43	0.63			2.05
	Local contribution						
Hucknall Rolls Royce roundabout	LEP allocation		5.8				9.00
	Local contribution		3.2				
Hucknall town centre improvements	DfT/FCERM allocation	2.00	3.44	3.50			12.93
	Local contribution	1.65	0.76	1.11	0.48		
NET financial assistance package	LEP allocation						
	Local contribution		0.30				
Newark southern link road	LEP allocation		1.00	6.00			TBC
	Local contribution		TBC	TBC			
Worksop Bus Station	LEP allocation						3.20
	Local contribution	2.40	0.80				

4.1 A46 corridor local development infrastructure requirements at RAF Newton, Cotgrave and Bingham

The extents of this scheme are still to be finalised as it will be dependant on the LGF funding allocation, which is still to be confirmed. The proposed scheme could include potential transport elements at Newton (junction widening) and Bingham (flood alleviation) in addition to town centre regeneration works in Cotgrave.

4.2 A453 improvements

The County Council has contributed £20m towards the construction of this £150m scheme. The works to widen the A453 and improve its junctions with side roads began in January 2013 and are on-going. The urban carriageways are nearing completion and traffic has been switched onto the completed rural westbound carriageway whilst works continue on the eastbound carriageway. The scheme is due to be completed between July and September 2015.

4.3 A57/A60/B6024/St Anne's Drive, Worksop roundabout improvements

The County Council has secured £1.83m from the D2N2 LGF deal towards the delivery of the A60/A57/B6024/St Anne's Drive, Worksop roundabout improvements. The scheme is estimated to cost a total of £3.2m with the remaining funding being provided by the SCR (£0.5m) and Nottinghamshire County

Council (£0.91m). It is planned that the scheme will be delivered during the 2015/16 and 2016/17 financial years.

The proposed scheme involves upgrading the existing roundabout to convert it to part-time signal control on three of its five arms to increase vehicle throughput to reduce queuing and delays and to help accommodate future predicted traffic growth arising from developments included within the Bassetlaw Local Plan. Scheme design is underway and it is currently anticipated that works will commence in late 2015/16.

4.4 Gedling Access Road

The County Council has secured a £10.8m funding contribution through the D2N2 LGF deal towards the provision of the Gedling Access Road. The scheme is estimated to cost £38m and a financial package has been assembled involving contributions from the County Council (£5.4m), the Homes & Communities Agency (£7m), Gedling Borough Council and prospective developers (£15.0m).

The Gedling Access Road 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 which will be the subject of a planning application(s) in 2015. The new road is required because the existing highway infrastructure is not able to accommodate any further growth in traffic. Journey times, road safety and environmental conditions in Gedling village would be unacceptably worsened by any further traffic resulting from future development. The proposed new road will consist of a single carriageway road with at grade junctions along its length linking the B684 Plains Road to the north with the A612 Burton Road to the south. The project will reduce traffic problems at existing junctions and provide access junctions to open up the former Gedling colliery site for redevelopment. A shared use cycle/pedestrian footway will be provided on the eastern side of the Gedling Access Road, as well as toucan and refuge crossings.

The planning application for the new access road was approved in December 2014. Subject to all necessary planning approvals and favourable completion of statutory processes the construction of the road planned to commence in summer 2017. It is currently anticipated that the Gedling Access Road would be fully complete and open to traffic in summer 2019.

4.5 Harworth access links

Funding has been allocated to the Harworth Access Links through both the D2N2 and Sheffield City Region (SCR) LGF deals. The improvements will provide access to proposed developments in Harworth in order to accelerate the delivery of jobs and housing in the area. Table 2 below gives details of the junctions to be improved and the funding allocated in each of the D2N2 and SCR LGF deals.

Table 2: Harworth Access Links funding

Harworth junction improvements	Local Growth Fund allocation (£m)		
	2015/16	2016/17 onwards	Total
D2N2:			
• A614/ Bawtry Rd/Blyth Rd			
• Blyth Rd/Tickhill/Main St			
• A1/A614 junction	£0.6m	£0.5m	£1.1m
SCR:			
• A614/ Bawtry Rd/Blyth Rd			
• Blyth Rd/Tickhill/Main St			
• A1/A614 junction			
• A614/Scrooby Road	£0.825m	£0.125m	£0.95m
TOTAL	£1.425m	£0.625m	£2.05m

The remaining funding for these schemes (which will be dependent on the final scheme designs) will be a contribution from Bassetlaw District Council using funding from its Community Infrastructure Levy (CIL).

The County Council is currently working in partnership with the SCR to finalise a business case to be submitted to both the D2N2 and SCR LEPs for approval.

4.6 Hucknall Rolls Royce

The Rolls Royce development is a strategic mixed-use employment and housing development with associated community, educational, health facilities and green space. The D2N2 LEP secured provisional funding of £5.8m for 2016/17 and beyond to support the delivery of on/off site infrastructure to accommodate the projected traffic flows to/from and within the site, bringing forward the early delivery of the business park. The County Council's contribution to the scheme is the funding and delivery of a roundabout to enable access to the proposed development which is planned for delivery during 2015/16, before the main site works commence.

4.7 Hucknall town centre improvements

The Hucknall town centre improvement scheme aims to revitalise the town centre by pedestrianising the High Street between the South Street/Baker Street junction and the Watnall Road junction. A new road, running parallel with the High Street, will cater for the majority of the displaced traffic and will also accommodate additional local traffic generated by new housing developments. The scheme aims to promote the renewal and regeneration of Hucknall town centre; create an attractive and prosperous retail centre; and enable future housing development. It will also help:

- reduce levels of traffic congestion through Hucknall town centre
- improve the quality of environment for pedestrians
- improve bus service reliability by reducing delays
- provide enhanced pedestrian and cycle facilities in the vicinity of the town centre, improving links between different parts of the town and achieving greater integration with the tram/rail interchange, and
- enhance the status of public transport in order to encourage a modal shift away from the private car.

The estimated total scheme cost is £12.9m with the DfT providing a maximum funding contribution of £8.489m. The scheme now includes Hucknall Town Centre flood alleviation works which are being funded by the Environment Agency (£450k). The remaining funding for the scheme will be met by Ashfield District Council (£1.35m) and the County Council (£2.6m which includes the cost of land already acquired by the County Council for the scheme).

Vegetation clearance works to the land behind Baker Street were undertaken in March 2014 and archaeological investigations are to be undertaken to reduce the risk of any potential delay to the main works. Detailed design for the new road is now underway which includes working to provide flooding betterment as part of the scheme. LaFarge Tarmac has been allocated by the Midlands Highway Alliance as the main contractor for the scheme.

Planning approval for the scheme was granted in December 2013. The Compulsory Purchase Order for the scheme was formally approved by the Secretary of State for Transport in November 2014 and the DfT confirmed funding for the project in February 2015. The detailed design work for the scheme is ongoing with construction expected to start in Summer 2015; and it is expected to be completed in early 2017.

4.8 NET Phase 2 tram extension

Whilst the County Council has not directly funded the construction of the NET tram extensions (due to open later in 2015), it has supported the scheme through complementary measures and contributions to the financial assistance package.

4.9 Newark southern link road

£7m funding has been secured through the D2N2 LGF deal to contribute towards the estimated £26.25m Newark southern link road. The remaining funding will be provided by the developer of the employment and housing that it will serve (£16.75m) and Newark & Sherwood District Council (£2.5m) through its Community Infrastructure Levy (CIL).

The southern link road will consist of a 4.6km new single carriageway road between the A46 and A1 south of Newark with at grade roundabout junctions along its length. The scheme will also consist of a 1.8km shared use footway/cycleway on the northern side between the NCN route 64 and B6326 roundabout and four toucan crossings. The scheme will be built in four phases with the first phase commencing in 2015/16.

The scheme will be delivered by the developer who is working to develop and submit a satisfactory business case for approval to secure the D2N2 LGF funding.

4.10 Worksop bus station

The County Council identified a new bus station at Worksop as a priority and therefore committed £3.2m of its County Capital funds to design and construct the new bus station. Work is underway to replace the existing bus station in Worksop (an on-street facility with insufficient waiting facilities) with a new purpose-built bus station facility. The site of the proposed new bus station is on the corner of Newcastle Street/Watson Road; close to the main shopping area in the town (approximately 170m from Bridge Street) and the library. Highway junction improvement works on Watson Rd, Newcastle Street and Memorial Avenue that were required to facilitate the new bus station were completed in July 2014. Wates Construction is the appointed contractor for the project and main site works commenced in September 2014 with completion scheduled for Summer 2015.

4.11 Worksop and Vesuvius site

In order to facilitate an ambitious growth plan for Worksop, as set out in Bassetlaw District Council's adopted Core Strategy, improvements are required at key pressure points on the road network around Worksop. The necessary road improvements to six junctions, as listed below, are estimated to cost in total £12.84m. A financial package includes contributions from the D2N2 and SCR Local Enterprise Partnerships, Nottinghamshire County Council and developer contributions. SCR has indicated a provisional funding allocation of £2.9m, D2N2 £1.83m, Nottinghamshire County Council £0.91m, Bassetlaw Community Infrastructure Levy £6.75m and the Vesuvius site developer £0.45m.

This funding is for improvements to the following junctions:

- A60/A619 roundabout – total cost £3m of which £0.75m SCR and £2.25m CIL
- A60/A57/B6024 Newcastle Avenue – total cost £3.24m of which £0.5m SCR, £1.83m D2N2, and £0.91m NCC
- A57/A60 Sandy Lane – total cost £1.5m of which £0.375m SCR and £1.125m CIL
- A57 /Claylands – total cost £1.5m of which £0.375m SCR and £1.125m CIL
- A57/B6041 Gateford Road – total cost £3m of which £0.75m SCR and £1.125m CIL
- Vesuvius junction improvement – total cost £0.6m of which £0.15m SCR and £0.45m CIL.

Discussions are currently being undertaken with Bassetlaw District Council, D2N2 and the SCR concerning the Worksop and Vesuvius junction works to determine their extents etc. and to consider their delivery profiles. Bassetlaw District Council is also undertaking discussions to identify who will fund the required local contributions.

4.12 Future major highways scheme programme development and prioritisation of schemes (including bus and light rail schemes)

The funding currently available specifically for major transport schemes in the D2N2 LEP area has been allocated up to 2018/19. The majority of funding allocated to the D2N2 available through the LGF has also

been allocated to individual schemes and therefore it is unlikely that any additional major transport schemes will receive funding for delivery during this Implementation Plan period.

The County Council will use this opportunity to undertake a full review of all of its existing safeguarded transport schemes (see attached appendix 2) and will also identify any potential new schemes. This work will be undertaken in the next 12 months so that work can commence on feasibility and business case assessments in preparation for future applications for funding. The work will also form the basis for discussions with County Council members, and subsequent discussions with partners (such as district councils) to identify Nottinghamshire's future major transport priorities.

Whilst the mechanics of the review of new and existing major transport schemes are still to be determined, it is certain that any review will have regard to a number of factors. Firstly, any scheme will need to be able to deliver local, regional and national strategic objectives. All existing and potential future major transport schemes will therefore be assessed on their ability to deliver the aims and objectives of Nottinghamshire's Strategic Plan and Local Transport Plan.

Given that available funding for such schemes is devolved to the D2N2 LEP, all existing and potential future major transport schemes will also be assessed on their ability to deliver the aims and objectives of the D2N2 Strategic Economic Plan – and particularly their ability to deliver sustained jobs, through either unblocking stalled employment/housing sites or accelerating their development.

In addition to discussions with County Council members the work being currently being undertaken by the County Council to review Nottinghamshire Business Investment Zones (NBIZ) will inform future major scheme priorities. The NBIZ concept has been developed with a view to identifying and supporting the development of a strategic network of employment sites across the county, with the potential to deliver significant jobs and economic growth. The concept aims to develop better working relationships with developers and interested parties, recognise and address the barriers that are preventing key sites from coming to the market, and subsequently look to promote the sites within a wider inward investment framework.

The outcome of the NBIZ review will help identify future priorities for investment in the county through providing the necessary background information to:

- work with partners to identify, prioritise and support inward investment
- form the basis of further dialogue with developers to review how the advantages be exploited and how the barriers to the sites' development potentially be addressed
- form the basis for further discussions with the Local Enterprise Partnerships when considering future LGF Deals to influence future funding decisions on bringing forward employment land across the county.

Where it is determined that highway or rail schemes will help unlock prioritised NBIZ sites, such schemes will be given greater priority and will form part of the larger NBIZ package.

The Local Transport Plan Evidence Base will also be used to identify and prioritise potential future major schemes. The Evidence Base is being updated to reflect the most recent conditions on all of the highway networks and provides a range of information concerning the conditions (e.g. journey time delay, casualty data, usage/traffic flows, environmental factors etc.) of the existing networks.

Once potential schemes have been identified the County Council will undertake or commission further studies into the feasibility of schemes. This will be in addition to working with partners on feasibility studies commissioned by others (e.g. new River Trent crossings, new NET extensions, improvements to Canals & Rivers ways).

Any future major transport schemes will only be taken forward where they offer significant strategic benefits and are likely to attract funding, are feasible, are considered acceptable by the public and offer value for money.

4.13 Future heavy rail infrastructure programme development and prioritisation of schemes priorities

Delivering rail journey time improvements will require carefully chosen enhancements to the rail infrastructure which the County Council will promote. Whilst these schemes may not be deliverable within this Implementation Plan period the County Council will work with partners (such as Network Rail) to highlight and justify the schemes below as potential future funding priorities:

- **Improvements to the Nottingham to London line, particularly:**
 - securing a start date for the works at Market Harborough-Great Bowden, for which the Council has secured funding through the D2N2 LGF deal (although it should be noted that this scheme has a potential funding shortfall and therefore work is ongoing to assemble a complete funding package), and
 - taking the opportunity presented by the proposed Network Rail capacity enhancements in the Leicester area to segregate east-west and north-south flows, and to enhance the line speeds at minimal incremental cost
- **Improvements to the Nottingham to Birmingham line, particularly:**
 - raising the current average speed of 45mph (with 100mph trains) to 57mph (which is achieved on other comparable routes e.g. Birmingham - Manchester, or Manchester - Leeds). Works at Trent have already been completed, which should allow increased speeds along this section of the route as soon as possible. Full reduction to 60 minutes requires enhancements at Derby when the track and signalling is renewed, which is expected to be during the LTP3 period, and
 - taking the opportunity presented by the proposed Network Rail re-signalling of the Derby area to enhance both the capacity and the speeds at modest incremental cost, and segregate conflicting flows, for which funding has been provided (by the Office of Rail Regulation) in CP5 (2014 – 2019)
- **Improvements to the Nottingham to Manchester line** – Improvements to the journey times along the Nottingham to Manchester line are required and the 85 minute target is only achievable if this service was to use Dore south curve, i.e. avoiding Sheffield. The Council will work with the Northern Way bodies to support inclusion of this within the Manchester Hub scheme, and for its prioritisation within DfT's CP5 'High Level Output Statement'. Required works would include:
 - completion of the 'Manchester Hub' scheme during the LTP3 period (Network Rail's CP5)
 - works along the Erewash valley
 - works at Radford junction, and
 - additional services, including a replacement Nottingham - Sheffield stopping service, which could serve Ilkeston and Clay Cross; and between Sheffield and Manchester as envisaged by the 'Northern Hub' scheme
- **Improvements to the Nottingham to Leeds line** – Work is underway to identify the physical measures required to improve the Nottingham to Leeds line to achieve the 100 minute target. The Initial Industry Plan (for 2014-2019) proposed that this scheme be developed as an 'exemplar line speed scheme', and the Council is pushing for arrangements to be agreed to put that into effect
- **Improvements to the Nottingham to Worksop line** – Improvements to the Nottingham to Worksop line would be possible with line speed works that have been identified between Littlewood and Worksop
- **Improvements to the Nottingham to Lincoln line** – Improvements to the journey times along the Nottingham to Lincoln line would require the current average speeds of 29mph to 39 mph being raised to 58mph. 58mph is scheduled for other places a similar distance apart, e.g. Stirling – Perth; Hull – Selby; Crewe – Shrewsbury; and Hereford – Pontypool. The Council is leading a scheme to raise line speeds to 90mph

- **Improvements to the Nottingham to Skegness line** – The County Council is leading work to identify what improvements along this line could be delivered cost effectively. The first phase, between Nottingham (Rectory junction) and Allington is planned to be completed by Network Rail in 2016
- **Improvements to the Nottingham to Norwich line** – Improvements to the journey times along the Nottingham to Norwich line would require delivery of line speed improvements between Netherfield and Grantham, to facilitate a better path along the East Coast Main Line (ECML)
- **Improvements to the Newark and Retford to London line** – Improvements to the journey times along the Newark and Retford to London line requires completion of the ECML enhancement works that are funded and due to be delivered by 2019
- **Improvements to the Retford and Worksop to Sheffield line** – Targets to reduce the time this service takes are aspirational but work is to be undertaken to assess what could be delivered cost effectively
- **Feasibility on the reopening of the Dukeries Line to Ollerton** – Significant feasibility work is required before a decision on whether to progress this scheme further can be made. Feasibility work is therefore planned during this Implementation Plan period to determine capital construction costs as well as detailed estimates of running costs to limit the County Council's future capital and revenue liability for this scheme.

5 Maintenance of highways assets

Highway maintenance funding is allocated from both capital and revenue sources. Capital is used primarily for structural renewal of highway assets (including roads, footways, bridges, drainage and lighting). Revenue funded maintenance expenditure is mainly for reactive purposes and includes both short-term patching and permanent replacement. In addition to maintenance of road and footway surfacing, revenue funding is also used to pay for the cost of lighting, cyclical maintenance (such as cleaning signs and drains, and grass cutting), and vital winter services such as snow/ice clearance and salt spreading.

Planned, preventative maintenance, which involves resurfacing at regular intervals, is recognised as the most cost effective method of keeping the road surface in good repair. The Asphalt Industry Alliance suggest that it is at least twenty times more expensive to patch and mend than it is to undertake long lasting repairs, with preventative treatments postponing such costly interventions and providing the option for more financially sustainable options to be planned.

5.1 Programme development

Maintenance works are allocated across the seven districts in Nottinghamshire based on network/asset size and taking into account the condition of the highways assets. Prioritisation of the maintenance works programme involves analysis of technical condition survey data, supplemented with local knowledge and judgement, customer enquiry information, inspection history, reactive maintenance costs, utility works and any other relevant information. This analysis is being stream-lined through the ongoing development of the highway asset management system.

Table 3 below details the types of measures that will be undertaken and how they will be prioritised during this Implementation Plan period. Table 4 in section 5.2 details the overall funding levels available for maintenance, whilst table 5 in section 5.2 and table 6 in section 5.4 detail the amounts of capital and revenue funding respectively allocated to the different types of measures.

Table 3: Types of maintenance measures to be delivered during the Plan period

Type of measure	Location and prioritisation
<p>Maintenance and management of highway assets</p> <p>This will likely include the following measures:</p> <ul style="list-style-type: none"> • Develop and implement a targeted programme of road maintenance • Develop and implement a targeted programme of footway and cycleway maintenance • Develop and undertake a programme of upgrading (painting, waterproofing and re-waterproofing) bridges and structures • Develop a programme of works to reduce bridge strikes • Undertake a cleaning and replacement programme for street lighting, including energy savings programmes • Undertake a prioritised replacement programme for below standard street lighting columns • Develop and implement a targeted programme of signage replacement and cleaning • Develop and implement a targeted programme of traffic signal, zebra crossing and pedestrian refuge upgrades and renewals • Undertake assessments to identify flood risk areas and deliver improvements in line with flood risk management plans. 	<p>Focused on locations identified as requiring maintenance of the highway asset.</p> <p>Schemes will be prioritised through:</p> <ul style="list-style-type: none"> • Condition surveys, inspections and assessments • Highway asset management planning, i.e. the transport asset management plan and its associated highway asset management system • Flood risk assessments and mapping • Information from the public, interest groups and community representatives/groups.
<p>Climate change adaptations</p> <p>This will likely include the following measures:</p> <ul style="list-style-type: none"> • Bridges and structures adaptation responses • Drainage adaptation responses • Grass verges adaptation responses • Highway network materials adaptation responses • Carriageway surfacing adaptation responses • Tree and hedge maintenance adaptation responses • Winter maintenance activities adaptation responses. 	<p>Focusing on the areas that have been identified as 'at risk'.</p> <p>Schemes will be prioritised through:</p> <ul style="list-style-type: none"> • Climate Change Adaptation Plan • Strategic Flood Risk Assessments.

5.2 Government funding

The National Infrastructure Plan published in December 2014 and subsequent letters to highway authorities confirmed that, as proposed in consultation undertaken by the DfT during 2012, from 2015/16 there will be only three elements of maintenance capital available to local authorities. This funding will primarily be made up of a needs based allocation determined from the amount of highways assets each local authority maintains, i.e. the length of roads, footways, cycle ways, number of bridges, lighting columns etc. on County Council maintained roads. Every authority will also have the opportunity to secure additional funding:

- on an 'incentive basis' dependent on its pursuit of efficiencies and use of asset management, and/or
- from a competitive Challenge Fund for major maintenance projects.

The proportion of funding allocated to authorities through the incentive and challenge fund elements will increase over the period 2015/16 to 2020/21. The first competitive Challenge Fund period is for 2015/16 to 2017/18. Unfortunately the County Council's bid for funding to undertake a targeted 'whole-street' maintenance approach to bring targeted routes up to standard was unsuccessful.

Applications for flood alleviation scheme funding are also made where modelling identifies that the funding may be accessible. To date funding has been secured for the Hucknall Town Centre flood alleviation scheme (£450k) and Hucknall Titchfield Park Brook (£375k). Modelling is also currently being undertaken on a proposed alleviation scheme in Southwell to determine if it would meet the requirements to access funding.

The capital maintenance block funding in 2015/16 is provided as capital grant (not a mix of grant and supported borrowing), is not ring-fenced and therefore could be allocated to other funding priorities by the County Council. The amounts allocated to transport are approved at the County Council budget meeting each financial year. Nottinghamshire's formula based capital maintenance allocation is supplemented by County Capital and Revenue funding allocations to ensure the highways are maintained to satisfactory standards. The capital allocations along with the revenue funding allocations for 2015/16 are detailed below in table 4.

Table 4: Nottinghamshire's maintenance allocation

Type of allocation	Maintenance allocation		
	2015/16	2016/17	2017/18
National maintenance allocation	£901m	£826m	£801m
DfT formula based capital maintenance allocation for Nottinghamshire	£14.920m	£13.678m	£13.264m
County capital flood alleviation and drainage	£1.076m	£0.600m	£0.600m
Salix funded street lighting	£1.364m	£0.900m	£0.900m
County Council capital funding (street lighting renewal)	£1.000m	£1.000m	£1.000m
County Council revenue funding	£18.096m	N/K	N/K
Total maintenance funding	£36.456m	N/K	N/K

The highway capital maintenance block is used to carry out planned structural maintenance across a range of highways assets, including:

- Roads
- Footways
- Bridges
- Traffic signals
- Traffic signs
- Safety fencing
- Structural drainage
- Flood alleviation
- Street lighting renewal and improvement
- Crossings such as zebra crossings and refuges.

The type of works are also varied and include routine and network structural carriageway and footway maintenance, surface dressing; renewals of signs, signals, and street lights; as well as street lighting energy saving (including Salix Grant Funding).

How the maintenance funding is spent is determined each year based on the results of the condition surveys etc. and table 5 below details how the capital funding elements of the maintenance funding will be spent in 2015/16. It is, however, currently being determined if a longer-term maintenance programme (two, three or five year programme) is feasible, whether it would offer additional benefits over a single year programme and whether it would be acceptable to members and the public.

Table 5: Capital maintenance funding allocation

Highway Maintenance	Capital funding allocation 2015/16
Carriageway maintenance (A, B & C, Unclassified roads)	£6.645m
Surface dressing (including pre-patching)	£3.300m
Footway maintenance	£1.030m
Bridges (including condition assessments)	£1.265m
Traffic signal renewal	£0.350m
Safety fencing	£0.350m
Structural drainage	£0.500m
Flood alleviation	£1.076m
Street lighting renewal and improvement	£1.300m
Street lighting energy saving (including Salix Grant Funding)	£1.364m
Network structural patching	£1.180m
Total capital maintenance allocation	£18.360m

5.3 County Council capital funding

To recognise the importance attached to maintenance of the highways assets by the Nottinghamshire public, the County Council has been topping-up funding for highways capital maintenance for a number of years. The amount allocated to maintaining the highways assets is determined each year as part of the County Council's budget setting process in line with its financial strategy. In 2015/16 an additional £1m County Capital has been allocated to maintaining the highway assets, particularly to replacing street lighting.

5.4 County Council revenue funding

The County Council spent £18.7m on reactive highway and winter maintenance in 2014/15 through its Formula Spending Share (FFS) allocation; and over £18m has been allocated in 2015/16. Reactive and routine maintenance includes carriageway and footway patching, street lighting repairs and its energy provision, traffic signal maintenance, verge, hedge and tree maintenance, as well as drain cleaning. This funding together with capital investment (used for planned maintenance schemes) is required to maintain the network in a safe and serviceable condition, which clearly underpins the whole LTP strategy. In addition it helps the County Council meets its duty to maintain the highway at public expense under Section 41 of the Highways Act 1980 and protect against claims against the authority. The £2.1m spent on gritting and salting helps to ensure the network is available and safe during extreme weather conditions. Table 6 below details the 2015/16 revenue funding allocations.

Table 6: Revenue maintenance funding allocations

Highways maintenance	Revenue funding allocation 2015/16
Carriageway patching	£1.574m
Footway patching	£1.164m
Road studs, markings and signs	£0.265m
Road lighting	£7.037m
Traffic signals	£1.281m
Drain cleaning	£1.297m
Environmental maintenance	£0.431m
Verges, trees and hedges	£1.536m
Repairs following accidents and vandalism	£0.443m
Bridges, culverts and boundaries	£0.110m

Technical surveys	£0.075m
Other highway repairs	£0.770m
Gritting and snow clearance	£2.113m
TOTAL	£18.096m

The electricity bill for street lighting, illuminated road signs, bollards and signals has increased dramatically and, over the long term, energy prices are likely to continue to rise. Given that the County Council also needs to reduce its expenditure, the Council has approved plans for changes to street lighting to reduce its current energy usage (thereby reducing expenditure and CO₂ emissions). The street lighting energy saving programme is expected to save approximately £700,000 by 2016/17 and consists of:

- initially dimming a proportion of the lights that are greater than 150watts
- converting lights to dimmable LEDs when they are due for replacement
- introducing part-night lighting only where communities request it.

6 Integrated transport improvements

Funding for local transport improvements is called the integrated transport block and includes:

- Schemes that help people access local facilities and encourage active lifestyles, such as improvements to walking and cycling routes, or new crossings
- Schemes that help people use the bus, such as bus stop infrastructure and bus stop clearways, as well as improvements to bus stations
- Capacity improvements, such as traffic signal and junction improvements to reduce congestion
- Environmental weight limits and HGV route signing
- Parking schemes, such as review of parking in town centres and other parking restrictions
- Rail improvements, such as small scale improvements to services and stations as well as feasibility studies on large scale improvements
- Safety improvements to address identified local safety issues
- Smarter choices measures, such as measures to help people access work by bus or walking and support for businesses developing travel plans
- Speed management measures, such as changes to speed limits, 20mph speed limits outside schools and interactive signs.

6.1 Programme development

A balanced range of measures is developed annually that contribute to delivering the County Council's Strategic Plan and other corporate strategies; national transport priorities; and the local transport goals and objectives. These packages of measures have been developed utilising the:

- results of the consultation undertaken with the public, County Council elected members and stakeholders to determine how they thought we should deliver the local transport objectives as part of the development of the Local Transport Plan
- the Local Transport Plan Evidence Base that details existing conditions and identifies issues on the transport networks
- local community requests (e.g. members of the public, MPs, local County Council members)
- their ability to deliver strategic plan and local transport plan objectives
- consideration of value for money that potential schemes would deliver.

The packages of measures to be developed and delivered during this Implementation Plan period are detailed in table 7 below. Table 7 also gives details of the location of where these measures are likely to be focused; and the future prioritisation process for the measures.

Given the reduced funding available for integrated transport improvements the County Council is currently reviewing existing and developing strategic routes. Such strategic routes for cycling, walking and passenger transport will identify routes into, around and between each local centre through strategic

mapping and feasibility work to develop a network of routes across the county. Consultation on the routes will also be undertaken with local interest groups as part of their development. The routes will then be prioritised for future funding and scheme development.

Increasing financial constraint/reducing budgets have also brought forward an essential need for the County Council to develop clear strategies for its transport priorities. The County Council is therefore reviewing and updating a number of its strategies, such as the Integrated Passenger Transport and Cycling strategies, and will continue to review strategy and policy during the lifetime of this Plan. Reviewing the strategies and policy will help identify local transport improvement priorities and focus future funding and scheme development.

The annual programme of integrated transport measures will reflect a balance of all the above factors including public/stakeholder priority; funding availability; the County Council's vision; delivery of outcomes and objectives; evidence of need; and value for money.

6.1.1 Value for money

Given that funding for local transport measures has decreased it is vital that the County Council only delivers schemes which offer value for money. To help ensure this is the case the Council will:

- only deliver transport improvements that are cost effective and have the ability to deliver multiple benefits across a range of LTP3 strategy objectives
- consider future maintenance costs when designing transport schemes to ensure they are cost effective in the longer term
- work with partners to ensure the co-ordination of programmes so that resources are maximised
- engage with communities over proposals where appropriate so that maximum benefit is gained
- maximise opportunities to lever in external resources to deliver more schemes over and above the LTP allocation
- minimise exposure to risk and undertake mitigation to manage exposure at an acceptable level
- prioritise schemes that make the best use of the existing assets whilst safeguarding its future potential
- review the way that public transport is delivered across the county, and
- learn from mistakes and successes, building upon the experience of delivering similar schemes in the past.

Table 7: Types of integrated transport measures to be delivered during the Plan period

Type of measure	Location and prioritisation
Active travel facilities This will likely include the following measures: <ul style="list-style-type: none"> • Provision of facilities to make key destinations more accessible by walking and cycling i.e. the development and implementation of new footways, cycle ways, crossings etc. • Provision of cycling and walking facilities as part of new developments • Improve access to rail and bus stops/stations by cycle and on foot • Promotion and marketing of walking, cycling and the existing and new walking and cycling infrastructure • Work with health partners to maximise opportunities to encourage people to walk and cycle • Develop and undertake a programme of improvements (signing, way marking, surfacing etc.) to the Rights of Way network • Better integration of the Rights of Way network into the wider highway network • Green infrastructure improvements. 	Focusing on delivery of the emerging strategic cycling and walking corridors in the county; and the existing gaps in the networks, primarily on routes to employment or training locations to address areas that have poorer than average journey times. Schemes will be prioritised through: <ul style="list-style-type: none"> • Journey time surveys • Delivery of strategic cycling and walking corridors • Ability to help address identified journey time delay on the highway • Air quality management area action plans • Ability to help improve identified road safety issues • Obesity and health levels, including active participation in sport levels • Accessibility mapping/planning • Local transport studies • Local plans/development • Information from the public, interest groups and community representatives/groups • Surveys of existing and potential usage

Type of measure	Location and prioritisation
	<ul style="list-style-type: none"> • Rights of Way surveys • Travel planning information.
Development control This will likely include the following measures: <ul style="list-style-type: none"> • Work with district councils to help ensure effective land use planning • Encouragement of development of brownfield sites • Ensure adequate provision of transport links (including new bus and rail services and stations) by developers • Work with district councils to help secure adequate developer contributions • Provide accessibility planning support and mapping for consideration in local planning • Work with district councils to help ensure appropriate parking standards are adopted • Work with district councils to ensure travel plans are enforced 	Focusing on delivering the improvements at locations/areas that may require mitigation against impacts on the transport networks as a result of residential or commercial development. Schemes will be prioritised through: <ul style="list-style-type: none"> • Local plans/development • Planning conditions • Traffic modelling • Transport appraisals of new developments.
Environmental considerations This will likely include the following measures: <ul style="list-style-type: none"> • Targeted transport improvements to reduce transport emissions at locations where air quality is poor • Targeted transport improvements to reduce transport noise at 'first priority' locations and 'important areas' • Consideration of the impacts of transport improvements on heritage assets and appropriate mitigation • Realise opportunities of proposed transport schemes involving heritage sites • Careful, sympathetic design of transport schemes to enhance and protect biodiversity and appropriate mitigation • Exploit opportunities to enhance biodiversity. 	Focusing on air quality improvements within air quality management areas on the local authority's network; noise from transport improvements within 'first priority' locations and 'important areas'; and maximising opportunities to enhance biodiversity and heritage as part of delivery of transport improvement schemes. Schemes will be prioritised through: <ul style="list-style-type: none"> • Air quality management area action plans • Noise monitoring • Local transport studies • Local Biodiversity Action Plan and heritage asset information.
Freight This will likely include the following measures: <ul style="list-style-type: none"> • Working with operators to identify most appropriate freight distribution • Working with operators to influence the modal shift from road to rail and water • Identifying and implementing environmental weight restrictions where appropriate • Improved recommended route signage where appropriate. 	Focused on locations with identified high volumes of HGVs. Schemes will be prioritised through: <ul style="list-style-type: none"> • Air quality management area action plans • Noise monitoring • Freight quality partnerships, if and when established • Information from the public, interest groups and community representatives/groups • Surveys of existing and potential freight volumes • Local transport studies.

Type of measure	Location and prioritisation
Capacity improvements This will likely include the following measures: <ul style="list-style-type: none"> • Optimisation of traffic signals • Use of 'intelligent' traffic signals • Real-time CCTV linked to traffic control centres • Junction capacity improvements • Provision of directional signing • Provision of variable message signs where appropriate. 	Focusing at identified locations on the network with journey time delays; at locations evidenced as affecting bus punctuality; and signing routes to trip generators to avoid circulating traffic and increased vehicle mileage Schemes will be prioritised through: <ul style="list-style-type: none"> • Journey time monitoring • Traffic modelling • Traffic signal monitoring • Bus quality partnership • Bus punctuality monitoring. • Highway surveys, inspections and assessments • Transport asset management plan and its associated highway asset management system • Information from the public, interest groups and community representatives/groups.
Low-carbon transport This will likely include the following measures: <ul style="list-style-type: none"> • Promoting lower carbon transport choices • Encouraging a transfer to lower carbon transport • Education on lower carbon transport issues • Consideration of conversion of passenger transport fleet. 	Schemes will be prioritised through: <ul style="list-style-type: none"> • Air quality monitoring and assessment • Carbon dioxide emissions.
Managing disruption on the network This will likely include the following measures: <ul style="list-style-type: none"> • Development and delivery of information strategies • Strategies for management of planned events • Strategies for management of unplanned events and incidents • Effective co-ordination of works. 	Dependent upon location of incidents, planned events, and where works are required.
Parking This will likely include the following measures: <ul style="list-style-type: none"> • Actively manage and review civil parking enforcement arrangements • Introduction of extended controlled zone parking where appropriate (e.g. residents' parking schemes where residents do not have off-street parking and where availability of parking is restricted for local residents) • Work with district councils to influence locations of public off-street parking, the length of stay and their charges • Consider the development and use of park and ride at appropriate locations • Provision of cycle parking at appropriate locations to encourage modal interchange. 	Focused primarily on town centres; as well as trip generators, such as sporting venues, large workplaces etc.. Schemes will be prioritised through: <ul style="list-style-type: none"> • Parking surveys • Availability of off-street and on-street parking • Local transport studies • Travel planning information • Information from the public, interest groups and community representatives/groups.

Type of measure	Location and prioritisation
Passenger transport infrastructure <p>This will likely include the following measures:</p> <ul style="list-style-type: none"> • Work with bus operators to improve the quality, accessibility and efficiency of the bus fleets • Implement a planned programme of improvements to waiting facilities (i.e. timetable information, raised kerbs, real-time information and shelters) • Implement a planned programme of new/enhanced bus stations as necessary • Work in partnership with rail partners to improve accessibility at rail stations • Work with public transport operators on the cost and range of available tickets that are easy to understand • Work with public transport operators and neighbouring authorities to investigate integrated ticketing options. 	<p>Focused on identified strategic passenger transport corridors.</p> <p>Schemes will be prioritised through:</p> <ul style="list-style-type: none"> • Accessibility planning • Bus quality partnerships • Inspections of the existing infrastructure • Local transport studies • Travel planning information • Information from the public, interest groups and community representatives/groups.
Passenger transport priority <p>This will likely include the following measures:</p> <ul style="list-style-type: none"> • Investigate reported bus delay hotspots and identify improvements when required • Deliver a prioritised programme of bus stop clearways • Bus lane enforcement when justified • Junction priority (e.g. at traffic signals) • Bus lanes. 	<p>Focused on locations that have been evidenced as affecting bus punctuality.</p> <p>Schemes will be prioritised through:</p> <ul style="list-style-type: none"> • Journey time surveys • Bus quality partnership • Bus punctuality monitoring.
Passenger transport services <p>This will likely include the following measures:</p> <ul style="list-style-type: none"> • Improve rail services (including frequency and journey times) to local and longer distance destinations • Support the establishment of a high-speed rail line through the East Midlands • Work with bus, rail, taxi and community transport operators to ensure that all drivers and personnel are adequately trained • Work with commercial bus operators and stakeholders to ensure an adequate bus network • Support the commercial bus network with subsidised services within allocated budgets • Use community transport to help complement the conventional network within available funding • Support light rail systems and extensions where they demonstrate value for money, have limited environmental impacts and have public support. 	<p>Focusing primarily on routes that will provide access to employment and training; and links to such routes.</p> <p>Schemes will be prioritised through:</p> <ul style="list-style-type: none"> • Review of passenger transport services • Accessibility planning • Bus quality partnerships • Local transport studies • Local plans/development • Transport appraisals of new developments.

Type of measure	Location and prioritisation
Safety and speed management This would likely include the following measures: <ul style="list-style-type: none"> Targeted road safety education and awareness campaigns Targeted police and local authority enforcement Speed management measures Targeted road safety engineering measures Changes to local speed limits Inter-active speed warning signs Targeted transport improvements to reduce the perceived fear of crime when walking, cycling or on public transport Targeted public awareness initiatives to improve perceived safety on passenger transport. 	Infrastructure schemes, including safer routes to school, will be prioritised at locations with a history of injury accidents. Publicity and awareness campaigns will be prioritised on issues that cause injury accidents. Speed management measures will be focused at locations with high speeds/flows compared to recognised guidance. Community safety improvements will be prioritised at locations with recorded crimes. Schemes will be prioritised through: <ul style="list-style-type: none"> STATS 19 casualty data Speed and flow surveys Safety audits Local transport studies Travel planning information Crime statistics.
Smarter choices This would likely include the following measures: <ul style="list-style-type: none"> Provision, promotion and marketing of a countywide car share scheme Consideration of introduction of car club in the county following establishment of city scheme Support introduction of high speed broadband Promotion of home shopping and local collection points Work with service delivery agents to try and influence the way services are delivered Promotion and marketing of 'smart working' practices to businesses Promotion and marketing of active travel and passenger transport Development and promotion of journey planning information Development and support of travel plans and delivery of personalised travel planning. 	Focusing on improving access to employment, training and other key services; to address hotspots that have poorer than average journey times; air quality management areas; and in areas that have lower levels of walking, cycling and passenger transport patronage. Schemes will be prioritised through: <ul style="list-style-type: none"> Journey time surveys Ability to help address identified journey time delay on the highway Air quality management area action plans Obesity and health levels, including active participation in sport levels Accessibility mapping/planning Local transport studies Local plans/development Information from the public, interest groups and community representatives/groups Surveys of existing and potential usage of facilities Patronage numbers on public transport Walking and cycling levels.

6.2 Government funding

The integrated transport block allocation is calculated by DfT through a needs based formula. The formula is based on a number of elements including road safety, public transport, congestion, tackling pollution, and accessibility.

From 2015/16 onwards government has top-sliced the integrated transport block funding and allocated it to the Local Growth Fund, meaning that from 2015/16 the funding allocated to highway authorities by DfT will be reduced. In addition to this the formula and data used to calculate each individual authority's allocation has been reviewed from 2015/16. These two changes to the funding arrangements have resulted in Nottinghamshire's integrated transport block funding allocated by DfT reducing by 47%; from £7.406m in 2014/15 to £3.916m in 2015/16. The integrated transport block funding is provided as capital grant (not a mix of grant and supported borrowing), is not ring-fenced and therefore could be allocated to other funding priorities by the County Council. The amounts allocated to transport are approved at the County Council budget meeting each financial year. Nottinghamshire's DfT integrated transport block allocations are included in table 8 below along with the additional County Capital that the County Council allocated to integrated transport improvements.

6.2.1 Local Sustainable Transport Fund

The DfT established a Local Sustainable Transport Fund (LSTF) for the period 2011-2015. The Fund replaced a range of grants and represents a significant increase in funding for sustainable travel, which the government believes can both support economic growth and reduce carbon emissions. The DfT has extended the LSTF for one year to the end of 2015/16. A small proportion of the LSTF will be allocated to provide continued funding for the Bikeability cycle training scheme across the country.

The County Council jointly with Nottingham City Council has been successful in securing £1.18m funding for the Nottingham urban area (including £180k specifically for Nottinghamshire) in 2015/16. The County Council's revenue allocation will be used to fund smartcards to help people access new jobs and training; a contribution to active travel events and a contribution to the continuation of GNTP Business Club.

Government are still to confirm if the LSTF will be continued beyond 2016.

Table 8: Nottinghamshire's capital integrated transport funding allocations

Type of allocation	Integrated transport capital funding allocation			
	2014/15	2015/16	2016/17	2017/18
DfT formula based integrated transport block	£6.956m	£3.916m	£3.916m	£3.916m
County Council capital funding for integrated transport	0	£0.500m	0	0
County Council capital funding for road safety	£0.350m	£0.350m	£0.350m	£0.350m
County Council capital funding for Green Network	£0.050m	£0.040m	0	0
TOTAL	£7.356m	£4.806m	£4.266m	£4.266m

A programme of integrated transport schemes is developed annually to reflect corporate commitments; a balance of member, public and stakeholder requests and priorities; evidence of need and value for money; delivery of the County Council's vision and transport objectives; and the ability to draw in external funding.

Developing a longer-term integrated transport programme has been considered but will not be taken forward as it was considered that it would result in a poorer service to communities. The flexibility of having an annual programme and the benefits this brings far outweighs any operational benefits as the annual programme enables the Council to address Member and local community concerns quickly; enables the Council to react and develop schemes that will lever in external funding; and enables the Council to get the best value from its limited funding by allowing the Council to undertake an ongoing assessment of value for money on all scheme requests (old and new) rather than being locked in to a long-term programme containing schemes that do not offer as good value for money as more recent requests.

Having a two year programme would result in significant complaints – either because it would remove flexibility to deliver schemes quickly (within 12 months) and communities would have to wait too long for their schemes to be delivered; or because schemes in the long-term programme (and therefore expected to be delivered) would have to be replaced to deliver more urgent/better value for money schemes. An annual programme helps us overcome these complaints. It is also not possible to develop some elements of the programme two years or more in advance. For example, local safety schemes are prioritised on casualty levels and you it is not possible to guess where these priority locations will be two years in advance; and schemes required as part of new developments can not be delivered until the development is due to occur.

Opportunities to develop longer-term elements of the integrated transport programme will, however, be explored if possible (e.g. some strategic elements where external funding sources are secured over a number of years).

Table 9 below details how the capital funding elements of the integrated transport funding will be spent in 2015/16.

Table 9: Integrated transport capital funding allocations

Integrated transport measures	Capital funding allocations (2015/16)
Access to local facilities (e.g. footway improvements and new crossings)	£1.006m
Bus improvements (e.g. bus stop infrastructure and bus stop clearways)	£0.400m
Capacity improvements (e.g. traffic signal and junction improvements to reduce congestion)	£0.100m
Cycling and health (e.g. multi user routes and cycling improvements)	£0.450m
Environmental weight limits (e.g. HGV weight limits and HGV route signing)	£0.065m
Green Networks (e.g. multi-user recreational routes)	£0.040m
Traffic monitoring and advanced development and design of future schemes	£0.420m
Parking (e.g. review of parking in town centres, and delivery and review of new residents' parking schemes)	£0.050m
Rail improvements (e.g. small scale improvements to services and stations as well as feasibility studies on large scale improvements)	£0.050m
Safety improvements (e.g. local safety schemes and safer routes to school)	£1.075m
Smarter choices (e.g. measures to help people access work by bus or walking and support for businesses developing travel plans)	£0.150m
Speed management (e.g. addressing local speed concerns, 20mph speed limits and interactive signs)	£1.000m
Total integrated transport measures	£4.806m

6.3 County Council Capital funding

To ensure that transport improvements continue to be delivered across the county, despite reductions in national funding levels, the County Council has allocated an additional £500k funding in 2015/16 to help deliver improvements for pedestrians, bus users, car drivers, and cyclists. Financial pressures due to reduced central government funding levels and increasing requirements elsewhere (e.g. Adult Social Care) means that this may not be feasible in subsequent years. To supplement the road safety budgets an additional £350k County Capital funding element has been allocated each year for local safety schemes to address known casualty hotspots. These allocations are included within tables 8 and 9 above.

6.4 Revenue funding

The capital infrastructure elements of the integrated transport programme are complemented by investment in revenue funded services and programmes of work. Despite the pressures on revenue budgets as a result of central government funding reductions, the County Council invests significant sums of revenue funding on transport, primarily on ensuring the County's roads are safe and residents have access to work and other services. Tables 10a and 10b below detail the revenue funding allocations for programmes that support the integrated transport programmes of work and bus services respectively.

Table 10a: Revenue funding allocations that support the integrated transport programmes of work

Traffic control, road safety and LSTF revenue funding	Revenue funding allocation 2015/16
County Council funding for traffic control centre	£0.140m
County Council funding for traffic parking and parking schemes/surveys	£0.602m
County Council funding for road safety education	£0.070m
County Council funding for school crossing patrols	£0.296m
Local Sustainable Transport Fund	£0.180m
TOTAL	£1.288m

Table 10b: County Council revenue funding allocations for passenger transport services (excluding salaries)

Passenger transport revenue funding	Revenue funding allocation 2015/16
Concessionary fares	£10.900m
Local bus services	£4.355m
Bus stations	£0.839m
Passenger information facilities	£0.749m
TOTAL	£16.843m

6.4.1 Road safety revenue funding

In 2015/16 the County Council will spend an additional £366k of its own revenue funding to complement its capital expenditure on delivering engineering measures to reduce road casualties. These revenue monies cover the whole spectrum of road safety education, training and publicity, as well as running the School Crossing Patrol Service to ensure safety outside schools at arrival and departure times.

With ever increasing pressures on local authority budgets, new ways of funding services are constantly being investigated. Road safety practitioners consider providing young people with the skills necessary to deal with the challenges the road environment has for them, as pedestrians, cyclists or young drivers, as essential. Working with the police, money has been secured from the driver education diversionary funding stream within the Safety Camera Partnership, to ensure road safety initiatives are continued to be delivered to our most vulnerable road users.

The revenue budgets not only complement the capital programme but also directly impact upon the Council's objectives through alternative non-capital techniques. Two key areas are the safety camera partnership work with the police; and education and awareness campaigns. The latter of these, although difficult to quantify the direct impact in terms of numbers of casualties, has a key part to play as shown by the massive success of the national seat belt campaigns previously.

6.4.2 Traffic management and on-street parking revenue funding

This element of the revenue budget (£742k in 2015/16) consists of the County Council's contribution to the joint operation of the Traffic Control Centre with Nottingham City Council and an annual contribution to support on-street parking enforcement, the Blue Badge Scheme, as well as funding for small traffic management schemes across the county. These measures help the Council to effectively manage the movement of traffic, provide information for the travelling public, and provide an important management tool to deliver our network management duty.

6.4.3 Bus services

Support from the Council's revenue budget is used to sustain the coverage of bus services across the county. Without the significant levels of revenue support in this area, key County Council strategic objectives would not be achievable.

The County Council provides significant funding to support non-commercial services, particularly in deprived areas, as well as school transport. In addition to the provision of statutory home to school transport, a significant investment is made in supporting buses for discretionary school travel, where this can make a significant impact on discouraging short journeys to school by car, thereby reducing congestion.

The major contribution, however, is to services for the general public, particularly in rural areas and at quieter times of the day and of the week. Here commercial bus operators will not sustain routes, and the County Council subsidies ensure that services continue, in order to promote social inclusion and modal choice. County Council funding is also used to establish routes to developing employment areas in the short-term, enabling these to attract non-car users to the available jobs, and in return to assist non-car users in securing jobs as they move from traditional locations. For those who cannot take advantage of the

bus network, the County Council supports community transport and social car scheme providers which operate in the area.

The Council will continue to undertake a series of area reviews of bus services aiming to better integrate the way services are provided; changing some of the services to make better use of vehicles and reducing costs. These reviews will be undertaken in consultation with the public and in partnership with service providers to ensure that future commercial, voluntary, community and health transport services all continue to meet local needs in an affordable way. The County Council has also developed a 'strategic passenger transport framework' to inform and determine the use of revenue funding to support bus services. Further details on both these elements of work are detailed within the Integrated Passenger Transport Strategy.

7. Programme management

The County Council has developed its own bespoke database to monitor progress for all LTP schemes. This database is a project planning tool, highlighting the current status of each scheme and its timetable for delivery. In addition, detailed programme monitoring is undertaken (including current and anticipated spend on each project).

This methodology has proved successful in maximising expenditure and delivering the correct number and mix of schemes to ensure outcomes and objectives are achieved. The reporting mechanisms are used internally by management to monitor expenditure on a monthly basis and also to inform separate officer meetings on programme progress. These meetings are held to review progress on all schemes to ensure deliverability, value for money and to maximise use of available resources. The meetings are also used to adjust the programme if problems occur on individual schemes or if performance is slipping on the delivery of either outcomes or outputs against desired/anticipated levels.

To ensure effective delivery and to cope with fluctuations in funding availability or unexpectedly rapid or slow scheme progress, an overarching approach to programme management is taken. Flexibility is also required to take advantage of external funding opportunities, issues arising from consultation or legal processes, detailed design changes and variations to scheme estimates.

This is achieved by compiling a balanced programme with a range of scheme types and scale. Large scale schemes allow the efficient deployment of resources but are more vulnerable to scheme implementation delays and have a bigger impact on the programme if cost variations occur. Small scale schemes can be deployed quickly but tend to be more staff resource intensive. Reserve schemes are worked up so that if a scheme is delayed at any stage in the process, a replacement with a suitable state of readiness can be substituted.

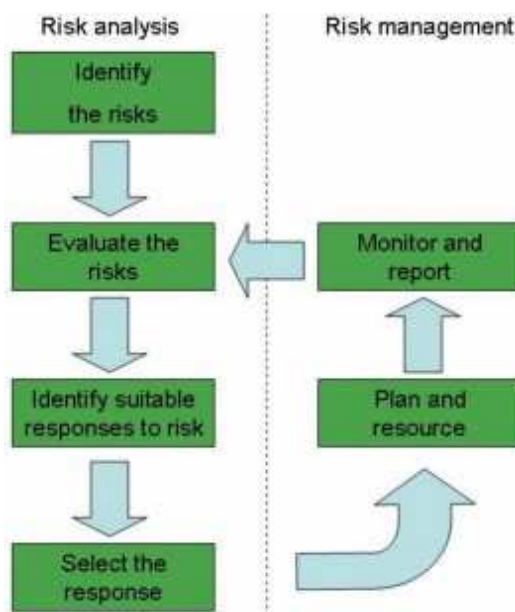
To reduce the risk of surprise (e.g. consultation delays, issues arising through detailed design, and poor cost estimates) a significant element of the programme has already been designed. This is, and has been for a number of years, done on a rolling basis so that a proportion of the design work in any one year is for schemes to be undertaken in a future year.

7.1 Risk management

Risk is a major factor to be considered during the management of any project or programme. Risk management is undertaken on all the County Council's schemes costing over £250,000 in value and across the LTP's integrated transport capital programme as a whole. The aim is to manage the exposure to risk by taking actions to keep it to an acceptable level in a cost effective way or, if necessary, to cease work on a project if the risk to delivery is considered too high.

The County Council has adopted PRINCE2 methodology for project management. This methodology enables all risks to be captured and processed in a consistent manner. The Project Board and project

manager determine the risk tolerance and decide on the risk owners. Board members also advise on external risks. Risks are identified and managed by the project team as per the risk management cycle below:



A risk log is created for each risk which is then scored based on its potential impact and likelihood of occurrence. Any risks above the 'risk tolerance' are subject to a risk action plan. The risk action plan identifies suitable responses to the risk and selects the most appropriate response after considering the cost of any action against the probability and impact of its occurrence.

The risk action plan is reviewed at each scheme/programme progress meeting and the risk log at every third. This ensures that risks are regularly revisited and reconsidered; and any new risks identified. It is recognised that risks can be internal or external to a project or programme and consultation with stakeholders forms part of the complete management process. The risk action plan is reported to the Project Board at each stage boundary and the project manager uses the plan as part of 'escalating project issues' or 'highlight reports'. A 'financial risk register' is also developed using the cost of the associated risk.

The risk management process has been applied to the LTP programme and a 'risk map' has been produced identifying suitable responses and actions. The risks are categorised into seven categories: customer, financial, legal, political, procurement, professional and contractual. This allows closely related risks to be grouped under one heading with relevant risk owners identified for monitoring purposes. The risk map is also reviewed regularly.

8. Indicators

This section details the indicators that will be monitored during this Implementation Plan period. The County Council has selected a combination of indicators with a view to ensuring that all aspects of strategy delivery are monitored. This ensures that all programmes and individual projects can be justified in terms of their contribution towards achieving the local strategic objectives but also reinforces their contribution to national objectives. A hierarchy of indicators has been developed which is:

- **key outcome indicators** for the relevant national indicators and any other indicators that directly measure the achievement of transport objectives
- **intermediate outcome indicators** which represent proxies or milestones towards key outcomes and includes targets for some national indicators (e.g. bus punctuality), and
- **contributory output indicators** measuring the delivery of schemes, policies or initiatives that will contribute towards the achievement of targets in the two categories above. Targets have not been

set for output indicators as these will only be used to monitor trends but the current levels have been included for reference and to use as a base year.

Additional indicators to those detailed in table 11 below may be adopted at a later date. For example, indicators relating to flood management once the strategy relating to this has been finalised.

Nottinghamshire Local Transport Plan Implementation Plan 2015/16-2017/18

Table 11: Indicators to be monitored during this Implementation Plan period

Theme	Reference	Key outcome indicators	Reference	Intermediate outcome indicators	Reference	Contributory output indicators
Economy	LTP1	Average journey time per mile during the morning peak on the urban centre networks in the county	LTP7	Traffic flows into town centres	LTP15	Number of registered car sharers on nottinghamshare
	LTP2	Changes in areas wide traffic mileage (vehicle kilometres travelled)	NI177	Number of local bus and light rail passenger journeys originating in the authority area	LTP16	Public satisfaction with passenger transport information
			NI178	Bus services running on time	LTP17	Public satisfaction with driver behaviour
			LTP8	Public satisfaction with local bus services	LTP18	New travel plans approved
Safety	NI47	People killed or seriously injured in reported road traffic accidents	LTP9	People slightly injured in reported road traffic accidents		
	NI48	Children killed or seriously injured in reported road traffic accidents				
Resilience of the network	NI168	Principal (A) roads where maintenance should be considered	LTP10	Unclassified roads where maintenance should be considered		
	NI169	Non-principal classified (B & C) roads where maintenance should be considered	LTP11	Footways where maintenance should be considered		
			LTP12	Condition of bridges and other structures		
Active travel	LTP3	Child obesity levels	LTP13	Cycling levels	LTP19	Number of children undertaking cycle training
					LTP20	Length of shared or segregated cycle lane or path
					LTP21	Footfall in market towns and district centres
Environmental factors	LTP4	Number of air quality management areas (AQMAS) on County Council managed roads	LTP14	Particulate levels in air quality management areas (AQMAS)		
	LTP5	CO ₂ emissions from road transport				
Accessibility	LTP6	Accessibility to public transport services			LTP22	Number of fully accessible buses
					LTP23	Provision of information at bus stops
					LTP24	Provision of real-time information
					LTP25	Take-up of concessionary fare passes

Appendices

- Appendix 1 – 2015/16 annual programme of integrated transport and capital maintenance schemes
- Appendix 2 – Safeguarded routes for major transport scheme

Appendix 1 - 2015/16 Integrated transport capital programme

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Access to local facilities			
Belle Isle Road (across Gilbert Street), Hucknall - dropped kerbs	Ashfield	≤£10k	Quarter 1
Dalestorth Street - Skegby Road, Sutton - access improvements [carry over from 2014/15]	Ashfield	£25k-£50k	Quarter 2
Derbyshire Lane (across Belle Isle Road), Hucknall - dropped kerbs	Ashfield	≤£10k	Quarter 1
Parkway (west of Windsor Avenue), Sutton in Ashfield - dropped kerbs	Ashfield	≤£10k	Quarter 1
Hardy Street, Worksop - pedestrian improvements	Bassetlaw	£25k-£50k	Quarter 1
Railway station approaches, Retford - pedestrian improvements	Bassetlaw	£25k-£50k	Quarter 3
ROW Rampton village centre - paths improvement	Bassetlaw	£25k-£50k	To be programmed
Clifford Avenue (across Central Avenue), Beeston - dropped kerbs	Broxtowe	≤£10k	Quarter 1
Pasture Road, Stapleford - new pedestrian crossing	Broxtowe	£50k-£100k	Quarter 2
Great Northern Way, Netherfield - new pedestrian crossing	Gedling	≤£10k	Quarter 1
Princess Close, Gedling - dropped kerbs	Gedling	≤£10k	Quarter 1
Station Road, Carlton - pedestrian crossing and footway	Gedling	£50k-£100k	Quarter 4
Exchange Row / Market House Place, Mansfield - dropped kerb	Mansfield	≤£10k	Quarter 2
B6030 / B6034 junction, Edwinstowe - dropped kerbs and footway [subject to completion of feasibility study]	Newark & Sherwood	£10k-£25k	To be programmed
Church Street, Southwell - pedestrian crossing improvements	Newark & Sherwood	≤£10k	Quarter 1
Main Street, Farnsfield - pedestrian crossing	Newark & Sherwood	£25k-£50k	Quarter 2
ROW Lincoln Road recreation ground - paths improvement	Newark & Sherwood	£10k-£25k	To be programmed
Bolton Close, West Bridgford - dropped kerbs	Rushcliffe	≤£10k	Quarter 1
Gotham Road (north of Lantern Lane), East Leake - new pedestrian crossing	Rushcliffe	£50k-£100k	Quarter 2
Kegworth Road, Gotham - improvements to pedestrian refuge	Rushcliffe	≤£10k	Quarter 3
New schemes added to the programme since draft approval			
Kilton Hill/High Hoe Road/Kilton Road, Worksop - pedestrian crossing (scheme dependent on securing external funding)	Bassetlaw	£50k-£100k	To be programmed
Meadow Lane, Chilwell - pedestrian refuge [subject to final costs of moving utilities]	Broxtowe	£25k-£50k	To be programmed
Crookdole Lane, Calverton - zebra crossing	Gedling	£25k-£50k	To be programmed
Chesterfield Road (at Rosemary Street), Mansfield - pedestrian facilities at signals	Mansfield	£50k-£100k	To be programmed
Camelot Street area, Ruddington - dropped kerbs (scheme dependent on securing external funding)	Rushcliffe	≤£10k	To be programmed
Clifton Road, Ruddington - new footway	Rushcliffe	£25k-£50k	To be programmed
Schemes removed from the programme since draft approval			
A38 / Alfreton Road, Sutton in Ashfield - pedestrian phase at signals (<i>high cost of scheme means it offers poor value for money</i>)	Ashfield		
Highways fees to deliver the above schemes		£100k-£200k	
Reserve schemes			
Sutton Road, Huthwaite - crossing [subject to completion of feasibility study]	Ashfield	£25k-£50k	
Sub-block allocation		£1,006.0	
External funding		£210.0	
Sub-block total		£1,216.0	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Bus improvements			
Sutton in Ashfield and Kirkby in Ashfield - raised kerb programme	Ashfield	£10k-£25k	Quarter 2
Mansfield to Sutton - AVL TLP	Ashfield/Mansfield	≤£10k	Quarter 1
Retford and Worksop - real time displays	Bassetlaw	£50k-£100k	To be programmed
Worksop - SQBP route improvements	Bassetlaw	£25k-£50k	Quarter 2
Bus stop clearways and TROs	Countywide	£10k-£25k	To be programmed
Reactive programme	Countywide	£50k-£100k	To be programmed
Mansfield - bus stop improvements	Mansfield	≤£10k	To be programmed
Mansfield - raised kerb programme	Mansfield	£10k-£25k	To be programmed
Mansfield - shelter improvements	Mansfield	£10k-£25k	To be programmed
Clifton Road near Camelot Street, Ruddington - bus stop improvements	Rushcliffe	£10k-£25k	Quarter 1
Plumtree Road near Bakers Close, Cotgrave - bus stop improvements	Rushcliffe	£10k-£25k	Quarter 1
West Bridgford - enforcement camera programme	Rushcliffe	≤£10k	Quarter 3
New schemes added to the programme since draft approval			
Hardy Street, Worksop - removal of existing bus infrastructure when new bus station opens	Bassetlaw	£10k-£25k	To be programmed
Calverton - bus stop improvements	Gedling	£50k-£100k	Quarter 2
Calverton Road, Arnold - real-time, shelter and kerb bus stop improvements	Gedling	£25k-£50k	To be programmed
Valley Road, Carlton - real-time, shelter and kerb bus stop improvements	Gedling	£10k-£25k	To be programmed
Kirklington Road, Rainworth - real-time, shelter and kerb bus stop improvements (scheme dependent on securing external funding)	Newark & Sherwood	£25k-£50k	To be programmed
Low Street, Collingham - real-time, shelter and kerb bus stop improvements (scheme dependent on securing external funding)	Newark & Sherwood	≤£10k	To be programmed
Mansfield Road, Edwinstowe - real-time, shelter and kerb bus stop improvements (scheme dependent on securing external funding)	Newark & Sherwood	£10k-£25k	To be programmed
Schemes removed from the programme since draft approval (and reason for removal)			
Mansfield - enforcement camera programme (<i>further feasibility shows scheme not required</i>)	Mansfield		
Highways fees to deliver the above schemes		£25k-£50k	
Passenger transport fees to deliver the above schemes		£50k-£100k	
Sub-block allocation		£400.0	
External funding		£244.0	
Sub-block total		£644.0	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Capacity improvements			
New schemes added to the programme since draft approval			
Kirkby town centre improvements	Ashfield	> £250k	Quarter 2
Noise action plan - noise remediation (locations to be determined)	Countywide	£10k-£25k	To be programmed
B686 Burton Road/Station Road/Cavendish Road, Carlton - contribution to improvement	Gedling	£25k-£50k	To be programmed
New Mill Lane/Leeming Lane North (A60), Mansfield Woodhouse - right-turn filter on to A60	Mansfield	≤£10k	To be programmed
Highways fees to deliver the above schemes		≤£10k	
Sub-block allocation		£100.0	
External funding		£250.0	
Sub-block total		£350.0	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Cycling and health			
Cycle signing/parking (locations to be determined)	Countywide	≤£10k	To be programmed
Rights of Way signing improvements	Countywide	≤£10k	To be programmed
Rights of Way upgrades	Countywide	£10k-£25k	To be programmed
Big Barn Lane, Mansfield - signed cycle route [subject to completion of feasibility study]	Mansfield	≤£10k	Quarter 1
B6030 Sherwood Pines to Mill Lane - cycle way	Newark & Sherwood	£25k-£50k	Quarter 2
A60 Loughborough Road, West Bridgford - toucan crossing (scheme dependent on securing external funding)	Rushcliffe	£50k-£100k	To be programmed
Clifton Road, Ruddington - cycle route (scheme dependent on securing external funding)	Rushcliffe	£100k-£150k	Quarter 3
Northwold Ave/Collington Way, West Bridgford - cycle route	Rushcliffe	£25k-£50k	Quarter 2
<u>New schemes added to the programme since draft approval</u>			
NCN Route 6, Hucknall - cycle route improvements	Ashfield	£25k-£50k	To be programmed
Bridleway 14 and 16, Trowell and Cossall - surfacing	Broxtowe	≤£10k	To be programmed
Acton Road/ High Street Avenue, Arnold - cycle route access	Gedling	≤£10k	Quarter 1
Footpath 11, Balderton - completion of link to NCN 64	Newark & Sherwood	£10k-£25k	To be programmed
West Bridgford - area wide 20 mph speed limit	Rushcliffe	£25k-£50k	To be programmed
A606 Melton Road, West Bridgford - conversion of footway to shared use footway/cycleway	Rushcliffe	£10k-£25k	To be programmed
<u>Schemes removed from the programme since draft approval (and reason for removal)</u>			
Southwell Lane to Penny Emma Way, Kirkby - multi-user route (high cost of scheme means it offers poor value for money)	Ashfield		
Stapleford to Ilkeston - cycle route (scheme not feasible)	Broxtowe		
St Albans Road, Arnold - cycle route access (replaced with alternative route on Acton Road)	Gedling		
Highways fees to deliver the above schemes		£50k-£100k	

Sub-block allocation	£450.0
External funding	£210.0
Sub-block total	£660.0

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Environmental weight limits			
Advance EWL warning signs	Countywide	£10k-£25k	Quarter 1
Blidworth - EWL extension	Newark & Sherwood	£10k-£25k	Quarter 3
<u>New schemes added to the programme since draft approval:</u>			
Thievesdale Lane, Worksop - unsuitable for HGVs signage	Bassetlaw	≤£10k	To be programmed
Highways fees to deliver the above schemes		£10k-£25k	
<u>Reserve schemes</u>			
Lilac Grove, Beeston - new weight restriction	Broxtowe	≤£10k	

Sub-block allocation	£65.0
External funding	£0.0
Sub-block total	£65.0

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Monitoring, development and design			
Development of future year's ITM programmes	Countywide	£100k-£150k	Quarter 4
Advanced design of future schemes	Countywide	£100k-£150k	Quarter 4
Technical surveys	Countywide	£10k-£25k	Quarter 4
Traffic monitoring	Countywide	£100k-£150k	Quarter 4
Sub-block allocation		£420.0	
External funding		£0.0	
Sub-block total		£420.0	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Parking			
NET - waiting restrictions	Broxtowe / Rushcliffe	£10k-£25k	To be programmed
Stanley Road, Mansfield - amendments to existing scheme	Mansfield	≤£10k	To be programmed
Highways fees to deliver the above schemes		£10k-£25k	
<u>Reserve schemes</u>			
Dovecote Lane near Victoria PH, Beeston - amendments to parking restrictions	Broxtowe	≤£10k	
Grosvenor Road, Eastwood - alterations to existing scheme	Broxtowe	≤£10k	
Lower & Middle Orchard Streets, Stapleford - new residents' parking scheme [subject to survey]	Broxtowe	≤£10k	
Epperstone Road, West Bridgford - new residents' parking scheme [subject to survey]	Broxtowe	≤£10k	
Sub-block allocation		£50.0	
External funding		£0.0	
Sub-block total		£50.0	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Rail improvements			
Nottingham to Leeds journey time upgrade	Countywide	£25k-£50k	Quarter 4
Collingham yellow lines	Newark & Sherwood	≤£10k	Quarter 4
Ollerton feasibility study	Newark & Sherwood	≤£10k	Quarter 4
Sub-block allocation		£50.0	
External funding		£0.0	
Sub-block total		£50.0	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Safety improvements			
A38 Pinxton Lane - traffic signal modifications	Ashfield	£10k-£25k	Quarter 1
A611 Coxmoor Crossroads - signs at ATS banned right turn	Ashfield	≤£10k	Quarter 2
Alfreton Road, Selston - chevrons	Ashfield	≤£10k	Quarter 1
Chesterfield Road, Huthwaite (bend N Woodend Inn PH - signing and lining improvements	Ashfield	≤£10k	Quarter 1
Chesterfield Road, Huthwaite (bends at Newtonwood Lane) - improved signs	Ashfield	≤£10k	Quarter 1
Storth Ave / Croft Ave, Hucknall - signing and lining improvements	Ashfield	≤£10k	Quarter 2
A614/A638 Hawks Nest - lining improvements	Bassetlaw	≤£10k	Quarter 2
A638 length north and south of Amcott Way - speed management	Bassetlaw	> £250k	Quarter 2
B6079 Retford Road, Worksop - chevrons, warning signing and lining improvements	Bassetlaw	≤£10k	Quarter 2
Cheapside / Low Town Street, Worksop - build out at gateway	Bassetlaw	£10k-£25k	Quarter 2
Kilton Road, Worksop - street lighting upgrade	Bassetlaw	≤£10k	To be programmed
Park Street / Bramcote Road, Beeston - signing and lining improvements	Broxtowe	≤£10k	Quarter 2
A60 Mansfield Road / Forest Lane, Papplewick - traffic signal modifications	Gedling	≤£10k	Quarter 1
Collyer Road, Calverton - street lighting upgrade	Gedling	£25k-£50k	Quarter 2
Jubilee Way South/Tesco & Cuckoo Birch PH - signing, lining and high friction surfacing	Mansfield	£10k-£25k	Quarter 2
Ley Lane, Mansfield Woodhouse - street lighting upgrade	Mansfield	£10k-£25k	Quarter 2
Priory Square, Mansfield Woodhouse - street lighting upgrade	Mansfield	≤£10k	Quarter 2
Windmill Lane approach to Brunts School, Mansfield - signing improvements	Mansfield	≤£10k	Quarter 1
A6075 Whinney Lane mini-roundabout, Ollerton - signing improvements	Mansfield	≤£10k	Quarter 2
A612 Thurgarton (bend south of High Cross) - marker posts	Newark & Sherwood	≤£10k	Quarter 1
A616 Wellow Rd, Ollerton - street lighting upgrade	Newark & Sherwood	≤£10k	Quarter 1
A617 Kirklington (bend adjacent to 'Top o' the Hill' - chevrons and warning sign	Newark & Sherwood	£10k-£25k	To be programmed
B6386 Southwell Road (at Hollybeck Nurseries), Oxtou - signing and lining improvements	Newark & Sherwood	≤£10k	Quarter 2
Baulker Lane, Blidworth - two bends chevrons and warning sign	Newark & Sherwood	≤£10k	Quarter 1
Grange Lane, Staunton in the Vale - chevrons and warning sign	Newark & Sherwood	≤£10k	Quarter 2
South Avenue / Little John Drive area, Rainworth - signing and lining improvements	Newark & Sherwood	≤£10k	To be programmed
A60 Loughborough Road/Asda, West Bridgford - traffic signal modifications	Newark & Sherwood	≤£10k	Quarter 2
C51 West Leake Lane (bend adjacent to Winking Hill) - stick chevrons	Rushcliffe	£10k-£25k	Quarter 2
C51 West Leake Lane (bend at EON) - surface dressing and lining improvements	Rushcliffe	≤£10k	Quarter 1
Kegworth Road/Station Road/The Green, Kingston - signing and lining improvements	Rushcliffe	≤£10k	Quarter 1
Main Road, Plumtree - street lighting upgrade	Rushcliffe	≤£10k	Quarter 3
Nottingham Road, Woodborough - stick chevrons	Rushcliffe	£10k-£25k	To be programmed
Rushcliffe (including Melton Rd, Upper Broughton) - contribution to two resurfacing schemes	Rushcliffe	≤£10k	To be programmed
Shelford Road / Oatfield Lane, Newton - signing and lining improvements	Rushcliffe	≤£10k	To be programmed
Wilford Road vicinity Clifton Road, Ruddington - street lighting upgrade	Rushcliffe	≤£10k	Quarter 1
	Rushcliffe	£10k-£25k	Quarter 3
New schemes added to the programme since draft approval			
Old London Road bridge over Chesterfield Canal Barnby Moor	Bassetlaw	£100k-£150k	To be programmed
A612 Gonalston - amendment to white lining (contribution to maintenance scheme)	Newark & Sherwood	≤£10k	To be programmed
A6075 Kilton - street lighting upgrade	Newark & Sherwood	£10k-£25k	To be programmed
Schemes removed from the programme since draft approval (and reason for removal)			
Lammas Road/Carsic Lane - lane narrowing at junction (scheme to be delivered as part of 2015/16 maintenance scheme)	Ashfield		
Pump Hollow Road, Mansfield - street lighting upgrade (scheme already completed as part of street lighting scheme)	Mansfield		
Sandlands Way ASDA entrance, Mansfield - signs, lines and high friction surfacing (scheme does not meet required rate of return)	Mansfield		
A617 Kelham Road (S of Kelham Bridge) - high friction surfacing (delivered as part of 2014/15 maintenance scheme)	Newark & Sherwood		
Southwell Rd, Osmanthorpe - chevrons (scheme delivered in 2014/15)	Newark & Sherwood		
Staythorpe Rd Staythorpe (S of level crossing) - stick chevrons (scheme being delivered in 2014/15)	Newark & Sherwood		
Highways fees to deliver the above schemes		£100k-£150k	
Reserve schemes:			
High Street, Arnold - pedestrian improvements	Gedling	≤£10k	
Sub-block allocation		£725.0	
External funding		£0.0	
Sub-block total		£350.0	
		£1,075.0	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Smarter choices			
LSTF match funding	Countywide	£25k-£50k	Quarter 4
Personalised travel planning along NET routes	Broxtowe / Rushcliffe	£25k-£50k	Quarter 4
Trent Bridge Air Quality Management Area - workplace travel planning	Rushcliffe	£25k-£50k	Quarter 4
Rushcliffe Business Park, Ruddington - workplace travel planning	Rushcliffe	≤£10k	Quarter 4
Sub-block allocation		£150.0	
External funding		£0.0	
Sub-block total		£150.0	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Speed management			
20mph speed limits outside schools - see list of schools below	Countywide	> £250k	Quarter 3
<u>Interactive speed signs (each sign costs approximately £7,500)</u>			
Annesley Lane, Selston (NE of Sherwood Way)	Ashfield	≤£10k	Quarter 3
A614 Bawtry Road (N of A1 and brook)	Bassetlaw	≤£10k	Quarter 3
A634 Sheffield Road, Blyth (West of Park Drive)	Bassetlaw	≤£10k	Quarter 3
B1164 Eldon Street, Tuxford (N of Eldon Green)	Bassetlaw	≤£10k	Quarter 3
Woodthorpe Drive, Woodthorpe (E of Grange Road)	Gedling	≤£10k	Quarter 3
C1 Southwell Road East, Rainworth (E of Cambridge Road)	Newark	≤£10k	Quarter 3
Landmere Lane, West Bridgford (NW of Bressingham Drive)	Rushcliffe	≤£10k	Quarter 3
Trevor Road, West Bridgford (S of Burleigh Road)	Rushcliffe	≤£10k	Quarter 3
<u>New interactive speed signs added to the programme since draft approval</u>			
B600 Alfreton Road (SW of Beech Road), Underwood	Ashfield	≤£10k	Quarter 3
Thievesdale Lane (W of Blyth Road), Worksop	Bassetlaw	≤£10k	To be programmed
Newark Road (N of old railway line), Ollerton	Newark	≤£10k	Quarter 3
A60 Loughborough Road (N of school or N of lane to Wysall), Bunny	Rushcliffe	≤£10k	Quarter 3
A606 Melton Road (NW of Browns Lane), Stanton on the Wolds	Rushcliffe	≤£10k	Quarter 3
<u>New speed limit reductions added to the programme since draft approval</u>			
B6014 Wild Hill/Fackley Road, Teversal - speed limit reduction to 50mph from county boundary & speed limit reduction to 30mph through village	Ashfield	≤£10k	To be programmed
Sturton Road, North Leverton - extension of 30mph limit	Bassetlaw	≤£10k	To be programmed
A6075 Boughton to Tuxford - speed limit reduction to 50mph & extension of 30mph through Kirton	Bassetlaw/Newark & Sherwood	≤£10k	To be programmed
Nottingham Road, Trowell - extension of 30mph limit & speed limit reduction to 50mph	Broxtowe	≤£10k	To be programmed
B6386 Oxtown Road, Calverton - speed limit reduction to 50mph	Gedling	≤£10k	To be programmed
New Mill Lane, Mansfield - 40mph buffer zone	Mansfield	≤£10k	To be programmed
B6166 Farndon Road, Newark - extension of 30mph limit	Newark & Sherwood	≤£10k	To be programmed
A606 Melton Road, Tollerton Lane to A46 - speed limit reduction to 50mph (retaining 40mph through Stanton on the Wolds)	Rushcliffe	≤£10k	To be programmed
<u>Schemes removed from the programme since draft approval (and reason for removal)</u>			
B6011 Linby Lane, Linby (NE of Quarry Lane) - interactive speed sign (location already has interactive speed sign)	Gedling		
Burntstump, Papplewick - reduced speed limit (considered to offer poor value compared to other requests)	Gedling		
Highways fees to deliver the above schemes		£150k-£200k	
Sub-block allocation		£1,000.0	
External funding		£0.0	
Sub-block total		£1,000.0	
ITM budget settlement (2014/15 budget book)		£4,416.0	
External funding		£914.0	
PROGRAMME TOTAL (available integrated transport budget plus external funding)		£5,330.0	

20mph speed limits outside schools 2015/16 programme

All schools that have not had a 20mph speed limit installed outside it by the end of 2014/15 will be included in the 2015/16 programme. This is likely to include the following schools.

Hillocks Primary and Nursery School, Sutton in Ashfield	Ashfield
The Sutton Community Academy, Sutton in Ashfield	Ashfield
Bracken Lane Primary & Nursery School, Retford	Bassetlaw
Cuckney CofE Primary School, Cuckney	Bassetlaw
Elizabethan Academy, Retford	Bassetlaw
Elkesley Primary & Nursery School, Elkesley	Bassetlaw
Gamston CofE Primary School, Gamston, Retford	Bassetlaw
Haggonfields Primary School, Rhodesia, Worksop	Bassetlaw
Langold Dyscarr Community Primary School, Langold	Bassetlaw
Misson Primary, Misson	Bassetlaw
Ordsall Primary School, Retford	Bassetlaw
Ranby CE Primary School, Ranby	Bassetlaw
Ranskill Primary School, Ranskill	Bassetlaw
Sir Edmund Hillary Primary School, Worksop	Bassetlaw
St Mary & St Martin Primary School, Blyth	Bassetlaw
St. Anne's CofE Primary School, Worksop	Bassetlaw
St. Augustine's Infant & Nursery, Worksop	Bassetlaw
St. Augustine's Junior School, Worksop	Bassetlaw
St. Matthew's CofE Primary School, Normanton on Trent	Bassetlaw
Sutton-Cum-Lound CofE Primary School, Sutton-Cum-Lound	Bassetlaw
Thrumpton Primary School, Retford	Bassetlaw
Brinsley Primary School, Brinsley	Broxtowe
Trowell CofE School, Trowell	Broxtowe
Abbey Gates Primary, Ravenshead	Gedling
Burton Joyce Primary, Burton Joyce	Gedling
Hawthorne Primary, Bestwood Village	Gedling
Lambley Primary, Lambley	Gedling
Ravenshead CofE Primary School, Ravenshead	Gedling
Seeley CofE Primary, Burntstump Hill	Gedling
Woodborough Woods Primary, Woodborough	Gedling
Berry Hill Primary, Mansfield	Mansfield
Birklands Primary and Nursery, Warsop	Mansfield
Church Vale Primary and Nursery, Church Warsop	Mansfield
Crescent Primary and Nursery, Mansfield	Mansfield
Eastlands Junior School, Meden Vale	Mansfield
Forest Town Primary & Nursery, Forest Town	Mansfield
Garibaldi Maths & Computing College, Forest Town	Mansfield
Heatherley Primary School, Forest Town	Mansfield
Heathlands Primary & Nursery, Rainworth	Mansfield
Hetts Lane Infant & Nursery, Warsop	Mansfield
High Oakham Primary School, Mansfield	Mansfield
Holly Primary School, Forest Town	Mansfield
John T Rice Infant & Nursery, Forest Town	Mansfield
King Edward School, Littleworth	Mansfield
Leas Park Junior School, Mansfield Woodhouse	Mansfield
Meden School 'A Torch Academy', Warsop	Mansfield
Netherfield Infant & Nursery School, Meden Vale	Mansfield
Nettleworth Infant & Nursery School, Mansfield Woodhouse	Mansfield
Newlands Junior School, Forest Town	Mansfield
Peafeld Lane Primary & Nursery, Mansfield Woodhouse	Mansfield

20mph speed limits outside schools (continued)	
Queen Elizabeth's Academy, Mansfield	Mansfield
Sherwood Junior School, Warsop	Mansfield
St Edmunds CofE Primary & Nursery, Mansfield Woodhouse	Mansfield
St Patrick's Catholic Primary, Mansfield	Mansfield
The Brunts Academy, Mansfield	Mansfield
The Manor Academy, Mansfield Woodhouse	Mansfield
The Samworth Church Academy, Mansfield	Mansfield
Wynndale Academy, Mansfield	Mansfield
Yeoman Park School, Mansfield Woodhouse	Mansfield
All Saints Anglican Methodist Primary School, Elston, Newark	Newark & Sherwood
Bishop Alexander Primary and Nursery School, Newark	Newark & Sherwood
Bleasby CofE Primary School, Bleasby	Newark & Sherwood
Blidworth Oaks Primary and Nursery School, Blidworth	Newark & Sherwood
Coddington CofE Primary and Nursery, Coddington	Newark & Sherwood
Crompton View Primary School, Bilsthorpe	Newark & Sherwood
Farnsfield St. Michael's CE Primary, Farnsfield	Newark & Sherwood
Gunthorpe CofE Primary School, Gunthorpe	Newark & Sherwood
Halam CofE Primary School, Halam, Newark	Newark & Sherwood
Holy Trinity RC Primary and Nursery School, Newark	Newark & Sherwood
John Blow Primary School, Collingham	Newark & Sherwood
Joseph Whittaker School, Rainworth	Newark & Sherwood
King Edwin Primary and Nursery, Edwinstowe	Newark & Sherwood
Kirklington Primary School, Kirklington	Newark & Sherwood
Lake View Primary and Nursery School, Rainworth	Newark & Sherwood
Lowdham CofE School, Lowdham	Newark & Sherwood
Manners Sutton Primary School, Averham	Newark & Sherwood
Muskham Primary School, North Muskham	Newark & Sherwood
20mph speed limits outside schools (continued)	
Norwell CofE Primary School, Norwell	Newark & Sherwood
Python Hill Primary School, Rainworth	Newark & Sherwood
Samuel Barlow Primary and Nursery, Clipstone	Newark & Sherwood
St. Mary's CofE Primary School, Edwinstowe	Newark & Sherwood
St. Peter's CofE Primary School, Farndon	Newark & Sherwood
Sutton-on-Trent Primary School, Sutton-on-Trent	Newark & Sherwood
Walesby CofE Primary School, Walesby	Newark & Sherwood
Winthorpe Primary School, Winthorpe	Newark & Sherwood
Archbishop Cranmer CofE Primary, Aslockton	Rushcliffe
Bunny CofE Primary School, Bunny	Rushcliffe
Carnarvon Primary School, Bingham	Rushcliffe
Cotgrave CofE Primary School, Cotgrave	Rushcliffe
Cropwell Bishop Primary School, Cropwell Bishop	Rushcliffe
Crossdale Drive Primary School, Keyworth	Rushcliffe
Gotham Primary School, Gotham	Rushcliffe
Kinoulton Primary School, Kinoulton	Rushcliffe
Langar CofE Primary School, Langar	Rushcliffe
Normanton on Soar Primary School, Normanton on Soar	Rushcliffe
Orston Primary School, Orston	Rushcliffe
Robert Miles Infant School, Bingham	Rushcliffe
Robert Miles Junior School, Bingham	Rushcliffe
St Peter's CofE Junior School, Ruddington	Rushcliffe
St Peter's CofE Primary School, East Bridgford	Rushcliffe
Sutton Bonington Primary School, Sutton Bonington	Rushcliffe
The South Wolds Academy, Keyworth	Rushcliffe
Tollerton Primary School, Tollerton	Rushcliffe
Toot Hill School, Bingham	Rushcliffe
Willoughby Primary School, Willoughby on the Wolds	Rushcliffe
Willow Brook Primary School, Keyworth	Rushcliffe

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Bridges			
B1164 South of Palmer Lane, Sutton	Ashfield	≤ £50k	Quarter 1
A60 Wigthorpe culvert	Bassetlaw	≤ £50k	Quarter 1
Lower Bagthorpe, Bagthorpe	Bassetlaw	≤ £50k	Quarter 1
Clarlborough Gantries	Bassetlaw	≤ £50k	Quarter 2
A60 Bridge Street subway, Mansfield	Mansfield	£50-250k	Quarter 2
A638 Culvert South of Eaton Hall, Eaton	Bassetlaw	£50-250k	To be programmed
B600 High Park crossing, Greasley	Broxtowe	≤ £50k	Quarter 1
Footbridge over Ford, Rufford	Newark & Sherwood	≤ £50k	Quarter 1
School Lane Footbridge, Caunton	Newark & Sherwood	≤ £50k	Quarter 1
Pasture Lane, Sutton Bonnington	Rushcliffe	≤ £50k	Quarter 2
Stone Bridge, East Leake	Rushcliffe	≤ £50k	Quarter 2
Minor Bridge Painting	Countywide	≤ £50k	Quarter 2
General repair work	Countywide	£50-250k	Quarter 1, 2, 3, 4
Minor concrete repairs	Countywide	≤ £50k	Quarter 2
Diver underwater repairs	Countywide	≤ £50k	Quarter 2
Bridges and Culverts miscellaneous work	Countywide	≤ £50k	N/A
Principal inspections & Emergency Repairs	Countywide	£50-250k	N/A
RoW Bridge Inspection & Maintenance	Countywide	£50-250k	N/A
Sub-block total		£1,265	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Carriageway Maintenance - Principal classified road network (A roads)			
A611 Wood Lane Island, Hucknall	Ashfield	£50-250k	Quarter 2
A60 Carlton Road, Worksop	Bassetlaw	≤ £50k	Quarter 2
A631 Flood Road, Beckingham	Bassetlaw	≤ £50k	To be programmed
A6005 Queens Road, Beeston	Broxtowe	£50-250k	Quarter 3
A614 Ollerton Road, Burntstump	Gedling	£50-250k	Quarter 1
A60 Nottingham Road, Mansfield	Mansfield	£50-250k	Quarter 1
A60 Mansfield Road, Spion Kop	Mansfield	£50-250k	Quarter 1
A6075 Tuxford Road, Kilton	Newark & Sherwood	£50-250k	To be programmed
A60 Loughborough Road, Ruddington	Rushcliffe	£50-250k	Quarter 2
Sub-block total		£1,130	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Carriageway Maintenance - Non-principal classified road network (B & C roads)			
B6022 Station Road, Sutton in Ashfield	Ashfield	≤ £50k	Quarter 1
B600 Alferton Road, Selston	Ashfield	≤ £50k	Quarter 3
B6023 Llamas Road, Sutton in Ashfield	Ashfield	£50-250k	Quarter 1
B6027 Common Road, Huthwaite	Ashfield	£50-250k	Quarter 3
B6040 Gateford Road, Worksop (1)	Bassetlaw	£50-250k	Quarter 2
C156 Sandy Lane, Worksop	Bassetlaw	≤ £50k	Quarter 2
B6040 Gateford Road, Worksop (2)	Bassetlaw	≤ £50k	Quarter 2
B6040 Victoria Square, Worksop	Bassetlaw	£50-250k	Quarter 2
C205 Market Place, Worksop	Bassetlaw	≤ £50k	Quarter 4
C205 Park Street, Worksop	Bassetlaw	£50-250k	Quarter 4
C205 Sparken Hill, Worksop	Bassetlaw	≤ £50k	Quarter 4
C5 Town Street, Sutton-cum-Lound	Bassetlaw	£50-250k	Quarter 2
C5 Sutton Lane, Sutton-cum-Lound	Bassetlaw	≤ £50k	Quarter 2
B6010 Nottingham Road, Newthorpe	Broxtowe	£50-250k	Quarter 1
C159 Town Street, Bramcote	Broxtowe	£50-250k	Quarter 2
C169 Westdale Lane East, Carlton	Gedling	£50-250k	Quarter 2
B6030 Clipstone Road East, Forest Town (1)	Mansfield	£50-250k	Quarter 2
B6030 Clipstone Road East, Forest Town (2)	Mansfield	£50-250k	Quarter 2
C25 Lower Kirklington Road, Southwell	Newark & Sherwood	£50-250k	Quarter 3
C3 Bowbridge Road, Newark	Newark & Sherwood	£50-250k	Quarter 2
B6030 Mansfield Road, Kings Clipstone	Newark & Sherwood	£50-250k	To be programmed
C6 Netherfield Lane, Perlethorpe	Newark & Sherwood	£50-250k	Quarter 2
C70 Cross Hill, Laxton	Newark & Sherwood	≤ £50k	Quarter 2
C93 Potter Hill, Collingham	Newark & Sherwood	£50-250k	Quarter 1
C74 Plumtree Road, Bakers Hollow, Cotgrave	Rushcliffe	£50-250k	Quarter 1
C115 Bingham Road, Radcliffe on Trent	Rushcliffe	£50-250k	Quarter 1
C4 Gotham Road, East Leake	Rushcliffe	£50-250k	Quarter 3
C60 Wymeswold Road, Wysall	Rushcliffe	£50-250k	Quarter 1
C28 Langar	Rushcliffe	£50-250k	Quarter 2
Sub-block total		£2,870	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Carriageway Maintenance - Unclassified road network			
Duke Street / King Street, Huthwaite	Ashfield	≤ £50k	Quarter 3
Wagstaff Lane, Westwood	Ashfield	£50-250k	Quarter 3
Farndale Road, Sutton in Ashfield	Ashfield	≤ £50k	Quarter 3
Sherwood Way, Selston	Ashfield	≤ £50k	Quarter 3
Elder Street, Skegby	Ashfield	£50-250k	Quarter 3
Unwin Street, Huthwaite	Ashfield	≤ £50k	Quarter 3
Kingsway, Worksop	Bassetlaw	£50-250k	Quarter 2
South Parade, Worksop	Bassetlaw	≤ £50k	Quarter 2
Sunfield Avenue, Worksop	Bassetlaw	≤ £50k	Quarter 2
Sunnybank, Worksop	Bassetlaw	≤ £50k	Quarter 2
The Oval, Worksop	Bassetlaw	≤ £50k	Quarter 2
West Street, Misson	Bassetlaw	≤ £50k	Quarter 3
West Street / East Street Harworth	Bassetlaw	≤ £50k	To be programmed
Whitaker Close, Retford	Bassetlaw	≤ £50k	To be programmed
North Carr Road, West Stockwith	Bassetlaw	≤ £50k	Quarter 3
Smeath Lane, Claborough	Bassetlaw	≤ £50k	Quarter 1
Jubilee Street, Kimberley	Broxtowe	≤ £50k	Quarter 3
Church Hill, Kimberley	Broxtowe	≤ £50k	Quarter 3
South Street, Eastwood	Broxtowe	£50-250k	Quarter 3
Broughton Avenue / Park Street / Bramcote Avenue, Beeston	Broxtowe	£50-250k	Quarter 4
The City, Beeston	Broxtowe	≤ £50k	Quarter 3
Collyer Road, Calverton	Gedling	£50-250k	Quarter 2
Upton Mount / Colwick Road / Blyth Close, Mansfield	Mansfield	≤ £50k	Quarter 2
Edgar Avenue, Mansfield	Mansfield	≤ £50k	Quarter 2
Cromer Close, Mansfield	Mansfield	≤ £50k	Quarter 3
Highland Close, Mansfield Woodhouse	Mansfield	≤ £50k	Quarter 3
Lichfield Lane, Mansfield	Mansfield	≤ £50k	Quarter 2
Ellesmere Road, Forest Town	Mansfield	£50-250k	Quarter 3
Gladstone Street, Belper Street, Hardwick Street, Mansfield	Mansfield	≤ £50k	Quarter 3
Moor Lane, Syerston	Newark & Sherwood	≤ £50k	Quarter 1
Hawksworth Road, Syerston	Newark & Sherwood	≤ £50k	Quarter 1
Bentnick Close, Boughton	Newark & Sherwood	£50-250k	Quarter 3
Forest Road, Clipstone	Newark & Sherwood	£50-250k	Quarter 3
Francklin Road, Lowdham	Newark & Sherwood	≤ £50k	Quarter 1
Church Lane, Kirklington	Newark & Sherwood	≤ £50k	Quarter 2
Balmoral Road, Bingham	Rushcliffe	≤ £50k	Quarter 1
Fisher Lane, Bingham	Rushcliffe	≤ £50k	Quarter 2
Barn Lane, Upper Broughton	Rushcliffe	≤ £50k	Quarter 3
Orchard Close, Barnstone	Rushcliffe	≤ £50k	Quarter 3
Rectory Road / Bridgford Road, West Bridgford	Rushcliffe	£50-250k	Quarter 1
Sub-block total		£2,645	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Footway Maintenance			
Wighay Road, Hucknall	Ashfield	≤ £50k	Quarter 2
Grundy Avenue, Selston	Ashfield	≤ £50k	Quarter 1
Top Street, East Drayton	Bassetlaw	≤ £50k	Quarter 2
Hawthorne Close, Beckingham	Bassetlaw	≤ £50k	Quarter 1
Main Street, Harworth	Bassetlaw	≤ £50k	Quarter 1
Thorpe Road, Mattersey	Bassetlaw	≤ £50k	Quarter 1
New Eaton Road, Stapleford	Broxtowe	≤ £50k	Quarter 1
Sidney Road, Beeston	Broxtowe	£50-250k	Quarter 1
Town Street, Bramcote	Broxtowe	≤ £50k	Quarter 2
Forest Road, Calverton	Gedling	£50-250k	Quarter 3
Windsor Gardens, Mansfield	Mansfield	≤ £50k	Quarter 1
Southwell Road West, Mansfield	Mansfield	≤ £50k	Quarter 1
Falstone Avenue, Newark on Trent	Newark & Sherwood	≤ £50k	Quarter 1
Savile Road, Bilsthorpe	Newark & Sherwood	£50-250k	Quarter 1
Cockett Lane, Farnsfield	Newark & Sherwood	≤ £50k	Quarter 1
Hawthorn Crescent, Farnon	Newark & Sherwood	≤ £50k	Quarter 1
Butt Lane, East Bridgford	Rushcliffe	£50-250k	Quarter 4
Fisher Lane, Bingham	Rushcliffe	≤ £50k	Quarter 2
Marshall Road, Cropwell Bishop	Rushcliffe	≤ £50k	Quarter 3
Sub-block total		£1,030	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Drainage			
A38 Kings Mill, Sutton in Ashfield	Ashfield	≤ £50k	Quarter 1
Brotts Lane, Normanton on Trent	Bassetlaw	≤ £50k	Quarter 2
Shaw Road, Gringley on the Hill	Bassetlaw	≤ £50k	To be programmed
The Limes, Beckingham	Bassetlaw	≤ £50k	Quarter 2
Daisy Farm Estate, Newthorpe	Broxtowe	≤ £50k	Quarter 2
Ravenshead soakaway replacement	Gedling	≤ £50k	Quarter 2
Peafield Lane, Warsop	Mansfield	≤ £50k	Quarter 2
Mansfield Road, Halam	Newark & Sherwood	≤ £50k	Quarter 2
The Ropewalk, Southwell	Newark & Sherwood	≤ £50k	Quarter 2
Field Lane, Blidworth	Newark & Sherwood	≤ £50k	Quarter 1
Fishpool Road, Blidworth	Newark & Sherwood	≤ £50k	Quarter 1
C74 Plumtree Road / Bakers Hollow, Cotgrave	Rushcliffe	≤ £50k	Quarter 1
Countywide Pumping Station Services	Countywide	≤ £50k	Quarter 1, 2, 3, 4
Misc Drainage Repairs - Ashfield	Ashfield	≤ £50k	Quarter 1
Misc Drainage Repairs - Bassetlaw	Bassetlaw	≤ £50k	Quarter 1, 2, 3, 4
Misc Drainage Repairs - Broxtowe	Broxtowe	≤ £50k	Quarter 1
Misc Drainage Repairs - Gedling	Gedling	≤ £50k	Quarter 1, 2, 3, 4
Misc Drainage Repairs - Mansfield	Mansfield	≤ £50k	Quarter 1, 2
Misc Drainage Repairs - Newark	Newark	≤ £50k	To be programmed
Misc Drainage Repairs - Rushcliffe	Rushcliffe	≤ £50k	Quarter 1, 2, 3, 4
Sub-block total		£500	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Flood Risk Management			
Works programme under development			
Block Allocation		£1,076	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Surface Dressing			
Pleasley Road, Skegby	Ashfield	≤ £50k	Quarter 1
Dawgates Lane, Skegby	Ashfield	≤ £50k	Quarter 1
Alexandra Avenue, Sutton in Ashfield	Ashfield	≤ £50k	Quarter 1
Lime Avenue, Sutton in Ashfield	Ashfield	≤ £50k	Quarter 1
Chesterfield Road, Huthwaite	Ashfield	≤ £50k	Quarter 1
A638 Great North Road, Bamby Moor	Bassetlaw	£50-250k	Quarter 1
A631 Gainsborough Road, Gringley on the Hill	Bassetlaw	≤ £50k	Quarter 1
A631 Flood Road, Beckingham	Bassetlaw	≤ £50k	Quarter 1
A57 Whimpton Moor, Darlton	Bassetlaw	£50-250k	Quarter 1
A638 London Road, Retford	Bassetlaw	≤ £50k	Quarter 1
B6079 Retford Road, Worksop	Bassetlaw	≤ £50k	Quarter 1
Rydal Drive, Beeston	Broxtowe	≤ £50k	Quarter 1
Kendal Drive, Beeston	Broxtowe	≤ £50k	Quarter 1
Meadow Road, Beeston Rylands	Broxtowe	≤ £50k	Quarter 1
Eskdale Drive, Chilwell	Broxtowe	≤ £50k	Quarter 1
Stapleford Road, Trowell	Broxtowe	≤ £50k	Quarter 1
Burnstump Hill, Papplewick	Gedling	≤ £50k	Quarter 1
Cornwall Road, Arnold	Gedling	≤ £50k	Quarter 1
Park Road, Calverton	Gedling	≤ £50k	Quarter 1
Longdale Lane, Ravenshead	Gedling	≤ £50k	Quarter 1
Dawgates Lane, Mansfield	Mansfield	≤ £50k	Quarter 1
Baxter Hill, Mansfield	Mansfield	≤ £50k	Quarter 1
Leeming Lane North, Mansfield Woodhouse	Mansfield	≤ £50k	Quarter 1
Abbott Road, Mansfield	Mansfield	≤ £50k	Quarter 1
New Mill Lane, Mansfield Woodhouse	Mansfield	≤ £50k	Quarter 1
Sheepbridge Lane, Mansfield	Mansfield	≤ £50k	Quarter 1
High Oakham Hill, Mansfield	Mansfield	≤ £50k	Quarter 1
High Street, Pleasley	Mansfield	≤ £50k	Quarter 1
Crow Hill, Pleasley	Mansfield	≤ £50k	Quarter 1
Mansfield Road, Mansfield Woodhouse	Mansfield	≤ £50k	Quarter 1
B6047 Longster Lane and Sookholme Road	Mansfield	£50-250k	Quarter 1
A1133 Gainsborough Road, Gorton	Newark & Sherwood	£50-250k	Quarter 1
A6075 Mansfield Road, Edwinstowe	Newark & Sherwood	£50-250k	Quarter 1
A614 Old Rufford Road, Edwinstowe	Newark & Sherwood	£50-250k	Quarter 1
A612 Main Road, Hockerton	Newark & Sherwood	≤ £50k	Quarter 1
A616 Little Carlton, South Muskham	Newark & Sherwood	£50-250k	Quarter 1
A617 Centenary Avenue, Rainworth	Newark & Sherwood	£50-250k	Quarter 1
C14 Ollerton Road, Kelham	Newark & Sherwood	≤ £50k	Quarter 1
A612 Southwell Road Gonalston	Newark & Sherwood	≤ £50k	Quarter 1
Bulham Lane, Sutton on Trent	Newark & Sherwood	≤ £50k	Quarter 1
A60 Costock - Bunny Hill, Costock	Rushcliffe	≤ £50k	Quarter 1
A606 Upper Broughton	Rushcliffe	≤ £50k	Quarter 1
C26 West Leake Road, East Leake	Rushcliffe	£50-250k	Quarter 1
Church Street, Shelford	Rushcliffe	≤ £50k	Quarter 1
West Street, Shelford	Rushcliffe	≤ £50k	Quarter 1
C98 Clawson Lane	Rushcliffe	≤ £50k	Quarter 1
C18 Main Street	Rushcliffe	≤ £50k	Quarter 1
C60 Wysall Lane and Keyworth Road	Rushcliffe	≤ £50k	Quarter 1
Sub-block total		£3,300	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Street lighting replacement/upgrades			
Shireoaks Road, Worksop	Bassetlaw	≤ £50k	To be programmed
Lilac Crescent, Beeston	Broxtowe	≤ £50k	To be programmed
Erewash Grove, Beeston	Broxtowe	≤ £50k	To be programmed
Coventry Road/Avon Place, Beeston	Broxtowe	≤ £50k	To be programmed
King Street, Beeston	Broxtowe	≤ £50k	To be programmed
Pelham Crescent, Beeston	Broxtowe	≤ £50k	To be programmed
Audon Avenue, Chilwell	Broxtowe	≤ £50k	To be programmed
Chamwood Avenue, Chilwell	Broxtowe	≤ £50k	To be programmed
Cumberland Avenue, Chilwell	Broxtowe	≤ £50k	To be programmed
Larch Crescent, Chilwell	Broxtowe	≤ £50k	To be programmed
A60 Mansfield Road, Arnold	Gedling	£50-250k	To be programmed
Westmoore Close, Mapperley	Gedling	≤ £50k	To be programmed
Bowbridge Road, Newark	Newark & Sherwood	≤ £50k	To be programmed
Mansfield Road, Kings Clipstone	Newark & Sherwood	£50-250k	To be programmed
Newark Road, Kirklington	Newark & Sherwood	≤ £50k	To be programmed
Kirklington Road, Bilthorpe	Newark & Sherwood	≤ £50k	To be programmed
Westfield Lane, Mansfield	Mansfield	£50-250k	To be programmed
St Peters Way, Mansfield	Mansfield	£50-250k	To be programmed
Beaumont Avenue, Mansfield	Mansfield	≤ £50k	To be programmed
Devon Drive, Mansfield	Mansfield	≤ £50k	To be programmed
Countywide Emergency Replacements	Countywide	≤ £50k	To be programmed
Sub-block total		£1,000	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Salix Grant			
Works programme under development			
Sub-block total		£534	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Traffic signal renewal			
Burton Rd/Manor Rd, Gedling	Gedling	£50-250k	To be programmed
Carlton Hill/Station Rd/Cavendish Rd, Gedling	Gedling	£50-250k	To be programmed
A38 Sutton Rd/Sheepbridge Ln, Mansfield	Mansfield	£50-250k	To be programmed
Nottingham Rd/Albert St, Mansfield	Mansfield	£50-250k	To be programmed
Sub-block total		£350	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Safety fencing			
Countywide Structural Testing of Safety Fencing	Countywide	£50-250k	To be programmed
Chesterfield Road, Huthwaite	Ashfield	£50-250k	To be programmed
West Burton Power Station	Bassetlaw	£50-250k	To be programmed
A610 Ikea island, Giltbrook	Broxtowe	≤ £50k	To be programmed
Sub-block total		£350	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Structural Patching			
Works programme under development	Countywide		
Sub-block total		£1,180	

Appendix 2

Major and significant schemes for which the County Council are currently safeguarding routes are detailed in table 1 below.

Table 1: Schemes with safeguarded routes

District	Major Schemes (over £5million)	Cost	Scheme description	Funding source
Ashfield	Hucknall Town Centre Improvement Scheme	£12.66m	Pedestrianisation of High St + new road construction	DfT & County Council
Gedling	South Notts Rail Network (Gedling line)	£10-15m	Re-opening of rail line	DfT & County Council
Mansfield	A6075 Debdale Lane bridge replacement	£10m	Bridge improvement & footway provision	DfT & County Council
Newark	A612 Southwell Bypass	£15m	Bypass	DfT & County Council
Rushcliffe	Bingham Park and Ride (Rail)	£5m	Park & Ride (rail)	DfT, County Council & Developer
District	Significant schemes (£250,000 - £5m)	Cost	Scheme description	Funding source
Bassetlaw	A1 Elkesley	£250k	Junction improvement on trunk road	Highways Agency & County Council
Gedling	A60 Larch Farm Crossroads	£250k	Junction improvement	County Council & Developer
Mansfield	A6191 Ratcliffe Gate Impt (Bus priority)	£800k	Creation of inbound bus lane	County Council & Developer
Mansfield	A60 Nottingham Rd (Bus priority)	£500-750k	Bus priority	County Council
Mansfield	A60 Woodhouse Rd Improvements (Bus priority)	£1-2m	Bus priority	County Council
Newark	A614 Ollerton Roundabout Improvement	£3m	Enlarged conventional roundabout	County Council & Developer
Rushcliffe	Radcliffe Rd Bus Priority	£1-3m	Inbound bus priority	County Council & Developer

Major and significant schemes which require further investigation before the County Council can decide whether the scheme route will be abandoned or safeguarded are detailed in table 2 below.

Table 2: Schemes which require further investigation before the County Council can decide whether the scheme route will be abandoned or safeguarded

District	Major Schemes (over £5million)	Cost	Scheme description	Funding source
Gedling	A60 Leapool to Sherwood Express busway	£5m	Park & Ride + Bus priority measures	DfT, County Council & Developer
Mansfield	A617 Pleasley Bypass extension	£20m	Bypass (wide single carriageway)	DfT & County Council
Newark	Dukeries Line Improvement	£10-15m	reopening of Shirebrook-Ollerton line	DfT & County Council
Newark	A617 Kelham Bypass	£11m	Bypass (new bridge over Trent)	DfT & County Council
District	Significant schemes (£250,000 - £5m)	Cost	Scheme description	Funding source
Broxtowe	A609 Nottingham Rd Trowell to Bilborough (bus priority)	£2m	Bus priority	County Council
Broxtowe	B600/B6009 Watnall Junction Improvement	£760k	Signalisation of junction	County Council & Developer.
Gedling	A612 Daleside Improvement	£1-2m	Bus priority	County Council
Gedling	A612 Colwick Loop Rd improvement	£1-2m	Bus priority	County Council
Gedling	A60/B6011 Forest Lane signalisation	£1.33m	Introduction of traffic signals at junction	County Council & Developer.
Gedling	B684 Woodborough Rd, Porchester Rd	£750k	Junction improvement	County Council & City Council
Mansfield	A6075 Abbott Rd	£2m	Carriageway widening	County Council & Developer.
Rushcliffe	Nottingham East Park & Ride	£3m	Park & Ride	Developer
Rushcliffe	Trent Bridge (signal alteration)	£1-3m	Signal alterations	County Council & Developer.

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Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Access to local facilities			
Belle Isle Road (across Gilbert Street), Hucknall - dropped kerbs	Ashfield	≤£10k	Quarter 1
Dalestorth Street - Skegby Road, Sutton - access improvements [carry over from 2014/15]	Ashfield	£25k-£50k	Quarter 2
Derbyshire Lane (across Belle Isle Road), Hucknall - dropped kerbs	Ashfield	≤£10k	Quarter 1
Parkway (west of Windsor Avenue), Sutton in Ashfield - dropped kerbs	Ashfield	≤£10k	Quarter 1
Hardy Street, Worksop - pedestrian improvements	Bassetlaw	£25k-£50k	Quarter 1
Railway station approaches, Retford - pedestrian improvements	Bassetlaw	£25k-£50k	Quarter 3
ROW Rampton village centre - paths improvement	Bassetlaw	£25k-£50k	To be programmed
Clifford Avenue (across Central Avenue), Beeston - dropped kerbs	Broxtowe	≤£10k	Quarter 1
Pasture Road, Stapleford - new pedestrian crossing	Broxtowe	£50k-£100k	Quarter 2
Great Northern Way, Netherfield - new pedestrian crossing	Gedling	≤£10k	Quarter 1
Princess Close, Gedling - dropped kerbs	Gedling	≤£10k	Quarter 1
Station Road, Carlton - pedestrian crossing and footway	Gedling	£50k-£100k	Quarter 4
Exchange Row / Market House Place, Mansfield - dropped kerb	Mansfield	≤£10k	Quarter 2
B6030 / B6034 junction, Edwinstowe - dropped kerbs and footway [subject to completion of feasibility study]	Newark & Sherwood	£10k-£25k	To be programmed
Church Street, Southwell - pedestrian crossing improvements	Newark & Sherwood	≤£10k	Quarter 1
Main Street, Farnsfield - pedestrian crossing	Newark & Sherwood	£25k-£50k	Quarter 2
ROW Lincoln Road recreation ground - paths improvement	Newark & Sherwood	£10k-£25k	To be programmed
Bolton Close, West Bridgford - dropped kerbs	Rushcliffe	≤£10k	Quarter 1
Gotham Road (north of Lantern Lane), East Leake - new pedestrian crossing	Rushcliffe	£50k-£100k	Quarter 2
Kegworth Road, Gotham - improvements to pedestrian refuge	Rushcliffe	≤£10k	Quarter 3
New schemes added to the programme since draft approval			
Kilton Hill/High Hoe Road/Kilton Road, Worksop - pedestrian crossing (scheme dependent on securing external funding)	Bassetlaw	£50k-£100k	To be programmed
Meadow Lane, Chilwell - pedestrian refuge [subject to final costs of moving utilities]	Broxtowe	£25k-£50k	To be programmed
Crookdole Lane, Calverton - zebra crossing	Gedling	£25k-£50k	To be programmed
Chesterfield Road (at Rosemary Street), Mansfield - pedestrian facilities at signals	Mansfield	£50k-£100k	To be programmed
Camelot Street area, Ruddington - dropped kerbs (scheme dependent on securing external funding)	Rushcliffe	≤£10k	To be programmed
Clifton Road, Ruddington - new footway	Rushcliffe	£25k-£50k	To be programmed
Schemes removed from the programme since draft approval			
A38 / Alfreton Road, Sutton in Ashfield - pedestrian phase at signals (<i>high cost of scheme means it offers poor value for money</i>)	Ashfield		
Highways fees to deliver the above schemes		£100k-£200k	
Reserve schemes			
Sutton Road, Huthwaite - crossing [subject to completion of feasibility study]	Ashfield	£25k-£50k	
Sub-block allocation		£1,006.0	
External funding		£210.0	
Sub-block total		£1,216.0	
Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Bus improvements			
Sutton in Ashfield and Kirkby in Ashfield - raised kerb programme	Ashfield	£10k-£25k	Quarter 2
Mansfield to Sutton - AVL TLP	Ashfield/Mansfield	≤£10k	Quarter 1
Retford and Worksop - real time displays	Bassetlaw	£50k-£100k	To be programmed
Worksop - SQBP route improvements	Bassetlaw	£25k-£50k	Quarter 2
Bus stop clearways and TROs	Countywide	£10k-£25k	To be programmed
Reactive programme	Countywide	£50k-£100k	To be programmed
Mansfield - bus stop improvements	Mansfield	≤£10k	To be programmed
Mansfield - raised kerb programme	Mansfield	£10k-£25k	To be programmed
Mansfield - shelter improvements	Mansfield	£10k-£25k	To be programmed
Clifton Road near Camelot Street, Ruddington - bus stop improvements	Rushcliffe	£10k-£25k	Quarter 1
Plumtree Road near Bakers Close, Colgrave - bus stop improvements	Rushcliffe	£10k-£25k	Quarter 1
West Bridgford - enforcement camera programme	Rushcliffe	≤£10k	Quarter 3
New schemes added to the programme since draft approval			
Hardy Street, Worksop - removal of existing bus infrastructure when new bus station opens	Bassetlaw	£10k-£25k	To be programmed
Calverton - bus stop improvements	Gedling	£50k-£100k	Quarter 2
Calverton Road, Arnold - real-time, shelter and kerb bus stop improvements	Gedling	£25k-£50k	To be programmed
Valley Road, Carlton - real-time, shelter and kerb bus stop improvements	Gedling	£10k-£25k	To be programmed
Kirklington Road, Rainworth - real-time, shelter and kerb bus stop improvements (scheme dependent on securing external funding)	Newark & Sherwood	£25k-£50k	To be programmed
Low Street, Collingham - real-time, shelter and kerb bus stop improvements (scheme dependent on securing external funding)	Newark & Sherwood	≤£10k	To be programmed
Mansfield Road, Edwinstowe - real-time, shelter and kerb bus stop improvements (scheme dependent on securing external funding)	Newark & Sherwood	£10k-£25k	To be programmed
Schemes removed from the programme since draft approval (and reason for removal)			
Mansfield - enforcement camera programme (<i>further feasibility shows scheme not required</i>)	Mansfield		
Highways fees to deliver the above schemes		£25k-£50k	
Passenger transport fees to deliver the above schemes		£50k-£100k	
Sub-block allocation		£400.0	
External funding		£244.0	
Sub-block total		£644.0	
Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Capacity improvements			
New schemes added to the programme since draft approval			
Kirkby town centre improvements	Ashfield	> £250k	Quarter 2
Noise action plan - noise remediation (locations to be determined)	Countywide	£10k-£25k	To be programmed
B686 Burton Road/Station Road/Cavendish Road, Carlton - contribution to improvement	Gedling	£25k-£50k	To be programmed
New Mill Lane/Leeming Lane North (A60), Mansfield Woodhouse - right-turn filter on to A60	Mansfield	≤£10k	To be programmed
Highways fees to deliver the above schemes		≤£10k	
Sub-block allocation		£100.0	
External funding		£250.0	
Sub-block total		£350.0	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Cycling and health			
Cycle signing/parking (locations to be determined)	Countywide	≤£10k	To be programmed
Rights of Way signing improvements	Countywide	≤£10k	To be programmed
Rights of Way upgrades	Countywide	£10k-£25k	To be programmed
Big Barn Lane, Mansfield - signed cycle route [subject to completion of feasibility study]	Mansfield	≤£10k	Quarter 1
B6030 Sherwood Pines to Mill Lane - cycle way	Newark & Sherwood	£25k-£50k	Quarter 2
A60 Loughborough Road, West Bridgford - toucan crossing (scheme dependent on securing external funding)	Rushcliffe	£50k-£100k	To be programmed
Clifton Road, Ruddington - cycle route (scheme dependent on securing external funding)	Rushcliffe	£100k-£150k	Quarter 3
Northwold Ave/Collington Way, West Bridgford - cycle route	Rushcliffe	£25k-£50k	Quarter 2
<u>New schemes added to the programme since draft approval</u>			
NCN Route 6, Hucknall - cycle route improvements	Ashfield	£25k-£50k	To be programmed
Bridleway 14 and 16, Trowell and Cossall - surfacing	Broxtowe	≤£10k	To be programmed
Acton Road/ High Street Avenue, Arnold - cycle route access	Gedling	≤£10k	Quarter 1
Footpath 11, Balderton - completion of link to NCN 64	Newark & Sherwood	£10k-£25k	To be programmed
West Bridgford - area wide 20 mph speed limit	Rushcliffe	£25k-£50k	To be programmed
A606 Melton Road, West Bridgford - conversion of footway to shared use footway/cycleway	Rushcliffe	£10k-£25k	To be programmed
<u>Schemes removed from the programme since draft approval (and reason for removal)</u>			
Southwell Lane to Penny Emma Way, Kirkby - multi-user route (high cost of scheme means it offers poor value for money)	Ashfield		
Stapleford to Ilkeston - cycle route (scheme not feasible)	Broxtowe		
St Albans Road, Arnold - cycle route access (replaced with alternative route on Acton Road)	Gedling		
Highways fees to deliver the above schemes		£50k-£100k	
Sub-block allocation		£450.0	
External funding		£210.0	
Sub-block total		£660.0	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Environmental weight limits			
Advance EWL warning signs	Countywide	£10k-£25k	Quarter 1
Blidworth - EWL extension	Newark & Sherwood	£10k-£25k	Quarter 3
<u>New schemes added to the programme since draft approval:</u>			
Thievesdale Lane, Worksop - unsuitable for HGVs signage	Bassetlaw	≤£10k	To be programmed
Highways fees to deliver the above schemes		£10k-£25k	
<u>Reserve schemes</u>			
Lilac Grove, Beeston - new weight restriction	Broxtowe	≤£10k	
Sub-block allocation		£65.0	
External funding		£0.0	
Sub-block total		£65.0	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Monitoring, development and design			
Development of future year's ITM programmes	Countywide	£100k-£150k	Quarter 4
Advanced design of future schemes	Countywide	£100k-£150k	Quarter 4
Technical surveys	Countywide	£10k-£25k	Quarter 4
Traffic monitoring	Countywide	£100k-£150k	Quarter 4
Sub-block allocation		£420.0	
External funding		£0.0	
Sub-block total		£420.0	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Parking			
NET - waiting restrictions	Broxtowe / Rushcliffe	£10k-£25k	To be programmed
Stanley Road, Mansfield - amendments to existing scheme	Mansfield	≤£10k	To be programmed
Highways fees to deliver the above schemes		£10k-£25k	
<u>Reserve schemes</u>			
Dovecote Lane near Victoria PH, Beeston - amendments to parking restrictions	Broxtowe	≤£10k	
Grosvenor Road, Eastwood - alterations to existing scheme	Broxtowe	≤£10k	
Lower & Middle Orchard Streets, Stapleford - new residents' parking scheme [subject to survey]	Broxtowe	≤£10k	
Epperstone Road, West Bridgford - new residents' parking scheme [subject to survey]	Broxtowe	≤£10k	
Sub-block allocation		£50.0	
External funding		£0.0	
Sub-block total		£50.0	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Rail improvements			
Nottingham to Leeds journey time upgrade	Countywide	£25k-£50k	Quarter 4
Collingham yellow lines	Newark & Sherwood	≤£10k	Quarter 4
Ollerton feasibility study	Newark & Sherwood	≤£10k	Quarter 4
Sub-block allocation		£50.0	
External funding		£0.0	
Sub-block total		£50.0	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Safety improvements			
A38 Pinxton Lane - traffic signal modifications	Ashfield	£10k-£25k	Quarter 1
A611 Coxmoor Crossroads - signs at ATS banned right turn	Ashfield	≤£10k	Quarter 2
Alfreton Road, Selston - chevrons	Ashfield	≤£10k	Quarter 1
Chesterfield Road, Huthwaite (bend N Woodend Inn PH - signing and lining improvements	Ashfield	≤£10k	Quarter 1
Chesterfield Road, Huthwaite (bends at Newtonwood Lane) - improved signs	Ashfield	≤£10k	Quarter 1
Storth Ave / Croft Ave, Hucknall - signing and lining improvements	Ashfield	≤£10k	Quarter 2
A614/A638 Hawks Nest - lining improvements	Bassetlaw	≤£10k	Quarter 2
A638 length north and south of Amcott Way - speed management	Bassetlaw	> £250k	Quarter 2
B6079 Retford Road, Worksop - chevrons, warning signing and lining improvements	Bassetlaw	≤£10k	Quarter 2
Cheapside / Low Town Street, Worksop - build out at gateway	Bassetlaw	£10k-£25k	Quarter 2
Kilton Road, Worksop - street lighting upgrade	Bassetlaw	≤£10k	To be programmed
Park Street / Bramcote Road, Beeston - signing and lining improvements	Broxtowe	≤£10k	Quarter 2
A60 Mansfield Road / Forest Lane, Papplewick - traffic signal modifications	Gedling	≤£10k	Quarter 1
Collyer Road, Calverton - street lighting upgrade	Gedling	£25k-£50k	Quarter 2
Jubilee Way South/Tesco & Cuckoo Birch PH - signing, lining and high friction surfacing	Mansfield	£10k-£25k	Quarter 2
Ley Lane, Mansfield Woodhouse - street lighting upgrade	Mansfield	£10k-£25k	Quarter 2
Priory Square, Mansfield Woodhouse - street lighting upgrade	Mansfield	≤£10k	Quarter 2
Windmill Lane approach to Brunts School, Mansfield - signing improvements	Mansfield	≤£10k	Quarter 1
A6075 Whinney Lane mini-roundabout, Ollerton - signing improvements	Newark & Sherwood	≤£10k	Quarter 2
A612 Thurgarton (bend south of High Cross) - marker posts	Newark & Sherwood	≤£10k	Quarter 1
A616 Wellow Rd, Ollerton - street lighting upgrade	Newark & Sherwood	£10k-£25k	To be programmed
A617 Kirklington (bend adjacent to 'Top o' the Hill' - chevrons and warning sign	Newark & Sherwood	≤£10k	Quarter 2
B6386 Southwell Road (at Hollybeck Nurseries), Oxtun - signing and lining improvements	Newark & Sherwood	≤£10k	Quarter 1
Baulker Lane, Blidworth - two bends chevrons and warning sign	Newark & Sherwood	≤£10k	Quarter 2
Grange Lane, Staunton in the Vale - chevrons and warning sign	Newark & Sherwood	≤£10k	To be programmed
South Avenue / Little John Drive area, Rainworth - signing and lining improvements	Newark & Sherwood	≤£10k	Quarter 2
A60 Loughborough Road/Asda, West Bridgford - traffic signal modifications	Rushcliffe	£10k-£25k	Quarter 2
C51 West Leake Lane (bend adjacent to Winking Hill) - stick chevrons	Rushcliffe	≤£10k	Quarter 1
C51 West Leake Lane (bend at EON) - surface dressing and lining improvements	Rushcliffe	≤£10k	Quarter 1
Kegworth Road/Station Road/The Green, Kingston - signing and lining improvements	Rushcliffe	≤£10k	Quarter 3
Main Road, Plumtree - street lighting upgrade	Rushcliffe	£10k-£25k	To be programmed
Nottingham Road, Woodborough - stick chevrons	Rushcliffe	≤£10k	To be programmed
Rushcliffe (including Melton Rd, Upper Broughton) - contribution to two resurfacing schemes	Rushcliffe	≤£10k	To be programmed
Shelford Road / Oatfield Lane, Newton - signing and lining improvements	Rushcliffe	≤£10k	Quarter 1
Wilford Road vicinity Clifton Road, Ruddington - street lighting upgrade	Rushcliffe	£10k-£25k	Quarter 3
New schemes added to the programme since draft approval			
Old London Road bridge over Chesterfield Canal Barnby Moor	Bassetlaw	£100k-£150k	To be programmed
A612 Gonalston - amendment to white lining (contribution to maintenance scheme)	Newark & Sherwood	≤£10k	To be programmed
A6075 Kilton - street lighting upgrade	Newark & Sherwood	£10k-£25k	To be programmed
Schemes removed from the programme since draft approval (and reason for removal)			
Lammas Road/Carsic Lane - lane narrowing at junction (scheme to be delivered as part of 2015/16 maintenance scheme)	Ashfield		
Pump Hollow Road, Mansfield - street lighting upgrade (scheme already completed as part of street lighting scheme)	Mansfield		
Sandlands Way ASDA entrance, Mansfield - signs, lines and high friction surfacing (scheme does not meet required rate of return)	Mansfield		
A617 Kelham Road (S of Kelham Bridge) - high friction surfacing (delivered as part of 2014/15 maintenance scheme)	Newark & Sherwood		
Southwell Rd, Osmanthorpe - chevrons (scheme delivered in 2014/15)	Newark & Sherwood		
Staythorpe Rd Staythorpe (S of level crossing) - stick chevrons (scheme being delivered in 2014/15)	Newark & Sherwood		
Highways fees to deliver the above schemes		£100k-£150k	
Reserve schemes:			
High Street, Arnold - pedestrian improvements	Gedling	≤£10k	
Sub-block allocation		£725.0	
External funding		£0.0	
Sub-block total		£725.0	
		£1,075.0	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Smarter choices			
LSTF match funding	Countywide	£25k-£50k	Quarter 4
Personalised travel planning along NET routes	Broxtowe / Rushcliffe	£25k-£50k	Quarter 4
Trent Bridge Air Quality Management Area - workplace travel planning	Rushcliffe	£25k-£50k	Quarter 4
Rushcliffe Business Park, Ruddington - workplace travel planning	Rushcliffe	≤£10k	Quarter 4
Sub-block allocation		£150.0	
External funding		£0.0	
Sub-block total		£150.0	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Speed management			
20mph speed limits outside schools - see list of schools below	Countywide	> £250k	Quarter 3
<i>Interactive speed signs (each sign costs approximately £7,500)</i>			
Annesley Lane, Selston (NE of Sherwood Way)	Ashfield	≤£10k	Quarter 3
A614 Bawtry Road (N of A1 and brook)	Bassetlaw	≤£10k	Quarter 3
A634 Sheffield Road, Blyth (West of Park Drive)	Bassetlaw	≤£10k	Quarter 3
B1164 Eldon Street, Tuxford (N of Eldon Green)	Bassetlaw	≤£10k	Quarter 3
Woodthorpe Drive, Woodthorpe (E of Grange Road)	Gedling	≤£10k	Quarter 3
C1 Southwell Road East, Rainworth (E of Cambridge Road)	Newark	≤£10k	Quarter 3
Landmere Lane, West Bridgford (NW of Bressingham Drive)	Rushcliffe	≤£10k	Quarter 3
Trevor Road, West Bridgford (S of Burleigh Road)	Rushcliffe	≤£10k	Quarter 3
<i>New interactive speed signs added to the programme since draft approval</i>			
B600 Alfreton Road (SW of Beech Road), Underwood	Ashfield	≤£10k	Quarter 3
Thievesdale Lane (W of Blyth Road), Worksop	Bassetlaw	≤£10k	To be programmed
Newark Road (N of old railway line), Ollerton	Newark	≤£10k	Quarter 3
A60 Loughborough Road (N of school or N of lane to Wysall), Bunny	Rushcliffe	≤£10k	Quarter 3
A606 Melton Road (NW of Browns Lane), Stanton on the Wolds	Rushcliffe	≤£10k	Quarter 3
<i>New speed limit reductions added to the programme since draft approval</i>			
B6014 Wild Hill/Fackley Road, Teversal - speed limit reduction to 50mph from county boundary & speed limit reduction to 30mph through village	Ashfield	≤£10k	To be programmed
Sturton Road, North Leverton - extension of 30mph limit	Bassetlaw	≤£10k	To be programmed
A6075 Boughton to Tuxford - speed limit reduction to 50mph & extension of 30mph through Kirton	Bassetlaw/Newark & Sherwood	≤£10k	To be programmed
Nottingham Road, Trowell - extension of 30mph limit & speed limit reduction to 50mph	Broxtowe	≤£10k	To be programmed
B6386 Oxtown Road, Calverton - speed limit reduction to 50mph	Gedling	≤£10k	To be programmed
New Mill Lane, Mansfield - 40mph buffer zone	Mansfield	≤£10k	To be programmed
B6166 Farndon Road, Newark - extension of 30mph limit	Newark & Sherwood	≤£10k	To be programmed
A606 Melton Road, Tollerton Lane to A46 - speed limit reduction to 50mph (retaining 40mph through Stanton on the Wolds)	Rushcliffe	≤£10k	To be programmed
<i>Schemes removed from the programme since draft approval (and reason for removal)</i>			
B6011 Linby Lane, Linby (NE of Quarry Lane) - interactive speed sign (location already has interactive speed sign)	Gedling		
Burntstump, Papplewick - reduced speed limit (considered to offer poor value compared to other requests)	Gedling		
Highways fees to deliver the above schemes		£150k-£200k	
Sub-block allocation		£1,000.0	
External funding		£0.0	
Sub-block total		£1,000.0	
ITM budget settlement (2014/15 budget book)		£4,416.0	
External funding		£914.0	
PROGRAMME TOTAL (available integrated transport budget plus external funding)		£5,330.0	

20mph speed limits outside schools 2015/16 programme

All schools that have not had a 20mph speed limit installed outside it by the end of 2014/15 will be included in the 2015/16 programme. This is likely to include the following schools.

Hillocks Primary and Nursery School, Sutton in Ashfield	Ashfield
The Sutton Community Academy, Sutton in Ashfield	Ashfield
Bracken Lane Primary & Nursery School, Retford	Bassetlaw
Cuckney CofE Primary School, Cuckney	Bassetlaw
Elizabethan Academy, Retford	Bassetlaw
Elkessley Primary & Nursery School, Elkessley	Bassetlaw
Gamston CofE Primary School, Gamston, Retford	Bassetlaw
Haggonfields Primary School, Rhodesia, Worksop	Bassetlaw
Langold Dyscarr Community Primary School, Langold	Bassetlaw
Misson Primary, Misson	Bassetlaw
Ordsall Primary School, Retford	Bassetlaw
Ranby CE Primary School, Ranby	Bassetlaw
Ranskill Primary School, Ranskill	Bassetlaw
Sir Edmund Hillary Primary School, Worksop	Bassetlaw
St Mary & St Martin Primary School, Blyth	Bassetlaw
St. Anne's CofE Primary School, Worksop	Bassetlaw
St. Augustine's Infant & Nursery, Worksop	Bassetlaw
St. Augustine's Junior School, Worksop	Bassetlaw
St. Matthew's CofE Primary School, Normanton on Trent	Bassetlaw
Sutton-Cum-Lound CofE Primary School, Sutton-Cum-Lound	Bassetlaw
Thrumpton Primary School, Retford	Bassetlaw
Brinsley Primary School, Brinsley	Broxtowe
Trowell CofE School, Trowell	Broxtowe
Abbey Gates Primary, Ravenshead	Gedling
Burton Joyce Primary, Burton Joyce	Gedling
Hawthorne Primary, Bestwood Village	Gedling
Lambley Primary, Lambley	Gedling
Ravenshead CofE Primary School, Ravenshead	Gedling
Seeley CofE Primary, Burntstump Hill	Gedling
Woodborough Woods Primary, Woodborough	Gedling
Berry Hill Primary, Mansfield	Mansfield
Birklands Primary and Nursery, Warsop	Mansfield
Church Vale Primary and Nursery, Church Warsop	Mansfield
Crescent Primary and Nursery, Mansfield	Mansfield
Eastlands Junior School, Meden Vale	Mansfield
Forest Town Primary & Nursery, Forest Town	Mansfield
Garibaldi Maths & Computing College, Forest Town	Mansfield
Heatherley Primary School, Forest Town	Mansfield
Heathlands Primary & Nursery, Rainworth	Mansfield
Hetts Lane Infant & Nursery, Warsop	Mansfield
High Oakham Primary School, Mansfield	Mansfield
Holly Primary School, Forest Town	Mansfield
John T Rice Infant & Nursery, Forest Town	Mansfield
King Edward School, Littleworth	Mansfield
Leas Park Junior School, Mansfield Woodhouse	Mansfield
Meden School 'A Torch Academy', Warsop	Mansfield
Netherfield Infant & Nursery School, Meden Vale	Mansfield
Nettleworth Infant & Nursery School, Mansfield Woodhouse	Mansfield
Newlands Junior School, Forest Town	Mansfield
Peafield Lane Primary & Nursery, Mansfield Woodhouse	Mansfield

20mph speed limits outside schools (continued)	
Queen Elizabeth's Academy, Mansfield	Mansfield
Sherwood Junior School, Warsop	Mansfield
St Edmunds CofE Primary & Nursery, Mansfield Woodhouse	Mansfield
St Patrick's Catholic Primary, Mansfield	Mansfield
The Brunts Academy, Mansfield	Mansfield
The Manor Academy, Mansfield Woodhouse	Mansfield
The Samworth Church Academy, Mansfield	Mansfield
Wynndale Academy, Mansfield	Mansfield
Yeoman Park School, Mansfield Woodhouse	Mansfield
All Saints Anglican Methodist Primary School, Elston, Newark	Newark & Sherwood
Bishop Alexander Primary and Nursery School, Newark	Newark & Sherwood
Bleasby CofE Primary School, Bleasby	Newark & Sherwood
Blidworth Oaks Primary and Nursery School, Blidworth	Newark & Sherwood
Coddington CofE Primary and Nursery, Coddington	Newark & Sherwood
Crompton View Primary School, Bilsthorpe	Newark & Sherwood
Farnsfield St. Michael's CE Primary, Farnsfield	Newark & Sherwood
Gunthorpe CofE Primary School, Gunthorpe	Newark & Sherwood
Halam CofE Primary School, Halam, Newark	Newark & Sherwood
Holy Trinity RC Primary and Nursery School, Newark	Newark & Sherwood
John Blow Primary School, Collingham	Newark & Sherwood
Joseph Whittaker School, Rainworth	Newark & Sherwood
King Edwin Primary and Nursery, Edwinstowe	Newark & Sherwood
Kirklington Primary School, Kirklington	Newark & Sherwood
Lake View Primary and Nursery School, Rainworth	Newark & Sherwood
Lowdham CofE School, Lowdham	Newark & Sherwood
Manners Sutton Primary School, Averham	Newark & Sherwood
Muskham Primary School, North Muskham	Newark & Sherwood
20mph speed limits outside schools (continued)	
Norwell CofE Primary School, Norwell	Newark & Sherwood
Python Hill Primary School, Rainworth	Newark & Sherwood
Samuel Barlow Primary and Nursery, Clipstone	Newark & Sherwood
St. Mary's CofE Primary School, Edwinstowe	Newark & Sherwood
St. Peter's CofE Primary School, Farndon	Newark & Sherwood
Sutton-on-Trent Primary School, Sutton-on-Trent	Newark & Sherwood
Walesby CofE Primary School, Walesby	Newark & Sherwood
Winthorpe Primary School, Winthorpe	Newark & Sherwood
Archbishop Cranmer CofE Primary, Aslockton	Rushcliffe
Bunny CofE Primary School, Bunny	Rushcliffe
Carnarvon Primary School, Bingham	Rushcliffe
Cotgrave CofE Primary School, Cotgrave	Rushcliffe
Cropwell Bishop Primary School, Cropwell Bishop	Rushcliffe
Crossdale Drive Primary School, Keyworth	Rushcliffe
Gotham Primary School, Gotham	Rushcliffe
Kinoulton Primary School, Kinoulton	Rushcliffe
Langar CofE Primary School, Langar	Rushcliffe
Normanton on Soar Primary School, Normanton on Soar	Rushcliffe
Orston Primary School, Orston	Rushcliffe
Robert Miles Infant School, Bingham	Rushcliffe
Robert Miles Junior School, Bingham	Rushcliffe
St Peter's CofE Junior School, Ruddington	Rushcliffe
St Peter's CofE Primary School, East Bridgford	Rushcliffe
Sutton Bonington Primary School, Sutton Bonington	Rushcliffe
The South Wolds Academy, Keyworth	Rushcliffe
Tollerton Primary School, Tollerton	Rushcliffe
Toot Hill School, Bingham	Rushcliffe
Willoughby Primary School, Willoughby on the Wolds	Rushcliffe
Willow Brook Primary School, Keyworth	Rushcliffe

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Bridges			
B1164 South of Palmer Lane, Sutton	Ashfield	≤ £50k	Quarter 1
A60 Wigthorpe culvert	Bassetlaw	≤ £50k	Quarter 1
Lower Bagthorpe, Bagthorpe	Bassetlaw	≤ £50k	Quarter 1
Clarlborough Gantries	Bassetlaw	≤ £50k	Quarter 2
A60 Bridge Street subway, Mansfield	Mansfield	£50-250k	Quarter 2
A638 Culvert South of Eaton Hall, Eaton	Bassetlaw	£50-250k	To be programmed
B600 High Park crossing, Greasley	Broxtowe	≤ £50k	Quarter 1
Footbridge over Ford, Rufford	Newark & Sherwood	≤ £50k	Quarter 1
School Lane Footbridge, Caunton	Newark & Sherwood	≤ £50k	Quarter 1
Pasture Lane, Sutton Bonnington	Rushcliffe	≤ £50k	Quarter 2
Stone Bridge, East Leake	Rushcliffe	≤ £50k	Quarter 2
Minor Bridge Painting	Countywide	≤ £50k	Quarter 2
General repair work	Countywide	£50-250k	Quarter 1, 2, 3, 4
Minor concrete repairs	Countywide	≤ £50k	Quarter 2
Diver underwater repairs	Countywide	≤ £50k	Quarter 2
Bridges and Culverts miscellaneous work	Countywide	≤ £50k	N/A
Principal inspections & Emergency Repairs	Countywide	£50-250k	N/A
RoW Bridge Inspection & Maintenance	Countywide	£50-250k	N/A
Sub-block total		£1,265	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Carriageway Maintenance - Principal classified road network (A roads)			
A611 Wood Lane Island, Hucknall	Ashfield	£50-250k	Quarter 2
A60 Carlton Road, Worksop	Bassetlaw	≤ £50k	Quarter 2
A631 Flood Road, Beckingham	Bassetlaw	≤ £50k	To be programmed
A6005 Queens Road, Beeston	Broxtowe	£50-250k	Quarter 3
A614 Ollerton Road, Burntstump	Gedling	£50-250k	Quarter 1
A60 Nottingham Road, Mansfield	Mansfield	£50-250k	Quarter 1
A60 Mansfield Road, Spion Kop	Mansfield	£50-250k	Quarter 1
A6075 Tuxford Road, Kilton	Newark & Sherwood	£50-250k	To be programmed
A60 Loughborough Road, Ruddington	Rushcliffe	£50-250k	Quarter 2
Sub-block total		£1,130	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Carriageway Maintenance - Non-principal classified road network (B & C roads)			
B6022 Station Road, Sutton in Ashfield	Ashfield	≤ £50k	Quarter 1
B600 Alfreton Road, Selston	Ashfield	≤ £50k	Quarter 3
B6023 Llamas Road, Sutton in Ashfield	Ashfield	£50-250k	Quarter 1
B6027 Common Road, Huthwaite	Ashfield	£50-250k	Quarter 3
B6040 Gateford Road, Worksop (1)	Bassetlaw	£50-250k	Quarter 2
C156 Sandy Lane, Worksop	Bassetlaw	≤ £50k	Quarter 2
B6040 Gateford Road, Worksop (2)	Bassetlaw	≤ £50k	Quarter 2
B6040 Victoria Square, Worksop	Bassetlaw	£50-250k	Quarter 2
C205 Market Place, Worksop	Bassetlaw	≤ £50k	Quarter 4
C205 Park Street, Worksop	Bassetlaw	£50-250k	Quarter 4
C205 Sparken Hill, Worksop	Bassetlaw	≤ £50k	Quarter 4
C5 Town Street, Sutton-cum-Lound	Bassetlaw	£50-250k	Quarter 2
C5 Sutton Lane, Sutton-cum-Lound	Bassetlaw	≤ £50k	Quarter 2
B6010 Nottingham Road, Newthorpe	Broxtowe	£50-250k	Quarter 1
C159 Town Street, Bramcote	Broxtowe	£50-250k	Quarter 2
C169 Westdale Lane East, Carlton	Gedling	£50-250k	Quarter 2
B6030 Clipstone Road East, Forest Town (1)	Mansfield	£50-250k	Quarter 2
B6030 Clipstone Road East, Forest Town (2)	Mansfield	£50-250k	Quarter 2
C25 Lower Kirklington Road, Southwell	Newark & Sherwood	£50-250k	Quarter 3
C3 Bowbridge Road, Newark	Newark & Sherwood	£50-250k	Quarter 2
B6030 Mansfield Road, Kings Clipstone	Newark & Sherwood	£50-250k	To be programmed
C6 Netherfield Lane, Perlethorpe	Newark & Sherwood	£50-250k	Quarter 2
C70 Cross Hill, Laxton	Newark & Sherwood	≤ £50k	Quarter 2
C93 Potter Hill, Collingham	Newark & Sherwood	£50-250k	Quarter 1
C74 Plumtree Road, Bakers Hollow, Cotgrave	Rushcliffe	£50-250k	Quarter 1
C115 Bingham Road, Radcliffe on Trent	Rushcliffe	£50-250k	Quarter 1
C4 Gotham Road, East Leake	Rushcliffe	£50-250k	Quarter 3
C60 Wymeswold Road, Wysall	Rushcliffe	£50-250k	Quarter 1
C28 Langar	Rushcliffe	£50-250k	Quarter 2
Sub-block total		£2,870	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Carriageway Maintenance - Unclassified road network			
Duke Street / King Street, Huthwaite	Ashfield	≤ £50k	Quarter 3
Wagstaff Lane, Westwood	Ashfield	£50-250k	Quarter 3
Famdale Road, Sutton in Ashfield	Ashfield	≤ £50k	Quarter 3
Sherwood Way, Selston	Ashfield	≤ £50k	Quarter 3
Elder Street, Skegby	Ashfield	£50-250k	Quarter 3
Unwin Street, Huthwaite	Ashfield	≤ £50k	Quarter 3
Kingsway, Worksop	Bassetlaw	£50-250k	Quarter 2
South Parade, Worksop	Bassetlaw	≤ £50k	Quarter 2
Sunfield Avenue, Worksop	Bassetlaw	≤ £50k	Quarter 2
Sunnybank, Worksop	Bassetlaw	≤ £50k	Quarter 2
The Oval, Worksop	Bassetlaw	≤ £50k	Quarter 2
West Street, Misson	Bassetlaw	≤ £50k	Quarter 3
West Street / East Street Harworth	Bassetlaw	≤ £50k	To be programmed
Whitaker Close, Retford	Bassetlaw	≤ £50k	To be programmed
North Carr Road, West Stockwith	Bassetlaw	≤ £50k	Quarter 3
Smeath Lane, Claborough	Bassetlaw	≤ £50k	Quarter 1
Jubilee Street, Kimberley	Broxtowe	≤ £50k	Quarter 3
Church Hill, Kimberley	Broxtowe	≤ £50k	Quarter 3
South Street, Eastwood	Broxtowe	£50-250k	Quarter 3
Broughton Avenue / Park Street / Bramcote Avenue, Beeston	Broxtowe	£50-250k	Quarter 4
The City, Beeston	Broxtowe	≤ £50k	Quarter 3
Collyer Road, Calverton	Gedling	£50-250k	Quarter 2
Upton Mount / Colwick Road / Blyth Close, Mansfield	Mansfield	≤ £50k	Quarter 2
Edgar Avenue, Mansfield	Mansfield	≤ £50k	Quarter 2
Cromer Close, Mansfield	Mansfield	≤ £50k	Quarter 3
Highland Close, Mansfield Woodhouse	Mansfield	≤ £50k	Quarter 3
Lichfield Lane, Mansfield	Mansfield	≤ £50k	Quarter 2
Ellesmere Road, Forest Town	Mansfield	£50-250k	Quarter 3
Gladstone Street, Belper Street, Hardwick Street, Mansfield	Mansfield	≤ £50k	Quarter 3
Moor Lane, Syerston	Newark & Sherwood	≤ £50k	Quarter 1
Hawksworth Road, Syerston	Newark & Sherwood	≤ £50k	Quarter 1
Bentnick Close, Boughton	Newark & Sherwood	£50-250k	Quarter 3
Forest Road, Clipstone	Newark & Sherwood	£50-250k	Quarter 3
Francklin Road, Lowdham	Newark & Sherwood	≤ £50k	Quarter 1
Church Lane, Kirklington	Newark & Sherwood	≤ £50k	Quarter 2
Balmoral Road, Bingham	Rushcliffe	≤ £50k	Quarter 1
Fisher Lane, Bingham	Rushcliffe	≤ £50k	Quarter 2
Barn Lane, Upper Broughton	Rushcliffe	≤ £50k	Quarter 3
Orchard Close, Barnstone	Rushcliffe	≤ £50k	Quarter 3
Rectory Road / Bridgford Road, West Bridgford	Rushcliffe	£50-250k	Quarter 1
Sub-block total		£2,645	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Footway Maintenance			
Wighay Road, Hucknall	Ashfield	≤ £50k	Quarter 2
Grundy Avenue, Selston	Ashfield	≤ £50k	Quarter 1
Top Street, East Drayton	Bassetlaw	≤ £50k	Quarter 2
Hawthorne Close, Beckingham	Bassetlaw	≤ £50k	Quarter 1
Main Street, Harworth	Bassetlaw	≤ £50k	Quarter 1
Thorpe Road, Mattersey	Bassetlaw	≤ £50k	Quarter 1
New Eaton Road, Stapleford	Broxtowe	≤ £50k	Quarter 1
Sidney Road, Beeston	Broxtowe	£50-250k	Quarter 1
Town Street, Bramcote	Broxtowe	≤ £50k	Quarter 2
Forest Road, Calverton	Gedling	£50-250k	Quarter 3
Windsor Gardens, Mansfield	Mansfield	≤ £50k	Quarter 1
Southwell Road West, Mansfield	Mansfield	≤ £50k	Quarter 1
Falstone Avenue, Newark on Trent	Newark & Sherwood	≤ £50k	Quarter 1
Savile Road, Bilsthorpe	Newark & Sherwood	£50-250k	Quarter 1
Cockett Lane, Farnsfield	Newark & Sherwood	≤ £50k	Quarter 1
Hawthorn Crescent, Farnon	Newark & Sherwood	≤ £50k	Quarter 1
Butt Lane, East Bridgford	Rushcliffe	£50-250k	Quarter 4
Fisher Lane, Bingham	Rushcliffe	≤ £50k	Quarter 2
Marshall Road, Cropwell Bishop	Rushcliffe	≤ £50k	Quarter 3
Sub-block total		£1,030	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Drainage			
A38 Kings Mill, Sutton in Ashfield	Ashfield	≤ £50k	Quarter 1
Brotts Lane, Normanton on Trent	Bassetlaw	≤ £50k	Quarter 2
Shaw Road, Gringley on the Hill	Bassetlaw	≤ £50k	To be programmed
The Limes, Beckingham	Bassetlaw	≤ £50k	Quarter 2
Daisy Farm Estate, Newthorpe	Broxtowe	≤ £50k	Quarter 2
Ravenshead soakaway replacement	Gedling	≤ £50k	Quarter 2
Peafield Lane, Warsop	Mansfield	≤ £50k	Quarter 2
Mansfield Road, Halam	Newark & Sherwood	≤ £50k	Quarter 2
The Ropewalk, Southwell	Newark & Sherwood	≤ £50k	Quarter 2
Field Lane, Blidworth	Newark & Sherwood	≤ £50k	Quarter 1
Fishpool Road, Blidworth	Newark & Sherwood	≤ £50k	Quarter 1
C74 Plumtree Road / Bakers Hollow, Cotgrave	Rushcliffe	≤ £50k	Quarter 1
Countywide Pumping Station Services	Countywide	≤ £50k	Quarter 1, 2, 3, 4
Misc Drainage Repairs - Ashfield	Ashfield	≤ £50k	Quarter 1
Misc Drainage Repairs - Bassetlaw	Bassetlaw	≤ £50k	Quarter 1, 2, 3, 4
Misc Drainage Repairs - Broxtowe	Broxtowe	≤ £50k	Quarter 1
Misc Drainage Repairs - Gedling	Gedling	≤ £50k	Quarter 1, 2, 3, 4
Misc Drainage Repairs - Mansfield	Mansfield	≤ £50k	Quarter 1, 2
Misc Drainage Repairs - Newark	Newark	≤ £50k	To be programmed
Misc Drainage Repairs - Rushcliffe	Rushcliffe	≤ £50k	Quarter 1, 2, 3, 4
Sub-block total		£500	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Flood Risk Management			
Works programme under development			
Block Allocation		£1,076	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Surface Dressing			
Pleasley Road, Skegby	Ashfield	≤ £50k	Quarter 1
Dawgates Lane, Skegby	Ashfield	≤ £50k	Quarter 1
Alexandra Avenue, Sutton in Ashfield	Ashfield	≤ £50k	Quarter 1
Lime Avenue, Sutton in Ashfield	Ashfield	≤ £50k	Quarter 1
Chesterfield Road, Huthwaite	Ashfield	≤ £50k	Quarter 1
A638 Great North Road, Bamby Moor	Bassetlaw	£50-250k	Quarter 1
A631 Gainsborough Road, Gringley on the Hill	Bassetlaw	≤ £50k	Quarter 1
A631 Flood Road, Beckingham	Bassetlaw	≤ £50k	Quarter 1
A57 Whimpton Moor, Darlton	Bassetlaw	£50-250k	Quarter 1
A638 London Road, Retford	Bassetlaw	≤ £50k	Quarter 1
B6079 Retford Road, Worksop	Bassetlaw	≤ £50k	Quarter 1
Rydal Drive, Beeston	Broxtowe	≤ £50k	Quarter 1
Kendal Drive, Beeston	Broxtowe	≤ £50k	Quarter 1
Meadow Road, Beeston Rylands	Broxtowe	≤ £50k	Quarter 1
Eskdale Drive, Chilwell	Broxtowe	≤ £50k	Quarter 1
Stapleford Road, Trowell	Broxtowe	≤ £50k	Quarter 1
Burnstump Hill, Papplewick	Gedling	≤ £50k	Quarter 1
Cornwall Road, Arnold	Gedling	≤ £50k	Quarter 1
Park Road, Calverton	Gedling	≤ £50k	Quarter 1
Longdale Lane, Ravenshead	Gedling	≤ £50k	Quarter 1
Dawgates Lane, Mansfield	Mansfield	≤ £50k	Quarter 1
Baxter Hill, Mansfield	Mansfield	≤ £50k	Quarter 1
Leeming Lane North, Mansfield Woodhouse	Mansfield	≤ £50k	Quarter 1
Abbott Road, Mansfield	Mansfield	≤ £50k	Quarter 1
New Mill Lane, Mansfield Woodhouse	Mansfield	≤ £50k	Quarter 1
Sheepbridge Lane, Mansfield	Mansfield	≤ £50k	Quarter 1
High Oakham Hill, Mansfield	Mansfield	≤ £50k	Quarter 1
High Street, Pleasley	Mansfield	≤ £50k	Quarter 1
Crow Hill, Pleasley	Mansfield	≤ £50k	Quarter 1
Mansfield Road, Mansfield Woodhouse	Mansfield	≤ £50k	Quarter 1
B6047 Longster Lane and Sookholme Road	Mansfield	£50-250k	Quarter 1
A1133 Gainsborough Road, Gorton	Newark & Sherwood	£50-250k	Quarter 1
A6075 Mansfield Road, Edwinstowe	Newark & Sherwood	£50-250k	Quarter 1
A614 Old Rufford Road, Edwinstowe	Newark & Sherwood	£50-250k	Quarter 1
A612 Main Road, Hockerton	Newark & Sherwood	≤ £50k	Quarter 1
A616 Little Carlton, South Muskham	Newark & Sherwood	£50-250k	Quarter 1
A617 Centenary Avenue, Rainworth	Newark & Sherwood	£50-250k	Quarter 1
C14 Ollerton Road, Kelham	Newark & Sherwood	≤ £50k	Quarter 1
A612 Southwell Road Gonalston	Newark & Sherwood	≤ £50k	Quarter 1
Bulham Lane, Sutton on Trent	Newark & Sherwood	≤ £50k	Quarter 1
A60 Costock - Bunny Hill, Costock	Rushcliffe	≤ £50k	Quarter 1
A606 Upper Broughton	Rushcliffe	≤ £50k	Quarter 1
C26 West Leake Road, East Leake	Rushcliffe	£50-250k	Quarter 1
Church Street, Shelford	Rushcliffe	≤ £50k	Quarter 1
West Street, Shelford	Rushcliffe	≤ £50k	Quarter 1
C98 Clawson Lane	Rushcliffe	≤ £50k	Quarter 1
C18 Main Street	Rushcliffe	≤ £50k	Quarter 1
C60 Wysall Lane and Keyworth Road	Rushcliffe	≤ £50k	Quarter 1
Sub-block total		£3,300	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Street lighting replacement/upgrades			
Shireoaks Road, Worksop	Bassetlaw	≤ £50k	To be programmed
Lilac Crescent, Beeston	Broxtowe	≤ £50k	To be programmed
Erewash Grove, Beeston	Broxtowe	≤ £50k	To be programmed
Coventry Road/Avon Place, Beeston	Broxtowe	≤ £50k	To be programmed
King Street, Beeston	Broxtowe	≤ £50k	To be programmed
Pelham Crescent, Beeston	Broxtowe	≤ £50k	To be programmed
Audon Avenue, Chilwell	Broxtowe	≤ £50k	To be programmed
Charnwood Avenue, Chilwell	Broxtowe	≤ £50k	To be programmed
Cumberland Avenue, Chilwell	Broxtowe	≤ £50k	To be programmed
Larch Crescent, Chilwell	Broxtowe	≤ £50k	To be programmed
A60 Mansfield Road, Arnold	Gedling	£50-250k	To be programmed
Westmoore Close, Mapperley	Gedling	≤ £50k	To be programmed
Bowbridge Road, Newark	Newark & Sherwood	≤ £50k	To be programmed
Mansfield Road, Kings Clipstone	Newark & Sherwood	£50-250k	To be programmed
Newark Road, Kirklington	Newark & Sherwood	≤ £50k	To be programmed
Kirklington Road, Bilsthorpe	Newark & Sherwood	≤ £50k	To be programmed
Westfield Lane, Mansfield	Mansfield	£50-250k	To be programmed
St Peters Way, Mansfield	Mansfield	£50-250k	To be programmed
Beaumont Avenue, Mansfield	Mansfield	≤ £50k	To be programmed
Devon Drive, Mansfield	Mansfield	≤ £50k	To be programmed
Countywide Emergency Replacements	Countywide	≤ £50k	To be programmed
Sub-block total		£1,000	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Salix Grant			
Works programme under development			
Sub-block total		£534	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Traffic signal renewal			
Burton Rd/Manor Rd, Gedling	Gedling	£50-250k	To be programmed
Carlton Hill/Station Rd/Cavendish Rd, Gedling	Gedling	£50-250k	To be programmed
A38 Sutton Rd/Sheepbridge Ln, Mansfield	Mansfield	£50-250k	To be programmed
Nottingham Rd/Albert St, Mansfield	Mansfield	£50-250k	To be programmed
Sub-block total		£350	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Safety fencing			
Countywide Structural Testing of Safety Fencing	Countywide	£50-250k	To be programmed
Chesterfield Road, Huthwaite	Ashfield	£50-250k	To be programmed
West Burton Power Station	Bassetlaw	£50-250k	To be programmed
A610 Ikea island, Giltbrook	Broxtowe	≤ £50k	To be programmed
Sub-block total		£350	

Sub-block/scheme	Area	Scheme budget (£000)	Programmed for delivery
Structural Patching			
Works programme under development	Countywide		
Sub-block total		£1,180	

Appendix 2

Major and significant schemes for which the County Council are currently safeguarding routes are detailed in table 1 below.

Table 1: Schemes with safeguarded routes

District	Major Schemes (over £5million)	Cost	Scheme description	Funding source
Ashfield	Hucknall Town Centre Improvement Scheme	£12.66m	Pedestrianisation of High St + new road construction	DfT & County Council
Gedling	South Notts Rail Network (Gedling line)	£10-15m	Re-opening of rail line	DfT & County Council
Mansfield	A6075 Debdale Lane bridge replacement	£10m	Bridge improvement & footway provision	DfT & County Council
Newark	A612 Southwell Bypass	£15m	Bypass	DfT & County Council
Rushcliffe	Bingham Park and Ride (Rail)	£5m	Park & Ride (rail)	DfT, County Council & Developer
District	Significant schemes (£250,000 - £5m)	Cost	Scheme description	Funding source
Bassetlaw	A1 Elkesley	£250k	Junction improvement on trunk road	Highways Agency & County Council
Gedling	A60 Larch Farm Crossroads	£250k	Junction improvement	County Council & Developer
Mansfield	A6191 Ratcliffe Gate Impt (Bus priority)	£800k	Creation of inbound bus lane	County Council & Developer
Mansfield	A60 Nottingham Rd (Bus priority)	£500-750k	Bus priority	County Council
Mansfield	A60 Woodhouse Rd Improvements (Bus priority)	£1-2m	Bus priority	County Council
Newark	A614 Ollerton Roundabout Improvement	£3m	Enlarged conventional roundabout	County Council & Developer
Rushcliffe	Radcliffe Rd Bus Priority	£1-3m	Inbound bus priority	County Council & Developer

Major and significant schemes which require further investigation before the County Council can decide whether the scheme route will be abandoned or safeguarded are detailed in table 2 below.

Table 2: Schemes which require further investigation before the County Council can decide whether the scheme route will be abandoned or safeguarded

District	Major Schemes (over £5million)	Cost	Scheme description	Funding source
Gedling	A60 Leapool to Sherwood Express busway	£5m	Park & Ride + Bus priority measures	DfT, County Council & Developer
Mansfield	A617 Pleasley Bypass extension	£20m	Bypass (wide single carriageway)	DfT & County Council
Newark	Dukeries Line Improvement	£10-15m	reopening of Shirebrook-Ollerton line	DfT & County Council
Newark	A617 Kelham Bypass	£11m	Bypass (new bridge over Trent)	DfT & County Council
District	Significant schemes (£250,000 - £5m)	Cost	Scheme description	Funding source
Broxtowe	A609 Nottingham Rd Trowell to Bilborough (bus priority)	£2m	Bus priority	County Council
Broxtowe	B600/B6009 Watnall Junction Improvement	£760k	Signalisation of junction	County Council & Developer.
Gedling	A612 Daleside Improvement	£1-2m	Bus priority	County Council
Gedling	A612 Colwick Loop Rd improvement	£1-2m	Bus priority	County Council
Gedling	A60/B6011 Forest Lane signalisation	£1.33m	Introduction of traffic signals at junction	County Council & Developer.
Gedling	B684 Woodborough Rd, Porchester Rd	£750k	Junction improvement	County Council & City Council
Mansfield	A6075 Abbott Rd	£2m	Carriageway widening	County Council & Developer.
Rushcliffe	Nottingham East Park & Ride	£3m	Park & Ride	Developer
Rushcliffe	Trent Bridge (signal alteration)	£1-3m	Signal alterations	County Council & Developer.

18 June 2015
Agenda Item: 5

REPORT OF SERVICE DIRECTOR, HIGHWAYS

CYCLE ACCIDENTS IN NOTTINGHAMSHIRE

Purpose of the Report

1. To provide information about Road Accidents involving Cyclists in Nottinghamshire.

Background

2. The report "Nottinghamshire Cycling Strategy Plan" was presented at Transport and Highways Committee on 19th March 2015. At this meeting it was requested that a further report be submitted with more information about Road Injury Accidents involving cyclists.

County Cycle Accident Statistics

3. Since the 19th March 2014 Transport and Highways Committee, reported injury accident statistics for the complete calendar year 2014 have been released and an updated summary for 2010 to 2014 inclusive is shown in below.

	2010	2011	2012	2013	2014	Total
Fatal	2	2	6	2	2	14
Serious	41	54	51	55	44	245
(KSI)	(43)	(56)	(57)	(57)	(46)	(259)
Slight	158	157	151	141	187	794
Total	201	213	208	198	233	1053

Reported Road Injury Accidents where a Cyclist was Injured
County of Nottinghamshire including Trunk Roads 2010 – 2014 inclusive

4. The total number of reported injury accidents involving cycles in 2014 shows a rise over those in 2013. However in the Killed or Seriously Injured (KSI) classification, cycle accidents in Nottinghamshire reduced in 2014 compared to previous years, the rise in overall numbers in 2014 is a reflection of the rise in slight injury accidents.

Comparison with National Statistics

5. The national road accident statistics for 2014 have not yet been published so a direct comparison with Nottinghamshire's latest figures cannot be made. Over a longer term there is a rising trend apparent in cycle accidents across the country.
6. The numbers of cyclists Killed or Seriously Injured in Great Britain declined steadily from the mid-1980s but in the last decade this has levelled off, and recently

increased slightly. By comparison, the number of Pedestrians Killed or Seriously Injured has continued to fall and was at a record low in 2013. Appendix 1 shows a graph of the numbers of Killed or Seriously Injured casualties in these two vulnerable road user groups in Great Britain.

7. The Parliamentary Advisory Council for Transport and Safety (an All-Party Parliamentary Group) has recently published an interim report entitled "Road Safety Since 2010". The final version of the report will be published later in 2015, when national accident data for the complete calendar year 2014 is compiled. The interim report contains the following provisional analysis of accident figures for Great Britain:

"By 2013 the number of deaths for all major road user groups had fallen significantly since the 2005–9 average. This was most pronounced for car occupants. In 2010 there were significant reductions for all groups except pedal cyclists. Since 2010 the trend has been more mixed – generally downward for all groups but relatively small changes for some.

Looking at KSIs however (...) the percentage reductions since the baseline period for vulnerable road users (pedestrians, pedal cyclists and motorcyclists) are much lower than for deaths only. Indeed, the number of pedal cyclists reported seriously injured has increased by 30% (which is partially attributable to a large increase in cycling). The 2014 figures appear worse still."

8. It is clear that there is a concern at a national level that cycle accidents are no longer declining as fast as they were. This may partly be reflecting the fact that cycling has been increasing in popularity in recent years, leading to a rise in the number of cycle accidents by an increase in exposure. In Nottinghamshire the decline in cycle accidents has also slowed, although in contrast to the national statistics the KSI figures for the County have actually reduced between 2013 and 2014.

Fatal Accidents 2010 - 2014

9. Information about the Fatal Cycle Accidents in the period is shown in Appendix 2. Over this period there are 2 Fatal accidents per year, except for 2012 when there were 6. There appears no obvious reason for the 'spike' in 2012, of the 6 two occurred on the A1 (Trunk Road, and not under County Council control). Examination of the remaining 4 records in 2012 shows no pattern that would link them and thus explain the rise in numbers.
10. There is a mixture of urban, and semi-rural locations. Many involve the cyclist entering a road, either from the footway or from a minor road. Tragically a number of fatally injured cyclists were teenagers. Three cyclists were using pedestrian facilities to cross the road.

General Trends in Nottinghamshire Cycle Accidents 2010 - 2014

11. As would be expected, the reported injury cycle accidents in Nottinghamshire are predominantly concentrated in urban and semi-urban areas, reflecting the greater use of cycles for commuting and short local trips.
12. Notable concentrations are also seen to occur:
 - At peak times, coinciding with commuter travel.

- In 30 mph speed limits, reflecting where most people cycle.
- On a dry road surface, in fine weather and in daylight. This will reflect the preferences of cyclists to ride in good conditions, rather than some inherent danger in this combination of conditions. The ratio of wet to dry road cycle accidents is lower (i.e. fewer wet) than the general ratio found in statistics for all types of road accidents.
- At give way type junctions. This partly reflects the vast number of such junctions, but also the fact that the interactions rely on human judgement.

Reducing Accidents

Site Specific Methods

13. The main method of reducing accidents involves in depth, site specific, studies using information from police accident records. This method is used by the County Council's Accident Investigation Unit and most other highway authorities.
14. Although road accidents have far reaching and often tragic consequences, in relation to the number of trips and manoeuvres that occur in a typical day, they are very rare. They are also largely unpredictable events, typically involving many factors in combination. As a Highway Authority, trying to implement an improvement to prevent an individual accident which has yet to occur somewhere on the network is an almost impossible task.
15. For this reason a site specific method based on the study of reported accident records is used. Using the accident information obtained from the original Police reports, clusters of similar accidents are identified, using sophisticated software in the first instance to sift through the extensive database.
16. Further in-depth analysis of the accident reports attempts to find common factors in the clusters, which can be used to predict future similar accidents at a particular location. This in turn can lead to remedial treatments to prevent further similar accidents occurring, this may include signing, white lining, junction improvements etc. As well as sites such as junctions, short lengths or routes can also be identified. Excellent results have been achieved by this method, which have contributed to the overall reduction in road accident casualties witnessed over the last 25 years. Improvements to reduce cycle accidents at specific sites are regularly identified.
17. Road accident data is continually scoured for patterns and clusters, and cycle accidents are included as a specific element of these searches. The latest cycle accident data is being examined as part of this process. If suitable improvement schemes can be devised, they will be considered for the next casualty reduction scheme programme.
18. Notwithstanding the above, the relatively isolated nature of cycle accidents means that the majority are not clustered at specific locations. However it may be the case that similar types of accidents re-occur, albeit at different locations. For example recently it has been noted that a proportion of cycle accidents involve a cyclist entering the carriageway from the footway. Where such issues are identified they are factored into training and education efforts.

Cycle Training

19. Safety is a key element in all effective cycle training. Highway Safety has its own team of nationally accredited Cycle Trainers, who are able to offer cost effective cycle training to schools across the whole County. The instruction follows the national standard 'Bikeability' cycle training scheme for school pupils. Having accredited and independently assessed trainers currently attracts national funding for this work, greatly reducing the costs of delivery. The training is a mixture of school based instruction and guided on-road experience, with increasing levels of complexity:
20. Level 1 helps new riders to control their bike before they move on to developing on-road skills at Level 2. Level 2 training is aimed at children in Years 5 or 6, before they leave primary school. Several years ago Nottinghamshire began to pioneer more advanced real-world training, aimed at pupils making the transition between junior and senior schools. Training includes more challenging routes, complex junctions, and journey planning specific to individual schools. This "Level 2+" training was a response to increasing levels of teenage cyclists accidents at that time. Although a direct link is difficult to establish, cycle accident casualties in the age range 11-15 years have been falling in the County in more recent times. Elements of this more challenging training have now begun to feature in national cycle training programmes.

In the financial year 2014/2015 the number of children receiving cycle training was as follows:

Level 1	4114
Level 2	2673
Level 2+	295

21. Highway Safety have also recently acquired a number of 'Balance Bikes' for giving younger children an introduction to cycling. This not only supports the aims of Nottinghamshire's Cycling Strategy by encouraging cycling, but allows the safety messages to reach children at an early stage.
22. Nationally, providing effective cycle training to adults has proved challenging. The main difficulty, in contrast to a school setting, is gathering enough trainees together in one place to make the provision cost effective. In 2013 Highway Safety staff offered sessions for adult cyclists based at five locations around the County. Considerable efforts were made to publicise the events, and incentives such as vouchers for cycle equipment were offered. Although the feedback from the attendees was very positive, the number of people who actually came forward and attended the sessions was disappointingly small. Compared to the numbers of people reached through education and training in schools, the project was not sustainable.

Education

23. Highway Safety teams provide road safety education to schools across Nottinghamshire. In 2013/2014 over 15,000 children and young people received road safety education, at both Primary and Secondary ages, and beyond.

24. Cycle specific messages are often included in these more general road safety education packages. By this means it is possible, for example, to reach teenagers who may feel that cycle training is not appropriate for their age group. Road safety education is intended not only to prevent people being involved in accidents whilst they are young, but to provide lifelong skills to carry into adulthood, helping to foster road safety awareness throughout the community.
25. The County's road safety education packages are frequently tailored to address issues identified in accident studies, or as a result of local concerns. Recently for example this has included specific messages concerning distraction (for example headphones mobile phones etc.) for both pedestrians and cyclists. Currently, education highlighting cycle specific issues arising from the NET project is being delivered in schools near the new tram routes.

Conclusion

26. To reinforce the County Council's commitment to the recently approved development of a Cycling Strategy/Delivery Plan, the County Council will continue to record and monitor cycling accidents on its road network. Detailed studies of accident data will play a key role in informing and shaping efforts to reduce cycle accident casualties, through engineering, education and cycle training.

Recommendation

That Committee notes the contents of the report.

For any enquiries about this report please contact:

Gareth Coles – Team Manager Highway Safety South

Constitutional Comments

None – Report for information only

Financial Comments

None – Report for information only

Background Papers

Transport and Highways Committee Report 19th March 2015

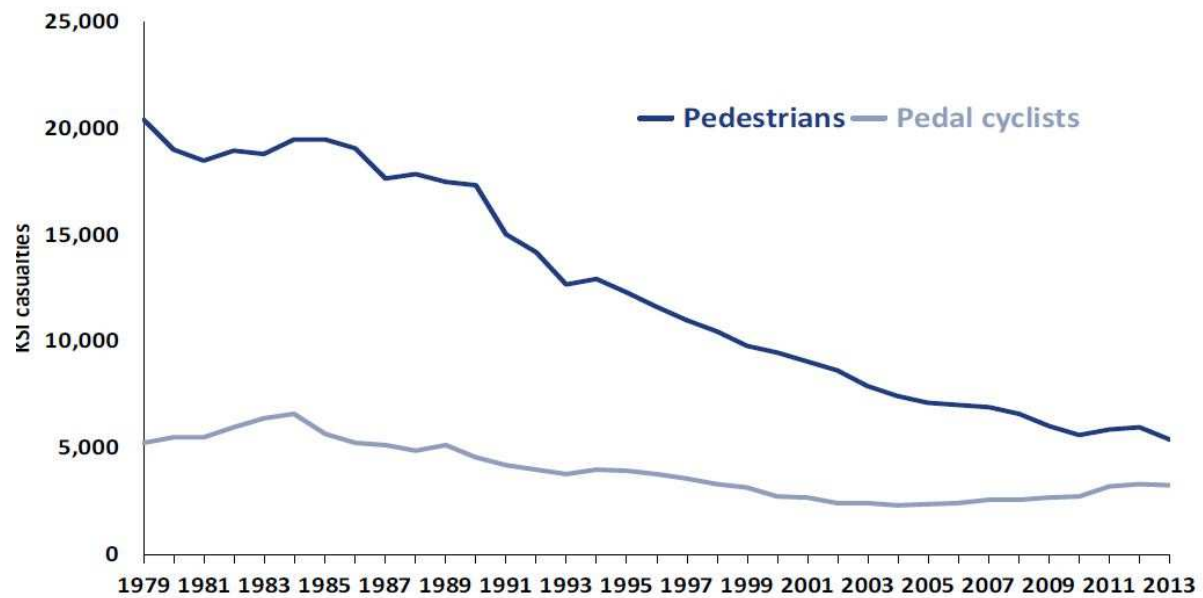
Electoral Division(s) and Member(s) Affected

All

APPENDIX 1: REPORTED KILLED OR SERIOUSLY INJURED CASUALTIES (KSI) GREAT BRITAIN

Pedestrians and Cyclists

Source: Department for Transport ; Transport Statistics



APPENDIX 2: ACCIDENTS WHERE CYCLIST WAS FATALLY INJURED

County of Nottinghamshire including Trunk Roads 2010 – 2014 inclusive

DATE	LOCATION	FATAL CASUALTY		DESCRIPTION OF ACCIDENT
		Sex	Age	
27/08/2010 FRI 19:50	A38 Alfreton Rd junction Common Rd Sutton in Ashfield	F	17	Cyclist emerged onto pedestrian crossing and was struck by car
11/07/2010 SUN 01:18	Main St Hayton	M	23	Cyclist rode into rear of parked car
27/09/2011 TUE 07:14	Watnall Road Hucknall junction with Kingsway Rd	M	58	Cyclist emerged from minor road, then crossed main road into path of HGV
19/09/2011 MON 22:20	Forester Grove junction with Ivy Grove Carlton	M	17	Cyclist entered main road from minor road and was struck by car
23/05/2012 WED 04:40	A6002 Coventry Ln Bramcote near Crematorium	M	40	Cyclist riding on footway entered road into path of HGV travelling in same direction
18/03/2012 SUN 08:50	A1 Southbound TRUNK ROAD	M	43	Cyclist involved in time trial event, clipped by passing lorry
06/04/2012 FRI 04:15	A1 1 mile South of Blyth services TRUNK ROAD	M	60	Cyclist collided with passing lorry
06/09/2012 THU 19:51	Linby Rd 178 metres north of Linby Grove	M	12	Cyclist entered road from footway into path of van
13/01/2012 FRI 07:57	A612 Colwick Loop Rd junction with First Ave Colwick	M	14	Cyclist crossing road on pedestrian facility is struck by car
01/07/2012 SUN 14:20	B6011 Forest Ln at eastern end of Papplewick	M	15	Cyclist enters road from footway and is struck by car
16/06/2013 SUN 12:14	A38 Kings Mill Rd East on crossing east of B6018 Sutton Rd	F	39	Cyclist emerged onto pedestrian facility into path of vehicle
28/06/2013 FRI 08:11	A638 London Rd junction South St Retford	M	15	Cyclist on footway rides into road as HGV turns into side road
21/08/2014 THU 21:52	A60 Leeming Lane South outside Miners Rescue Service	M	41	Vehicle left road and collided with cyclist on footway
16/04/2014 WED 09:22	B6326 London Road junction with Bowbridge Road	F	76	HGV turns left at junction as cyclist enters road from footway

18 June 2015**Agenda Item: 6****REPORT OF SERVICE, DIRECTOR HIGHWAYS****KIRKBY TOWN CENTRE TRAFFIC IMPROVEMENT SCHEME****Purpose of the Report**

1. To consider and approve the delivery of the proposed Kirkby Town Centre traffic improvement scheme considering the objections received in respect of the proposed related Traffic Regulation Orders (TROs) and whether the Orders should be made as advertised.

Information and Advice**Background on scheme development**

2. Kirkby in Ashfield is a small town located approximately four miles south-west of Mansfield town centre. The town has a historic road network; many of the town centre roads are relatively narrow and there is competition for highway space between the differing transport modes and highway users, such as businesses, through-traffic, visitors, shoppers and residents. There have been on-going issues with vehicle journey time delays in the town and a number of schemes have been implemented historically to attempt to address this. However, discussions with Ashfield District Council, the public and other stakeholders has identified that concerns regarding journey time delays persist, especially westbound along Station Street.
3. In response to these concerns the County Council has worked in partnership with Ashfield District Council to undertake feasibility work on several options to improve traffic flows along Station Street. Large scale infrastructure improvement options have been ruled out in the short to medium-term due to the cost and lack of currently available funding for any such schemes, coupled with the long timescale they take to develop and construct. A number of schemes that were considered have also been ruled out as they would either worsen traffic flows or are not feasible.
4. Discussions between local County Council members, District Council members, district council and highway officers identified two potential options that are considered feasible and potentially deliverable within the available funding level and timescale to deliver:
 - The relocation of the bus stops on Station Street adjacent to the Nags Head junction further west on Station Street to existing parking laybys; and
 - Changes to the traffic flows and routing of traffic around Kirkby town centre which would allow the relocation of two bus stops from their current location on Station Street to Ellis Street and Pond Street to ease queuing traffic at key junctions on Station Street.

5. A detailed analysis of the benefits and drawbacks of each option which concluded that whilst the relocation of the bus stops further west on Station Street delivers small benefits relating to traffic flows it would require the removal of a large number of parking spaces on Station Street which could potentially impact on the local businesses. Such a scheme would also inconvenience public transport users as the stops would be further from the main part of the town centre. It was therefore determined, in consultation with Ashfield District Council, that this option would not be pursued further.

Preferred option

6. Changes to the traffic flows and routing of traffic around Kirkby town centre delivers more benefits relating to improved traffic flows along Station Street and retains most of the parking along Station Street. It will also enable the bus stops to be located close to the civic square, although the stops will no longer be 'paired'. The proposed scheme will also remove the reported traffic conflict that currently occurs on Pond Street due to parking and two-way traffic flows. The proposed scheme involves the following highway changes and a plan of Kirkby town centre and the proposed scheme is attached as appendix 1 (although it should be noted that the scheme may be subject to small changes as part of the detailed design):

Alterations to moving traffic

Ellis Street

- Reversal of traffic flows on Ellis Street – all vehicles (including those accessing/exiting the public car park) will only be able to travel southbound as opposed to northbound currently
- Ellis Street will also be widened near its junction with the public car park to enable vehicles to overtake waiting buses
- Banning the right turn out of Ellis Street onto Station Street for southbound vehicles

Pond Street

- Pond Street becoming one-way eastbound to cater for traffic travelling north from Station Street.

Station Street

- Removal of the right-turn lane on Station Street at its junction with Ellis Street as vehicles will no longer be able to travel north along Ellis Street
- A new right-turn lane for westbound traffic at the traffic signals at the Station Street/Portland Street junction.
- Yellow box junctions on Station Street at its junctions with Portland Street and Lindley's Lane and at the Morley Street/Kingsway junction.

Alterations to parking and waiting

Ellis Street

- One bus stop serving buses travelling north being relocated from Ellis Street to Pond Street (near its junction with Ellis Street)

Pond Street

- Whilst the majority of the residents parking will be retained on Pond Street (13 of the existing 15 spaces will be retained), the limited waiting on-street parking on the south of the road will be removed to enable all sized vehicles to travel freely – resulting in the loss of approximately four 1 hour limited parking spaces

Station Street

- The provision of the right-turn lane at Portland Street junction requires the shortening of two on-street parking bays on Station Street to accommodate the change – resulting in the total loss of approximately two 1 hour limited parking spaces
 - Two bus stops serving buses travelling east being relocated from Station Street (outside the Nags Head) to Ellis Street (adjacent to the Civic Square).
7. Traffic modelling and reassignments suggest that the proposed scheme should bring some journey time improvements to the critical section of Station Road between Ellis Street and Kingsway in both the peak and non-peak hours. This will be achieved through the proposals relieving the existing pressure caused by queuing traffic thereby enabling journeys in both directions to flow more freely.
8. The journey time improvements should be achieved through a combination of the proposed highway changes and therefore it should be noted that the all the proposals detailed above would need to be delivered and could not be implemented in part or isolation. The journey time improvements are expected as:
- There will be sufficient room for vehicles travelling westbound on Station Street to be able to pass waiting buses outside the Nags Head
 - Capacity at some traffic signal controlled junctions will be increased for vehicles travelling along Station Street.
9. Bus passengers will be dropped off and picked up adjacent to the new 'civic square' increasing footfall through the square; providing an enhanced pedestrian route to the town centre as well as potentially adding value to this community space.
10. The scheme does, however, have some drawbacks, particularly:
- The residents of Pond Street and Portland Street will experience increases of all vehicles (buses, cars and HGVs) due to the highway changes as vehicles travelling north from Station Street will no longer be able to use Ellis Street
 - The businesses located close to the bus stops on Station Street could potentially lose 'waiting' trade when the bus stops are relocated
 - The relocated bus stops will no longer be paired which passengers may find confusing.
11. A public meeting to discuss the scheme proposals was held on 21st January 2015 to highlight the benefits and drawbacks of the scheme as part of the scheme development prior to the formal Traffic Regulation Order consultation. The public meeting discussed the scheme benefits and drawbacks in detail, as well as a number of the options that had been considered but not taken forward. The main concerns raised at the meeting are as follows and those directly related to the proposed Traffic Regulation Order are considered in this report in the response to objections to the associated traffic regulation orders:
- the increased traffic volumes on Pond Street and this has resulted in a petition from the residents of Pond Street opposing the scheme
 - the relocation of the bus stops and the fact that the bus stops would not be paired which was specifically raised by bus operators
 - concern about HGVs being able to access business premises on Pond Street and Ellis Street.

12. There was also concern about traffic impacts of likely future new development around the town; and requests for a major scheme such as a bypass. Ashfield District Council as planning authority, with advice from the County Council on transport matters, will consider the impacts of any new development in the district and secure measures (or funding to deliver those measures) to mitigate against impacts of future developments. The County Council will be undertaking a review of its major transport scheme priorities in the near future, having regard for economic priorities in the county as well as the evidence base of existing transport conditions across the county. Future major transport schemes in Kirkby in Ashfield will be considered along with all other areas in the county as part of this review.
13. Following the open meeting and subsequent discussions with Ashfield District Council members and officers, it was decided to progress with the consultation on the Traffic Regulation Orders required to implement the scheme to determine the public's views on the proposals and the outcome of this consultation is detailed below.

Consideration of objections to proposed traffic regulation orders

14. The initial consultation took place between 15th January 2015 and 13th February 2015. During this consultation period a total of six responses were received, which included a petition comprising 32 signatures. Of these responses three are considered to be outstanding objections. In response to one objection the proposals were amended to remove a proposed extension to a residents' parking bay on Pond Street to facilitate access to a business' driveway. In response to further comments the extents of parking bays on Station Street, adjacent to the Portland Street junction were shortened. This was considered necessary to allow large vehicles to turn left out of Portland Street whilst maintaining sufficient highway space in the centre of the road to accommodate the right-turn lane for vehicles turning right from Station Street.
15. The amended proposals were publically advertised between 9th March 2015 and 10th April 2015 and can be seen on the attached appendices. A further three responses were received, all of which were considered as objections.
16. A total of nine responses were received to the proposals. Replies have been sent direct to all respondents and of these six are considered to be outstanding objections to some or all of the proposals.
17. Objection – Increased traffic levels on Pond Street.
The common theme of four outstanding objections (including the petition) was that the alterations would significantly increase traffic levels, including HGV traffic, on Pond Street and that the street was unsuitable for such an increase.

Response

The town centre road network is constrained by the historic layout of streets and buildings which limits how the highway can meet the needs of a modern town centre. None of the town centre roads are significantly better able to cope with current traffic flows than any other and within town centres there are always competing demands on the highway between the needs of different users. The primary purpose of the Highway is for the movement of people and vehicles and this must supersede secondary purposes such as parking.

The County Council has received a number of complaints from residents of Pond Street regarding increases in traffic and damage to parked cars as vehicles currently fail to 'give and take' appropriately in narrow sections of Pond Street. The proposal to make Pond Street one-way will address this conflict between eastbound and westbound traffic and it is anticipated that this will reduce occurrences of damage to parked cars.

It is recognised that traffic flows on Pond Street will increase, however the removal of potential conflict between two-way traffic is expected to mitigate against any increased risk to road safety. In addition the operation of the traffic signalled junctions at Portland Street/Station Street and the uncontrolled junction at Pond Street / Portland Street will provide 'gaps' in vehicles flows sufficient for pedestrian crossing movements.

The potential for a town centre environmental weight limit has been considered, but due to the number of businesses in the centre of Kirkby which would legitimately require HGV access and so be exempt from the order it is not considered feasible to introduce such an order as enforcement would be effectively impossible.

All HGVs are currently able to access Pond Street from Portland Street but the proposed scheme will improve this manoeuvre by removing some of the parking at the junction.

18. Objection – lack of pedestrian crossing point

The petition received stated that the proposals contained no provision for a pedestrian crossing.

Response

Pedestrian crossing facilities are available on Portland Street at the signalled crossing. On Pond Street it is expected that the operation of the traffic signalled junctions at Portland Street/Station Street and the uncontrolled junction at Pond Street/Portland Street will provide 'gaps' in vehicles flows sufficient for pedestrian crossing movements. The carriageway at the northern end of Ellis Street (near the junction with Pond Street) will be narrowed to provide an uncontrolled crossing point for pedestrians to access the civic square and town centre.

19. Objection – bus stops not 'paired'

Two respondents, one being the bus operator, objected on the basis that the bus stops would not be closely 'paired' (this is defined as being in easy view of each other). The respondents state that moving a long established stop in isolation to its 'pair' will create customer dissatisfaction and that potential bus users are put off when they cannot clearly see how to make their return journey.

Response

The preference for paired stops is recognised by the County Council, but it is not always possible to accommodate the needs and requirements of all highway users within the constraints of the existing highway network. Non-paired stops are in frequent use in other towns and cities, predominately in areas with one-way roads. The location of the 'paired' stop will be clearly signposted at each stop to assist users in making their journeys.

The County Council has received complaints over a number of years regarding congestion in Kirkby affecting the punctuality of buses. It is considered that the proposed changes to the town centre network would improve traffic flow along Station Road in both directions and

offer improved punctuality and reliability for the bus services. The relocation of the bus stop to Ellis Street will mean that passengers using two of the most regular bus services in the town will be dropped off and collected right in the heart of Kirkby, adjacent to the new Civic Square. This offers a step-free, visually inviting route into the town centre, which does not involve crossing any roads. It is anticipated that these benefits will off-set any disadvantage to bus users as a result of splitting the pairing of stops.

20. Objection – access difficulties for Kirkby Community Transport Scheme

The community organisation operating the scheme objected on the basis that the introduction of a bus stop on Pond Street and the extension of a residents' parking bay would make it difficult for them to turn into the area where Kirkby Community Transport scheme store their vehicles on Pond Street.

Response

The proposals were modified as a result of this objection and the proposed extension of the residents' parking bay dropped. The introduction of a bus stop will not significantly affect access into the driveway as it does not extend over the dropped kerb. The bus stop will be a clearway, which means waiting is prohibited for all vehicles except buses. It is expected the stop would be used by 2 bus services; the Black Cat and the service 90, in a northbound direction only, so a bus will be at the stop only a few times an hour. As such the introduction of a clearway here should facilitate access to their parking area as it removes parking in the vicinity of the access and so improves visibility and turning space.

21. Objection – removal of on-street parking

Two objectors stated that the restrictions would reduce the availability of on-street parking.

Response

The purpose of the reduction of the Station Road parking bay is to ensure sufficient carriageway is available at the Portland Street / Station Street junction to enable the safe movement of large HGV vehicles when turning out of Portland Street into Station Street. This alteration will be required to ensure that these turning movements will not conflict with vehicles waiting in the proposed right-turn lane for westbound vehicles turning into Portland Street. The primary purpose of the highway is to facilitate the movement of people and vehicles. However it is recognised that parking on the highway does occur, and that the availability of this parking is important to households and businesses in the immediate area. As such the reduction in the parking bay has been kept to the minimum possible extent required to ensure the safe operation of the junction. On-street parking remains available in the rest of the parking bay and further along both sides of Station Street.

The removal of two parking bays on Pond Street was necessary to accommodate the new bus stop and turning movements into Pond Street from Portland Street. It is considered that sufficient capacity exists in the remaining Residents' Parking bays to accommodate the loss of the 2 spaces in the western residents' parking bay. It was not possible to accommodate any short-stay parking on Pond Street, however town centre parking is available in the car park on Ellis Street and nearby on-street parking is available on Station Street, Portland Street, Lowmoor Road and Sherwood Street.

22. Objection – manoeuvring of 40ft delivery HGVs into Ellis Street Service yard

An objector also stated his concern regarding the ability of HGVs to access Ellis Street Service yard.

Response

The scheme designer has met with business operators who use the Ellis Street service yard. Delivery lorries to Boyes and Farmfoods currently reverse into the yard and this manoeuvre is worsened by the change in the one-way direction of Ellis Street, as vehicles will now need to reverse on the off-side. This manoeuvre has been discussed with the County Council's crash reduction team, who advise that the yard owners should investigate whether any accommodation can be made to allow all HGVs to turn around in the yard (i.e. remove parked cars) or provide a banksman to avoid the reversing altogether.

Other Options Considered

23. A number of options for transport improvements have been considered in Kirkby in Ashfield and ruled out. Whilst some options are simply not feasible, several options have been ruled out due to the fact they would make traffic worse on Station Street.

Comments from Local Members

24. County Councillor John Knight is in support of the proposals and has been involved in their development, County Councillor Rachel Madden has not commented on the proposals.

Reason/s for Recommendation/s

25. The proposed scheme and the restrictions necessary to implement the scheme are considered appropriate taking into account a balanced view of the needs of all road users and supported by a local County Councillor.

Statutory and Policy Implications

26. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. An equality impact assessment has been undertaken on the scheme and it shows no adverse impacts. Appropriate consultation has been undertaken and advice sought on these issues as required.

Crime and Disorder Implications

27. Nottinghamshire Police raised no objections to the proposals.

Financial Implications

28. The total budget for the proposed scheme is £500,000 and will be jointly funded by Ashfield District Council and Nottinghamshire County Council. Nottinghamshire County Council has allocated up to £250,000 from its integrated transport block funding allocation. The integrated transport block funding allocation was approved at the 26th February 2015 County Council meeting; and the £250,000 allocation towards the Kirkby Town Centre improvement scheme was subsequently approved at the 19th March 2015 Transport & Highways Committee.

RECOMMENDATION/S

- 1) It is recommended that Committee:
 - a) approve that the Nottinghamshire County Council [(Kirkby In Ashfield Town Centre) - (Prohibition Of Waiting And Parking Places) (4162) and (One Way Streets And Prohibition Of Movements) (4163)] Traffic Regulation Orders 2015 be made as advertised and that the objectors be informed accordingly
 - b) approve the delivery of the proposed Kirkby Town Centre traffic improvement scheme as set out in this report and its appendices.

Neil Hodgson
Interim Service Director Highways

For any enquiries about this report please contact:

Sean Parks – Local Transport Plan manager	Tel: 0115 977 4251
Helen North – Improvements manager	Tel: 0115 977 2087

Constitutional Comments (SLB 21/05/2015)

29. Transport and Highways Committee is the appropriate body to consider the content of this report.

Financial Comments (GB 04/06/2015)

30. The financial implications are set out in paragraph 28. A variation to the capital programme is required to incorporate Ashfield District Council's contribution into the County Council capital programme.

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.

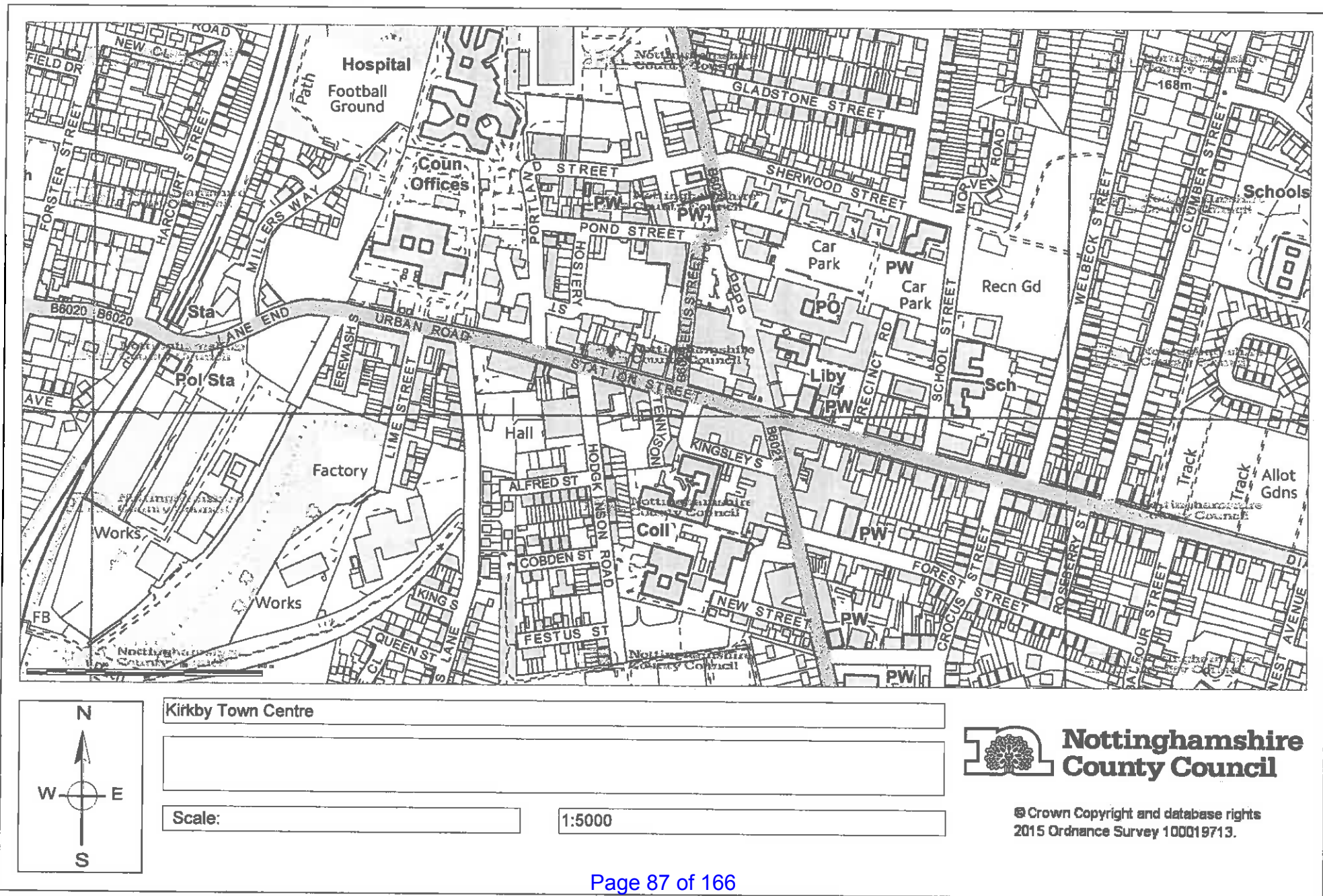
- All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements Team at Trent Bridge House, Fox Road, West Bridgford NG2 6BJ.
- Nottinghamshire County Council Annual Budget Report 2015/16 – 26th February 2015

- Integrated transport and highway maintenance capital programmes 2015/16 Transport & Highways Committee report – 19th March 2015

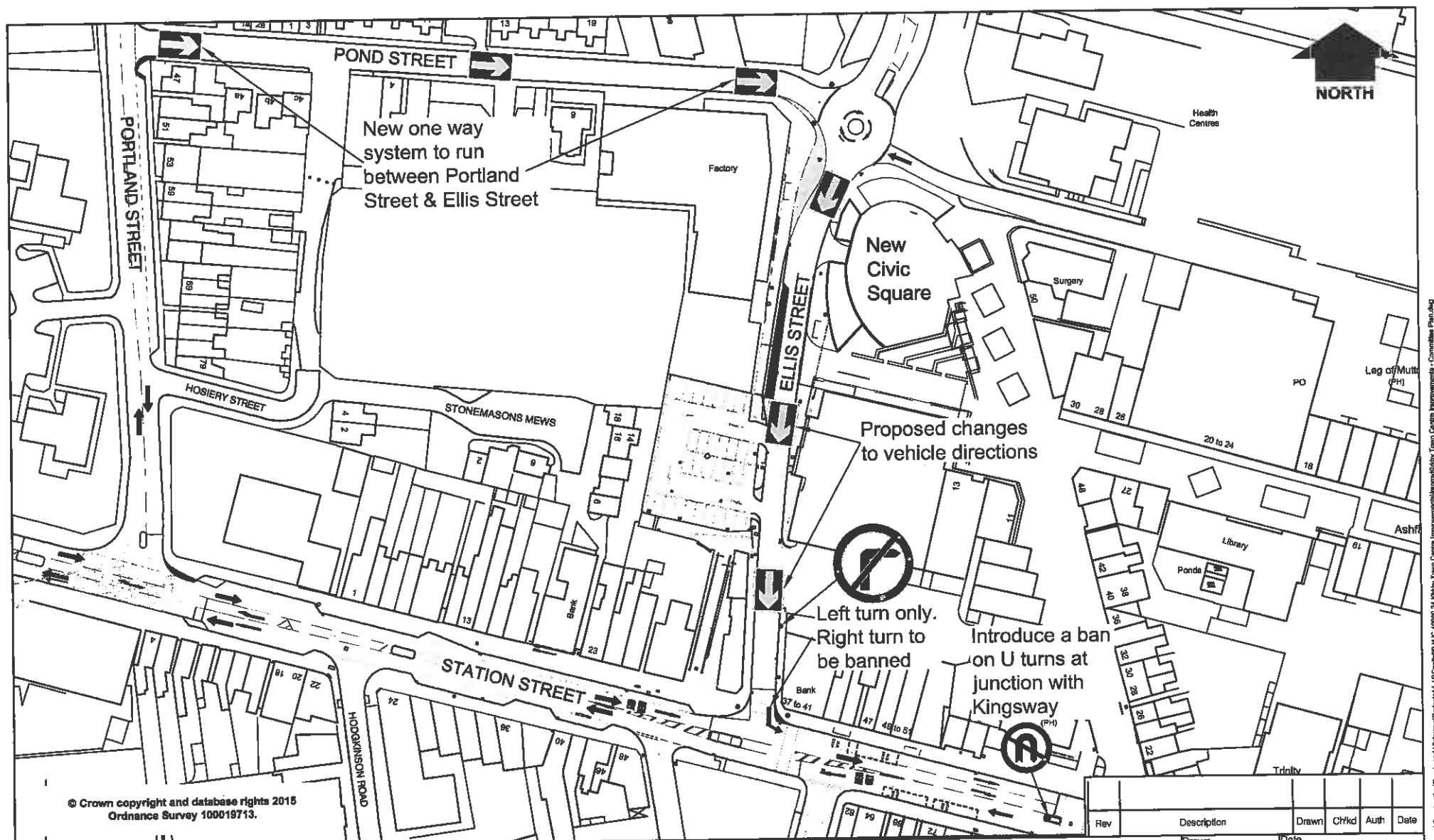
Electoral Division(s) and Member(s) Affected

Kirkby in Ashfield North –	Councillor John Knight
Kirkby in Ashfield South –	Councillor Rachel Madden

Appendix 1 - Kirkby in Ashfield town centre plan



Appendix 1 - Plan of proposed revised directional traffic routes in Kirkby in Ashfield



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Ordnance Survey 100019713.



**Nottinghamshire
County Council**

Trent Bridge House, Fox Road,
West Bridgford, Nottingham, NG2 6BJ
Tel: 0300 500 80 80

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Project

Property No.

Title

Drawing No.

Kirkby in Ashfield

Moving Traffic Restrictions

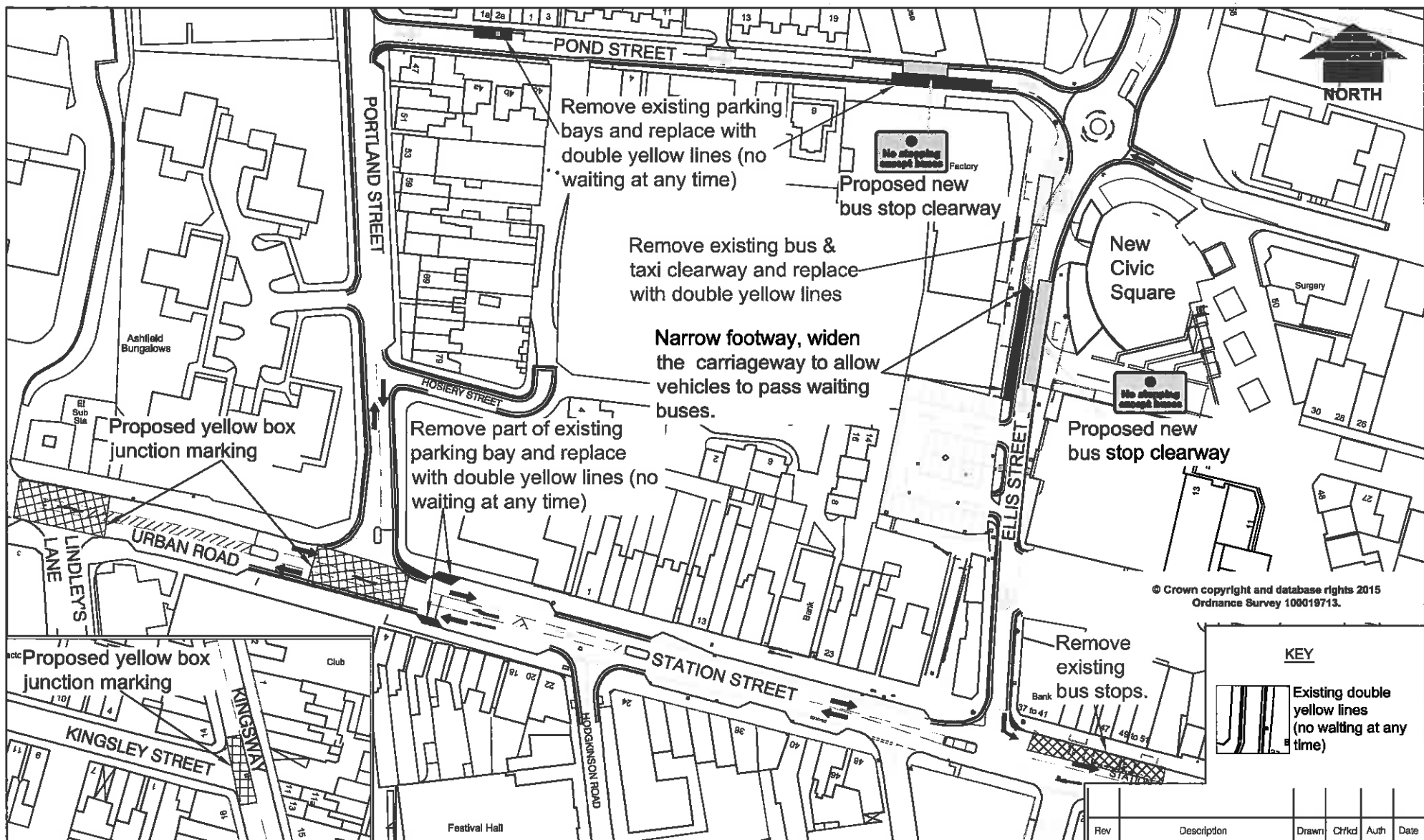
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H/04078/2060/100

Town Centre Improvements

Plan

Rev	Description	Drawn	Chkd	Auth	Date
		J.A.B.			May 2015
					Date
					Traced
					Scale
					1:1250



**Nottinghamshire
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Project

Kirkby in Ashfield

Town Centre Improvements

Property No.

Project No.

Title	Author	Year	Journal	Volume	Page
...

Parking Restrictions

Plan

Drawing No.

H/04078/2060/101

Rev	Description	Drawn	Chkd	Auth	Date
	Improvements	Drawn	Date		
		J.A.B.	May 2015		
		Chkd	Date		
		Auth	Traced		
		Rev	Scale		
			1:1250		

18th June 2015**Agenda Item: 7****REPORT OF SERVICE DIRECTOR, HIGHWAYS**

**THE NOTTINGHAMSHIRE COUNTY COUNCIL (BRIDGE PLACE, BRIDGE STREET, CASTLE STREET, CENTRAL AVENUE, NEWCASTLE AVENUE, NEWCASTLE STREET AND RYTON STREET, WORKSOP)
(PROHIBITION AND RESTRICTION OF WAITING AND LOADING) TRO 1176**

**THE NOTTINGHAMSHIRE COUNTY COUNCIL (BRIDGE PLACE, BRIDGE STREET AND CASTLE STREET, WORKSOP)
(ONE WAY AND PROHIBITION OF DRIVING) TRO 1175**

**CONSIDERATION OF OBJECTIONS – TRAFFIC REGULATION ORDERS 2015
(1175 AND 1176)**

Purpose of the Report

1. To consider the objections received in respect of the above Traffic Regulation Orders 1175 and 1176 in Worksop and whether the order should be made as advertised and objectors notified accordingly.

Information and Advice

2. Members will recall that at the Transport and Highways Committee (THC) of 31st October 2013 approval was given to commence a revised consultation and subsequent statutory procedure to develop a permanent Traffic Regulation Order in respect of the pedestrianised lengths of Bridge Street, Bridge Place and Castle Street in Worksop.
3. The proposals follow the use of an Experimental Traffic Regulation (ETRO) along the whole length of pedestrianised sections of Bridge Place / Bridge Street during 2012 when the effects were monitored to determine the impact upon the town and its users. Observations demonstrated that there was a significantly reduced number of vehicle manoeuvres taking place within the pedestrianised area during the experimental period. Whilst at the time it was apparent from site observation and feedback that pedestrian activity was being encouraged several representations were received from holders of Special Access Permits (SAP's) that the changes were causing severe difficulty, in view of concerns a decision was taken to remove the ETRO and revert back to the original prohibitions/ restrictions. The experimental order was in-situ for seven weeks between 22nd May 2012 and 5th July 2012 and upon withdrawal of the ETRO the County Council made a commitment to find a balanced solution to address the issue of traffic using the pedestrian area.

4. The current proposals reflect comments and feedback following the ETRO and the consultation undertaken for the permanent changes to restriction in June 2014. Key findings from the consultation undertaken during 2012 include:
- The majority of respondents agree that traffic in the pedestrianised zone is a concern. Many believe this is exacerbated by abuse of the blue badge system and illegal parking by other drivers in the zone and could be relieved by better enforcement.
 - Most respondents, including the majority of those with a disability, agree that blue badge holders should not be given access to the zone as there is adequate disabled blue badge parking elsewhere within the town.
 - The majority of respondents disagreed with allowing access to SAP's holders. However, the majority of these respondents are not disabled and do not have problems in accessing the facilities of the town. The majority of disabled respondents would prefer access be given to SAP's holders on all non-market days although over half would be happy with access on limited days.
5. The consultation undertaken during June 2014 as part of proposed permanent changes to current Traffic Regulation Orders (TRO's) along Bridge Street, Bridge Place and Castle Street in Worksop. The consultation involved letters to over 500 Special Access Permit holders in Worksop and the wider area, disability groups, market traders, businesses along Bridge Place and Bridge Street plus local councillors. Two exhibition events were also held at the 'The Crossing' on Newcastle Street close to the town centre. A summary of the findings from this consultation were presented to Transport and Highways Committee on 17th July 2014. Numerous comments were made to Officers and key issues raised include:
- The proposed restrictions include areas which contain shops and services used regularly by SAP holders when visiting the town;
 - It was suggested that limited access is maintained on the two sections of pedestrianised areas between the Priory Centre and Newcastle Street;
 - Enforcement is really important and there is confusion around the restrictions;
 - Concerned about impact on blue badge holders.
6. A brief timeline of key tasks carried out as part of this scheme are as follows:

Statutory Consultation and Public Advertisement on current proposals (permanent TRO Changes)	Between 2 nd December and 9 th January 2015
Consultation Update Report to THC on permanent TRO changes	17 th July 2014
Proposals exhibited at 'The Crossing' on Newcastle Street, Worksop	18 th June 2014 (2pm -7pm) and 21 st June (10am – 2pm)
Initial Consultation (permanent TRO changes)	5 th June 2014 to 30 th June 2014
Report to THC – Seeking approval to undertake consultation on changes to permanent TRO	31 st October 2013
Consultation exercise launched following removal of ETRO	22 nd August 2012
Introduction of Experimental Traffic Regulation Order (ETRO) following approval by Portfolio Holder	22 nd May 2012

Current Restrictions

7. Currently along the pedestrianised sections of Bridge Place / Bridge Street (between entrance to Priory Centre car park and Potter Street) vehicle access is restricted to:
 - Special Access Permit holders (green badge) – access allowed at all times;
 - Loading and disabled (blue badge holders) – access allowed Monday to Saturday before 10am and after 3:30pm and any time on a Sunday;
 - Access to private off street parking spaces - entry allowed Monday to Saturday before 10am and after 3:30pm and any time on a Sunday and exit allowed at all times.
8. The statutory consultation and public advertisement was carried out between 2nd December 2014 and 9th January 2015. The document packages were held at Worksop Library, County Hall in Nottingham and Online at www.nottinghamshire.gov.uk/thecouncil/democracy/have-your-say/consultations. Copies of the notice were erected at a number of locations in the area. The notice was published in the Worksop Guardian, Retford Times and the Rotherham and South Yorkshire Advertiser on the 4th / 5th December 2014. Copies of the consultation letter, notice and plans were sent to all statutory consultees and respondents from the consultation in June 2014 where contact details had been provided.

Proposed Restrictions

9. The proposed arrangements should the scheme be implemented are shown on the attached drawings JB/BridgeSt/01/B (overview) and NJG/Bridge/01 (detailed plan). The proposals are summarised below:

Bridge Street Pedestrianised Area (between Newcastle Street and Potter Street):

- Allow access for special access permit holders (green badge) at all times except market days on this section of Bridge Street (Market Days: Wednesday, Friday and Saturday);
- Allow access for loading vehicles on all days before 10am and after 4pm;
- Does not permit access at any time for disabled blue badge holders.

Bridge Place / Bridge Street Pedestrianised Area – (between Priory Centre car park access and Ryton Street) and Bridge Street Pedestrianised Area (between Ryton Street and Newcastle Street):

- Does not permit access at any time for special access permit holders (green badge);
- Does not permit access at any time for disabled blue badge holders;
- Allows access for loading vehicles on all days before 10am and after 4pm.
- Access to be controlled by physical barrier (for example rising bollards).

Newcastle Street and Newcastle Avenue:

- No Waiting At Any Time (double yellow lines) and No Loading 8am to 6pm on the approaches and exits from the Bridge Street / Bridge Place traffic lights junction;
- Installation of Designated Disabled (blue badge) parking only 8am to 6pm, 3 hour waiting limit, no return within 1 hour.

Bridge Street (side of Civic Square):

- Installation of additional Designated Disabled (Blue Badge) parking only 8am to 6pm, 3 hour waiting limit, no return within 1 hour.

Central Avenue and Ryton Street:

- No Waiting At Any Time (double yellow lines) and No Loading 8am to 6pm on the approaches and exits from the Bridge Street traffic lights junction;

- Installation of Special Access Permit (Green Badge) parking only 8am to 6pm, 3 hour limit, no return within 1 hour.
10. Access to private off street parking spaces (primarily off Bridge Street between Newcastle Street and Potter Street) would be similar to current arrangement with entry permitted to the restricted area before 10am and after 4pm with exit at any time. On market days exiting these areas may be restricted, but this would be no different to the current situation.
 11. To maintain convenient access for disabled people and reduce the impact from the proposed access changes, Nottinghamshire County Council will install a number of designated on-street disabled parking bays in the town centre. These will consist of a mixture of Special Access Permit (Green Badge) and Disabled (Blue Badge) holders only spaces to offer greater opportunity for the more severely disabled people to park and access those services within the existing pedestrianised area. It is intended that these spaces will provide an opportunity for holders of these badges to be able to park as close as reasonably possible to the pedestrianised area without entering it.

Objections / Comments Received

12. During the initial consultation and subsequent public advertisement in 2014 a total of forty-six responses were received. Twenty-two responses supported the proposals, at least three individuals who supported the proposals confirmed they were holders of Special Access Permits and agreed that something needed to be done to reduce traffic levels in the pedestrian area. A further seven responses neither supported nor objected and made general points about the proposals or wider issues. Comments made include:
 - Situation is dangerous along these sections of road and something needs to be done to address pedestrian / vehicular conflicts;
 - Considers that the proposed disabled parking on Newcastle Avenue / Newcastle Street will cause congestion;
 - Suggested that provision for rear loading is included in the any designated disabled bays to enable wheelchairs / mobility scooters to get in and out of vehicles;
 - Emphasised the need for enforcement and need to stop vehicles using these roads as a through route;
 - Concerns about cyclists in pedestrianised area;
 - Suggests that the proposed restrictions will bring the area in line with other towns nationally where pedestrian zones with no vehicle access seems to work well;
 - Respondent highlights other roads in the wider area that have restrictions in place for historic reasons and considers that the double yellow lines can be changed to provide limited waiting and increase availability of on-street parking along roads include Slack Walk and Robinson Drive;
 - A local business owner on Bridge Street has also commented that whilst in general they support the proposals suggests that as the heart of the retail areas is found between Ryton Street and the Priory Centre then SAP should be permitted here rather than on the section between Potter Street and Newcastle Street and without this those with disabilities will be disadvantaged.
13. From all responses received seventeen are considered as outstanding objections, including two from local businesses. A number of objections have raised similar / consistent points and a summary of issues include:

Opinions

- It is suggested that full access is permitted one day a week for SAP holders;

- One objector thought these issues had been settled previously when the experimental restrictions were removed and it is vehicle access that is required not more parking spaces at top and bottom of the hill;
- Whilst disabled bays are provided on Bridge Place the respondent is that there are always full based on experience and considers that alternatives are not available. Also in general car parking is always busy and the respondent tends to go elsewhere due to parking and traffic issues;
- Concerned about impact on blue badge holders whose limited access it removed;
- Issues relate to cyclists and people abusing the situation by not displaying badges, and it is suggested that situation is left unchanged but carry out significant and sustained enforcement to ensure on those entitled to use the area are using it;
- Some respondents did not consider vehicles using this area under current restrictions to be a problem.

Consequences

- Respondents have suggested restrictions will affect local businesses;
- Objectors who are SAP holders, object to not being able to drive and park along the proposed restricted sections as this will prevent them from parking outside shops that they visit regularly and are unable to walk from the alternative spaces proposed;
- Some objections have quoted that the Council is against disabled people and want to make life difficult for people who need help, further to this some objections state that the restrictions and proposals are causing worry and upset;
- Objectors have raised issues that the proposals are removing their ability to continue with independence and the option of visiting the area;
- Issues with mobility and restrictions will cause concern and difficulty accessing shops they need to visit. A number of respondents have questioned how they get access to key shops that are within the restrictions such as Wilkinson's, B&M, Halifax, Santander and WH Smith. Many objectors state that these are the most used shops and there are within the area contained in the new restrictions;
- An objector stated that they had never used a mobility scooter and doesn't think it is suitable due to their medical conditions that would make operating the controls difficult;
- The proposed parking is close to the traffic lights on Central Avenue shouldn't be done as this is too narrow for single vehicle movements and the proposal to allow parking on the pavement at this junction should not be allowed;

Other

- Another person suggested that people wouldn't object to paying a parking fee if they still had the same access;
- It has been suggested that Priory Car Park should be free parking and has raised issues that pedestrian access back to this car park is difficult due to slopes in the area;
- The town has seen a gradual reduction in parking such as for new bus station and library, furthermore the increase in the use of residents' only parking has had an impact on available parking;
- Ryton Street is already used by disabled drivers on the double yellow lines, bays should be marked out and market vehicles need to be removed and not allowed to park incorrectly blocking bays;
- Following completion of the public advertisement, an objector who attended the exhibitions in June requested further public meetings;

14. A formal objection has been received from a business on Bridge Street, it is suggested that the proposals will have a detrimental effect on disabled blue badge holders who do not hold

a SAP badge and require access to the business. The business considers that patients brought by car will not be able to access the practice and is of the view that very few elderly and others with health problems would be able to walk from proposed spaces and back again. The business is of the opinion that the elderly and those handicapped by health and mobility problems would be disenfranchised by the proposals as they cannot visit this optician. An option suggested by the optician is for vouchers to be provided by the business that enables parking legally for customers to access the business by vehicle (effectively a permit for service users without a Special Access Permit).

15. A further business is objecting saying the loading times are too restrictive as delivery arrival times are sometimes outside of their control with deliveries in bulk that are of a heavy nature. The business suggest that they already encounter issues with market and other vehicles due to large trailers blocking access, footfall, visibility and access to their premises that is causing a reduction in income. They consider that the restrictions will hamper footfall and affect business.

Response to Objections / Comments Received

16. The proposals have been devised following a number of rounds of consultation with a wide range of stakeholders including holders of Special Access Permits who are directly affected by the restrictions. In addition the Experimental Traffic Regulation Order provided an opportunity to assess the impact of restrictions along all the pedestrianised sections from Potter Street to Bridge Terrace at access to Priory Centre. Whilst the ETRO was in place it was apparent from feedback and site observations that pedestrian activity was encouraged, representations were made that the restrictions were causing severe difficulty. It is considered that the current proposals provide a balance in removing vehicle manoeuvres, encouraging pedestrian activity and minimising the impact from the proposed access restrictions by providing designated on-street disabled parking bays in the town centre. The proposed scheme provides a total of 17 spaces for Blue badge holders and 24 spaces for SAP holders.

Within the town centre, Bassetlaw District Council provide 'shopmobility' that is a free mobility scooter hire service available to anyone who has limited mobility. The mobility scooters can be booked and picked up from the shopmobility centre in the Priory Centre Car Park on Bridge Place. In addition as part of the new bus station it is intended to provide an additional satellite facility where scooters can be collected from.

17. Bridge Place / Bridge Street (between Priory Centre car park access and Ryton Street) and Bridge Street (between Ryton Street and Newcastle Street)

The proposals to remove SAP holder access to these sections of roads generated the most comments and outstanding objections. These sections of highway are level and Bridge Street (between Ryton Street and Newcastle Street) is approximately 75m in length and Bridge Place / Bridge Street (between Priory Centre car park access and Ryton Street) is 94m.

These two specific pedestrian areas contain a number of stores which tend to be the ones that SAP holders primarily visit based on comments received; respondents with more severe mobility issues have asked how they will get access to these stores. Specific examples include stores such Wilkinson's, Iceland and WH Smith, banks (Santander and Halifax) and opticians. To try and reduce the impact of the restrictions the County Council proposes to introduce designated parking bays for SAP holders only on sections of Central Avenue and Ryton Street. Parking (during the restricted hours) would only be allowed in bays if SAP are displayed and will prevent general parking or from disabled blue badge holders. These bays will be located on the road cutting through the two restricted sections

of Bridge Street and are between 15 metres and 90 metres from the end of the restricted area accessed via Central Avenue or Ryton Street.

18. Special Access Permit Holder Parking along Central Avenue / Ryton Street

Currently Central Avenue and Ryton Street are one-way and two bus shelters are located on Ryton Street as part of the regular bus services around the town centre. Objections have raised a number of issues with providing designated parking bays along sections of Ryton Street and on the approaches to the traffic lights along Central Avenue; these include road width, traffic flows, reducing width of pavements to provide parking and people with disabilities getting in or out of vehicles with passing traffic.

It is considered that these locations provide a safe and suitable alternative and will not significantly add to congestion at these locations. The southern side of Ryton Street is already utilised by blue badge holders (who are entitled to park on double / single yellow lines without parking restrictions for up to 3 hours). These bays will be designated for use by SAP holders only during the hours of operation.

As a result of the new bus station on Newcastle Street the stops on Ryton Street will no longer be required and it is proposed that once the bus station is opened then the existing bus stop markings will be converted for SAP holders parking, this will provide additional parking capacity. The new bays proposed for Central Avenue are again proposed post bus station opening, at these locations sufficient footway width can still be maintained as this route will no longer form part of scheduled bus services.

Concerns have been raised regarding the contravention of proposed parking bays. However, parking during restricted times in the proposed bays without displaying the appropriate SAP green badge may result in the issue of a Penalty Charge Notice.

19. Bridge Street between Newcastle Street and Potter Street

To keep impact to a minimum the proposed restrictions maintain Special Access Permit (SAP) holders' provision on Bridge Street between Newcastle Street and Potter Street on non-market days. For SAP holders this is the same as current restrictions on non-market days with a slight benefit as loading is restricted until after 4pm which provide an additional 30 minutes for SAP holders before delivery vehicles are entitled to use the area. This section is approximately 250m in length and on an incline from Newcastle Street up towards Potter Street. The restrictions will mean that blue badge holders will be unable to access this area at any time; currently they can before 10am and after 3.30pm. In order to provide alternative provision and reduce the impact for blue badge holders it is proposed to install designated on-street parking on Newcastle Street and Newcastle Avenue and in an area adjacent to the Civic Square near the Potter Street junction. Through recent consultation some respondents have stipulated that they are both SAP and blue badge holders, therefore the restrictions for this section would not affect them. If people only have a disabled (blue badge) but have particular mobility difficulties then subject to eligibility can apply for a SAP through the County Council, which would provide access to this area.

20. Disabled (Blue Badge) Parking along Newcastle Street

During the consultation issues were raised around vehicles parking close to the Bridge Street / Newcastle Street junction (particularly at the side of the Queens Head) saying it caused congestion and safety concerns. Other objectors have also suggested that the designated disabled parking bays further along Newcastle Street and Newcastle Avenue in the proximity of Bridge Street are likely to cause congestion and be unsafe for users of these bays.

The location of the proposed on-street designated disabled blue badge holders have been selected to maximise the length and availability of parking. In order to prevent parking on existing double yellow lines opposite these parking bays loading restrictions are proposed on the south side of Newcastle Street between Bridge Street and Queen Street and on approaches and exits from the traffic signal controlled junction at the side of the Queens Head. This will prevent congestion occurring due to parking on both side of the junction and provides sufficient width for two-way traffic along Newcastle Avenue and Newcastle Street. This has been considered along with the changes to traffic movements into Queen Street proposed as part of the new bus station.

A respondent suggested the use of double red lines at the Bridge Street / Newcastle Street junction, these are not authorised for use outside London. However, the current proposals include for a loading ban on the approaches to the Newcastle Avenue / Newcastle Street / Bridge Street junction between 8am and 6pm and this restriction together with double yellow lines will have the same effect as double red lines and prevent anyone parking there within the restricted times. The loading restrictions at the end of bays will also enable provision for rear loading for vehicles parked at the end of each bay.

21. Enforcement

Enforcement has been raised through general comments and by objectors; this includes issues with cyclists using the pedestrian areas.

For Bridge Place / Bridge Street (between Priory Centre car park access and Ryton Street) and Bridge Street (between Ryton Street and Newcastle Street) enforcement of vehicle access between 10am and 4pm (subject to exceptions such as emergency vehicles) will be minimal as the scheme proposals include the installation of automatic rise and lower boards. These will be installed at the entrance points to the pedestrianised areas / one-way sections and the bollards will automatically rise at 10am and lower at 4pm providing access for loading outside of these hours. The bollards will be monitored by CCTV as part of the town centre system maintained and managed by Bassetlaw District Council. It is not anticipated that the District Council will be lowering bollards on demand unless for an emergency or maintenance activities. The pedestrian areas are all one-way and no bollards are proposed at the exit points so no issues should be encountered for any vehicles within the restricted zone leaving the area.

Enforcement outside of these times will be in line with current practices. In these cases enforcement of parking / waiting offences is carried out by Civil Parking Enforcement Officers and moving offences by the Police. This will also apply to Bridge Street between Potter Street and Newcastle Street which will be in line with current practices. As SAP holder access is maintained at all times (except Market Days) along this section it is considered that the use of automatic bollards at this location is not suitable as it would require either all SAP holders to have a pass that operates the bollards or would require manually intervention to lower bollards on request via CCTV operators. In addition, the removal of access to vehicles other than SAP holders or loading (within the restricted access) will help provide a clear and consistent message that helps road users understand the restrictions and enforcement. Whilst there is a risk that contravention may still occur, new restrictions will be published on site and the County Council will work with the District Council to advise and inform road users of the restrictions.

Current restrictions do not permit cycling along the pedestrianised sections of Bridge Street and Bridge Place. This element of the restriction will be maintained and enforcing any contravention is the responsibility of Nottinghamshire Police as it is a moving offence.

The County Council does not have responsibility for the provision of off-street car parking. In Worksop there are 12 designated car parks operated by Bassetlaw District Council, each car park provides disabled parking bays that are free for disabled blue badge holders for up to three hours.

The Priory Shopping Centre provides and manages its own car parking, disabled parking bays are provided but fees are payable. Decisions regarding charges at this location are made by the centre's management company.

Other Options Considered

22. Other options that are more restrictive have been considered and put in place as part of the Experimental Traffic Regulation Order during 2012. The extent and type of designated parking bays have been reviewed and amended to reflect comments received between the initial consultation and public consultations.
23. There are numerous permutations of restrictions which may be proposed, it is considered that those presented in this report provide a balanced solution which reflect the view expressed through the various consultations including the ETRO period.

Comments from Local Member

24. The member for Worksop West is in support of the proposal.

Reasons for Recommendations

25. The proposals have been devised in an attempt to address issues of pedestrian / vehicular conflict and to reflect the wishes of the wider community as stated via the consultation exercise carried out in 2012 and further consultation has indicated a mixture of support and objections for the revised proposals. Whilst, objections are outstanding it is considered that alternative provision is provided for the restricted sections and access is maintained to the section of Bridge Street which is the least accessible due to its length and gradient. It is considered that the proposal represents a scheme which seeks to balance the needs of all users of the town centre.

Statutory and Policy Implications

26. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required which have been identified as a serious issue in the town.

Equality Implications

27. The Council has a duty to provide a fair service to all users of the town. However, the Equality Act 2010 requires public bodies 'to advance equality of opportunity between people who share a protected characteristic and those who do not'. Disability is a protected characteristic. Therefore the Council has a duty to make reasonable adjustments so that disabled people can continue to use the facilities of the town.

28. As the revised scheme is developed and consultation undertaken, their needs will continue to be assessed and are incorporated into a revised equality impact assessment that is included as an appendix to this committee report. Previous equality impact assessments are available on request.

Financial Implications

29. Funding provision has been made from the 2015/16 Integrated Transport Measures block and will cost in the region of £40,000 to include the installation of automatic rise and lower bollards.

RECOMMENDATION/S

It is RECOMMENDED that:

The Nottinghamshire County Council (Bridge Place, Bridge Street, Castle Street, Central Avenue, Newcastle Avenue, Newcastle Street And Ryton Street, Worksop)
(Prohibition And Restriction Of Waiting And Loading) Order 2015 (1176)

The Nottinghamshire County Council (Bridge Place, Bridge Street And Castle Street, Worksop)
(One Way and Prohibition of Driving) Order 2015 (1175)

Is made as advertised and objectors advised accordingly.

Neil Hodgson
Service Director (Highways)

Name of Report Author
Mike Barnett

Title of Report Author
Team Manager (Major Projects and Improvements)

For any enquiries about this report please contact:
Mike Barnett - Team Manager (Major Projects and Improvements) Tel: 0115 97 73118

Constitutional Comments (SLB 22/01/2015)

30. This decision falls within the Terms of Reference of the Transport & Highways Committee to whom responsibility for the exercise of the Authority's functions relating to traffic management has been delegated.

Financial Comments (GB 21/01/2015)

31. The financial implications are set out in paragraph 29 of the report.

Background Papers

All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements section at Trent Bridge House, Fox Road, West Bridgford, Nottingham.

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.

Associated reports include:

Report to Transport and Highways Committee Meeting: 17th July 2014
Report to Transport and Highways Committee Meeting: 31st October 2013
Report to Transport and Highways Portfolio Meeting: 7th February 2012
Report to Transport and Highways Portfolio Meeting 16th April 2012
Report to Transport and Highways Committee 12th July 2012

Electoral Division(s) and Member(s) Affected

Worksop West	Councillor Kevin Greaves
Worksop East	Councillor Glynn Gilfoyle
Worksop North	Councillor Sybil Fielding
Worksop North East and Carlton	Councillor Alan Rhodes

Equality Impact Assessment

Purpose of assessment

The Public Sector Equality Duty which is set out in the Equality Act 2010 requires public authorities to have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.

Protected characteristics are: age, disability, gender reassignment, pregnancy and maternity, race (this includes ethnic or national origins, colour or nationality), religion or belief (this includes lack of belief), gender and sexual orientation.

The purpose of carrying out an Equality Impact Assessment is to assess the impact of a change to services or policy on people with protected characteristics and to demonstrate that the Council has considered the aims of the Equality Duty. The Equality Duty must be complied with before and at the time that a change to services or particular policy is under consideration or decision is taken. A public body cannot satisfy the Equality Duty by justifying a decision after it has been taken.

Note: Please write in Plain English as this document, once approved, will be published on the Council's website.

Title: BRIDGE STREET, BRIDGE PLACE AND CASTLE STREET, WORKSOP (LINKED TO CONSIDERATION OF OBJECTIONS REPORT PRESENTED TO TRANSPORT AND HIGHWAYS COMMITTEE ON 18th JUNE 2015)	
Start Date	26 th May 2015
Lead Officer for this assessment	Mike Barnett, Team Manager, Major Projects and Improvements
List of other officers/organisations involved in the assessment	Nick Gibson, Senior Improvements Officer; Karen Moss, Equality Officer

1a	What is being considered and why? Explain rationale behind proposed changes and other options considered, if applicable.
<p>Bridge Street is one of the main shopping streets in Worksop. A section of Bridge Street from Bridge Place through to the Potter Street junctions and parts of Bridge Place and Castle Street currently operate as a pedestrianised zone. General traffic is restricted from entering the street at any time but exemptions exist for loading vehicles, blue badge and special access permit holders. Currently, access and parking arrangements are as follows:</p> <ul style="list-style-type: none"> • Bassetlaw District Council has relocated the market to the pedestrianised area. The market operates on a Wednesday, Friday and Saturday and it is not proposed to alter this arrangement; • General traffic is restricted from entering the pedestrianised zone at any time; • Loading vehicles are permitted to enter the pedestrianised zone to service businesses before 10 am and after 3.30 pm Monday to Saturday; • Special Access permit holders, ie someone who has severe disability impairment, are permitted to enter the zone at all times though on Market Days this is not practicably possible. (Wednesdays, Fridays and Saturdays) • Blue Badge holders are permitted to enter the pedestrianised zone before 10 am and after 3.30 pm Monday to Saturday though on Market Days it is not practicably 	

possible (Wednesdays, Fridays and Saturdays);

- To assist blue badge holders, additional dedicated car parking spaces have been provided in all the Bassetlaw District Council car parks around the town. Additionally holders of disabled blue badges can park for up to three hours on double yellow lines (with no loading restrictions) so long as no obstruction is caused.
- There are no restrictions on access for loading vehicles and permit holders on Sundays but general traffic is not permitted to enter the pedestrian zones.

A high number of cars are parking legally and illegally within the pedestrianised zone causing inconvenience for shoppers and local businesses. Surveys carried out during December 2009 show the following information:

- Saturday: 217 vehicles parked in the pedestrianised zone between 8am-6pm of which 87 were SAP holders
- Tuesday: 282 /110
- Wednesday: 323 /141

Ongoing representations have been made to Bassetlaw District Council and Nottinghamshire County Council by local people and traders concerned about the situation.

In response to these concerns, the Council introduced an Experimental Traffic Regulation Order (ETRO) in May 2012 along Bridge Street and lengths of Bridge Place and Castle Street in Worksop. This ETRO restricted access for all vehicular traffic except for loading between the hours of 4 pm and 10 am. An equality impact assessment was carried out at this time and is available to view at

<http://www.nottinghamshire.gov.uk/thecouncil/democracy/equalities/eqia/>.

The Traffic Order was introduced on an experimental basis so that it could be monitored and amended if required. Following its introduction, a number of objections were received particularly from individuals with severe mobility impairments and holders of Special Access permits who stated that they could no longer access the town centre to carry out routine business or shopping and was a serious threat to their independence. This was not the intention of the Traffic Order and consequently it was withdrawn on 4 July 2012 and reverted back to previous access and parking arrangements.

An extensive consultation exercise was launched on 22 August 2012 and all efforts taken to generate as much public interest and response as possible. Special efforts were made to engage with as many disabled people in the town particularly holders of disabled blue badges and special access permits. Further details and findings are outlined in section 3 on Consultation.

Following on-going representations being received that the pedestrian environment was still being compromised by unreasonable levels of vehicular activity, a meeting was held on 11 September 2013 with officers and members from Bassetlaw District Council and Nottinghamshire County Council. In light of these discussions, it was proposed that amended restrictions are considered for the area which reflects the views expressed in the August 2012 consultation and take account of views expressed during the experimental traffic regulation order period in May 2012. Further details and findings from further consultation undertaken during 2014 are outlined in section 3 on consultation.

New Proposal:

A balanced proposal is required for the town centre which meets the needs of all its users including those with varying degrees and types of disability. Therefore it is recommended that a scheme is introduced, following consultation and the necessary statutory procedure undertaken during 2014 to modify the existing traffic regulation orders to include the following:

Bridge Street Pedestrianised Area (between Newcastle Street and Potter Street):

- Allow access for special access permit holders (green badge) at all times except market days on this section of Bridge Street (Market Days: Wednesday, Friday and Saturday);
- Allow access for loading vehicles on all days before 10am and after 4pm;
- Does not permit access at any time for disabled blue badge holders.

Bridge Place / Bridge Street Pedestrianised Area – (between Priory Centre car park access and Ryton Street) and Bridge Street Pedestrianised Area (between Ryton Street and Newcastle Street):

- Does not permit access at any time for special access permit holders (green badge);
- Does not permit access at any time for disabled blue badge holders;
- Allows access for loading vehicles on all days before 10am and after 4pm.
- Access to be controlled by physical barrier (for example rising bollards).

Newcastle Street and Newcastle Avenue:

- No Waiting At Any Time (double yellow lines) and No Loading 8am to 6pm on the approaches and exits from the Bridge Street / Bridge Place traffic lights junction;
- Installation of Designated Disabled (blue badge) parking only 8am to 6pm, 3 hour waiting limit, no return within 1 hour – (three separate bays providing spaces for a total of approximately 14 vehicles).

Bridge Street (side of Civic Square):

- Installation of additional Designated Disabled (Blue Badge) parking only 8am to 6pm, 3 hour waiting limit, no return within 1 hour – (1 additional parking bay providing spaces for approximately 3 vehicles).

Central Avenue and Ryton Street:

- No Waiting At Any Time (double yellow lines) and No Loading 8am to 6pm on the approaches and exits from the Bridge Street traffic lights junction;
- Installation of Special Access Permit (Green Badge) parking only 8am to 6pm, 3 hour limit, no return within 1 hour – (4 separate bays providing spaces for approximately 24 vehicles).

This equality impact assessment gives details of how service users have been consulted on these proposals and examines the potential impact on people with protected characteristics.

1b	What is the demographic profile of the community you are serving? What is the profile of your services users by protected characteristics, where information is available?
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Bassetlaw is the second largest district in Nottinghamshire. In May 2010, its population was 111,300 with 60% living in either Worksop or Retford. It has a small Black Minority Ethnic population (3.6% mid 2006). There are currently 20,000 people aged 65 or over in

Bassetlaw. By 2025, this will have risen to over 30,000. 22% of households have at least one person with a limiting long-term illness. Levels of obesity are higher than the national average. Six wards are ranked in the worst 10% for deprivation.

Records show that over 600 special access permits have been issued to people in Worksop and surrounding villages. However, this proposal could affect anyone visiting Worksop who holds a permit as they are issued on a County basis and are not restricted to a specific area. The number of blue badge holders varies as applications are approved and personal circumstances change, but the number with a Worksop address is estimated at over 3,600.

1c	What will be the effect of the proposals on service users?
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If vehicular traffic is restricted from entering the Bridge Street pedestrian zone, all pedestrians will find it a more pleasant and safer place to access. Blue badge holders will no longer be able to park within the area and Special Access Permit holders will only be allowed access to the steepest section of Bridge Street (between Newcastle Street and Potter) and the section of Castle Street accessed off Bridge Street.

1d	Even if the proposals apply to everyone equally, could they have a disproportionate/adverse or negative impact on people with the following protected characteristics, if so how?
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Disability (physical, sensory or learning disabilities including effects on carers):

The proposals will have a direct impact on disabled people in receipt of special access permits or disabled blue badges who were previously allowed to park in the area.

Currently, with the relocation of the market to Bridge Street on Wednesdays, Fridays and Saturdays, special access permit holders are unable to park and access the zone during the market operating hours. Blue badge holders are permitted to enter the zone before 10 am and after 3.30 pm on all days, excluding market days.

The new proposal will mean that special access permit holders will have continued access at all times to the steepest section of the pedestrianized area on 4 days per week (non-market days) but will not be able to park on the bottom section ie Bridge Place and Bridge Street (between Priory Centre car park and Ryton Street) and Bridge Street (between Ryton Street and Newcastle Street).

Blue Badge holders will have no access to the area and will be required to park in the nearby car parks or in designated disabled parking bays (proposed along sections of Newcastle Street, Newcastle Avenue and Bridge Street at side of the Civic Square).

Our records show that there are over 600 holders of special access permit holders and an estimated 3,600 blue badge holders in the Worksop area. On a daily basis, between 80 and 140 park in the zone at different times.

Prior to the introduction of the Experimental Traffic Order, Bassetlaw District Council provided 20 additional disabled parking spaces in the four nearby car parks to lessen the impact of parking restrictions on blue badge and special access permit holders. An assessment of each car park follows:

1. Priory Centre car park has 15 disabled blue badge parking bays. There is a Shop Mobility scheme based in this car park which provides electric scooters for people with disabilities. However, it is recognised that some people with severe disabilities will not be able to use this facility. The parking facilities at this car park would be reasonable for anyone who could walk between 100-300 metres eg the distance to Lloyds Bank is 330

metres and the distance to the nearest Greggs shop is 88 metres. This car park is not managed by Bassetlaw District Council and charges are in place for blue badge holders, although there are designated spaces available.

2. Castle Hill car park has 5 disabled blue badge parking bays. However it is situated on a hill so might have access problems for some people with mobility impairments. The parking facilities at this car park could be reasonable for anyone who could walk between 150 – 400 metres as the distance to Lloyds Bank is 136 metres and the distance to the nearest Greggs is 385 metres.

3. Newgate Street East Central car park has 5 disabled blue badge parking bays and Newgate Street West Central also has 5 disabled spaces. The parking facilities at this car park could be reasonable for anyone who could walk between 300 – 520 metres.

4. Queen Street car park has 6 disabled blue badge parking bays.

5. Memorial Avenue/Library has 15 disabled blue badge parking bays.

Distances are to destinations highlighted from local people through consultation.

Whilst the additional disabled car parking spaces might be suitable for people with less severe mobility impairments (mainly blue badge holders) , who can walk the distance from the car parks to the town's facilities, it is recognised that this might not be a solution for severely disabled people (mainly special access permit holders).

An extensive consultation exercise was undertaken from 15 August to 19 September 2012 although replies were still accepted up until 21 September 2012. The consultation sought specific views on whether access should be granted to holders of blue badges and special access permits. It gave the options of allowing access on all non market days or on a limited number of days and gave the respondent the opportunity to express any individual concerns. Further details of the consultation analysis and findings are detailed in section 3 on Consultation.

The current proposals continue to allow 4 full days unlimited access to the pedestrianized area on the steepest section of Bridge Street and reflect the views which were expressed as part of the above consultation exercise and also expressed locally by holders of special access permit holders (SAPs). This will allow holders of SAPs to continue to access essential services within the town by private car and park as close as possible to these destinations on the steepest sections. It will also offer a combination of days throughout the week when the town market can operate with no intrusion from traffic and also offers days when there is no market and as little intrusion as is possible from vehicles.

The current proposals also include provision for approximately 24 vehicles in four additional parking bays for Special Access Permit holders only on Central Avenue and Ryton Street. These will be allocated on the streets near the town centre adjacent to the two restricted areas on Bridge Street to offer greater opportunity for severely disabled people to park and access services where they are no longer able to park. Three of these designated bays (providing approximately space for 14 vehicles) will become available once the new bus station is opened in the summer of 2015, this will allow current bus stops on Ryton Street to be utilised as designated parking bays for SAP holders.

Discussions have taken place with Bassetlaw District Council to improve the shopmobility scheme in the town and an additional facility to collect mobility scooters will be available within the new bus station.

Age:

The proposals will have an impact on people who have special access permits or disabled blue badges and are used to parking in the pedestrianized area. As people age, they are more likely to have mobility impairments and more likely to be in receipt of these parking permits, therefore any proposal to restrict access will have a disproportionate impact on the elderly population. Please see section above on 'disability' for a more detailed assessment.

Gender (Sex):

The proposals will have no adverse impact on people due to their gender.

Gender Reassignment:

The proposals will have no adverse impact on people due to their gender reassignment.

Pregnancy and Maternity:

The proposals will have no adverse impact on people due to pregnancy or maternity.

Race:

The proposals will have no adverse impact on people due to their race.

Religion or belief:

The proposals will have no adverse impact on people due to their religion or belief.

Sexual orientation:

The proposals will have no adverse impact on people due to their sexual orientation.

1e	Will your proposal have any positive impacts on people with the above protected characteristics to advance equality of opportunity or foster good relations?
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All pedestrian users of the area currently compete with motor vehicles for use of the shared space. The current proposal will remove all vehicular traffic (except for loading before 10 am and after 4 pm) from Bridge Place and Bridge Street (between the access to the Priory Centre and Newcastle Street). This will create a safer environment for pedestrians with mobility, visual or hearing impairments and parents/carers with young children. Although there will still be some parking for special access permit holders on the steepest section of Bridge Street and Castle Street, there will be far less traffic than previously because blue badge holders will not be allowed to park in the area.

2a	In terms of any disproportionate/negative/adverse impact that the proposal may have on a protected group, what steps (if any) could be taken to reduce that impact for each group identified. Attach a separate action plan if necessary.
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The Council has a duty to provide a fair service to all users of the town. However, the Equality Act 2010 requires public bodies to 'advance equality of opportunity between people who share a protected characteristic and those who do not'. Disability is a protected characteristic. Therefore the Council has a duty to make reasonable adjustments so that disabled people can continue to use the facilities of the town. Therefore a balanced proposal is required which meets the needs of its severely disabled users, other disabled

users and able bodied users.

The Council has taken account of findings from the extensive consultation exercise carried out in August 2012 in putting forward its new proposals. The latest proposals have also been subject to further consultation with affected users as detailed in section 3.

The Council has included additional on street designated disabled parking bays adjacent to the pedestrianized area so that disabled people can continue to access facilities. In addition three sets of designated bays will become available once the new bus station is opened in the summer of 2015, this will allow current bus stops on Ryton Street to be utilised as designated parking bays for SAP holders.

The Council has also had discussions with Bassetlaw District Council to improve the shopmobility scheme in the town by providing a satellite facility within the new bus station in Worksop to collect mobility scooters.

2b	If ways of reducing the impact have been identified but are not possible, please explain why they are not possible.
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Not applicable.

3	Evidence Sources (i) Give details of any data or research that has led to your reasoning above, in particular, the sources used for establishing the demographics of service users. (ii) Give details of how you have engaged with service users on the proposals and steps to avoid any disproportionate impact on a protected group and how you have used any feedback to influence your decision.
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An extensive consultation exercise was undertaken from 15 August 2012 to Friday, 21 September 2012. The consultation sought specific views on whether access should be granted to holders of blue badges and special access permits. It gave the options of allowing access on all non market days or on a limited number of days and gave the respondent the opportunity to express any individual concerns.

- Information and consultation response form were available on the Council's public website
- Press releases were printed in the Worksop Guardian
- Wrote directly to 350 holders of special access permits (selected at random from the Worksop postcode area)
- Wrote directly to 100 blue badge holders (selected at random from the Worksop postcode area).
- Distributed leaflets to the local council office, Worksop library and ShopMobility office.
- Handed out leaflets in the town centre and placed leaflets on cars parked displaying a special access permit or blue badge
- Leaflets were distributed to local disability groups/organisations including the Worksop Mobility Centre, Royal Society for the Blind, the Nottinghamshire Deaf Society, Age UK Notts and the Carers Federation.

A total of 997 responses were received, about half in response to an on-line questionnaire and about half in the form of written questionnaires. A large proportion of the respondents (44%) considered themselves to be disabled and of these 64% had a mobility impairment.

Overall Conclusion from August 2012 Consultation Exercise:

The majority of respondents agreed there is a traffic issue in the pedestrianised zone. Many believe this is exacerbated by abuse of the blue badge system and illegal parking by other drivers in the zone and could be relieved by better enforcement and punishment. There is also an issue with cyclists/scooters in the zone.

The majority of respondents, including the majority of disabled respondents, agreed that blue badge holders should not be given access to the zone as there is adequate disabled blue badge parking within the town.

The majority of respondents disagreed with allowing access to Special Access Permit holders. However, the majority of these are not disabled and do not have problems in accessing the facilities of the town.

The majority of disabled respondents would prefer access given to Special Access Permit holders on all non market days although over half would be happy with access on limited days.

Most frequently mentioned other comments included reference to car free zones in other towns (96 responses) and 240 people commented that the pedestrian zones in Worksop should have no cars at all. The need for enforcement of the orders to be more rigorous was also mentioned on 82 occasions.

Consultation during 2014

On 31st October 2013 a report was approved at the County Council's Transport and Highway Committee to progress with a consultation and statutory procedure to complete a permanent change to current Traffic Regulation Order as detailed in section 1a. This resulted in an initial consultation undertaken during June 2014 this included letters sent to the following:

- 483 'Special Access Permit' holders in Worksop;
- 101 'Special Access Permit' holders, this represented a random 20% sample of remaining SAP holders in Nottinghamshire with a Sheffield or Doncaster postcode (residents in north of county);
- 24 Disability Groups, the same list has been used from 2012;
- Market Traders;
- Businesses and residential properties on Bridge Place and Bridge Street;
- Bassetlaw District Council;
- County Councillors for Worksop;
- Nottinghamshire County Council press release on 11th June 2014;
- Consultation available on County Council website under current consultations;
- County Council sent out information via social media regarding the consultation providing details of the exhibition dates.

Worksop Guardian and Gainsborough Standard published articles related to the proposals on 24th June 2014 which included details of the exhibitions. As part of the consultation Nottinghamshire County Council Officers exhibited the proposals at 'The Crossing', Newcastle Street, Worksop, S80 2AT on Wednesday 18th June 2pm – 7pm and Saturday 21st June 10am – 2pm. Details of the exhibition were included in letters sent out as detailed above.

Eight people attended the event of Wednesday 18th June with one objecting, three

supporting the proposals and four comments being recorded. On Saturday 21st June six people attended with three objecting and three comments. Given previous levels of interest, these numbers were disappointingly low in spite of the efforts made to encourage attendance.

Findings from the consultation undertaken in June 2014 were presented to Transport and Highways Committee on 17th July 2014 as an update. The statutory consultation and public advertisement was carried out between 2nd December 2014 and 9th January 2015. Document packages were held at Worksop Library, County Hall in Nottingham and Online at www.nottinghamshire.gov.uk/thecouncil/democracy/have-your-say/consultations. Copies of the notice were erected at a number of locations in the area. The notice was published in the Worksop Guardian, Rotherham and South Yorkshire Advertiser and the Retford Times on the 4th / 5th December 2014. Copies of the consultation letter, notice and plans were sent to all statutory consultees and respondents from the consultation in June 2014 where contact details had been provided.

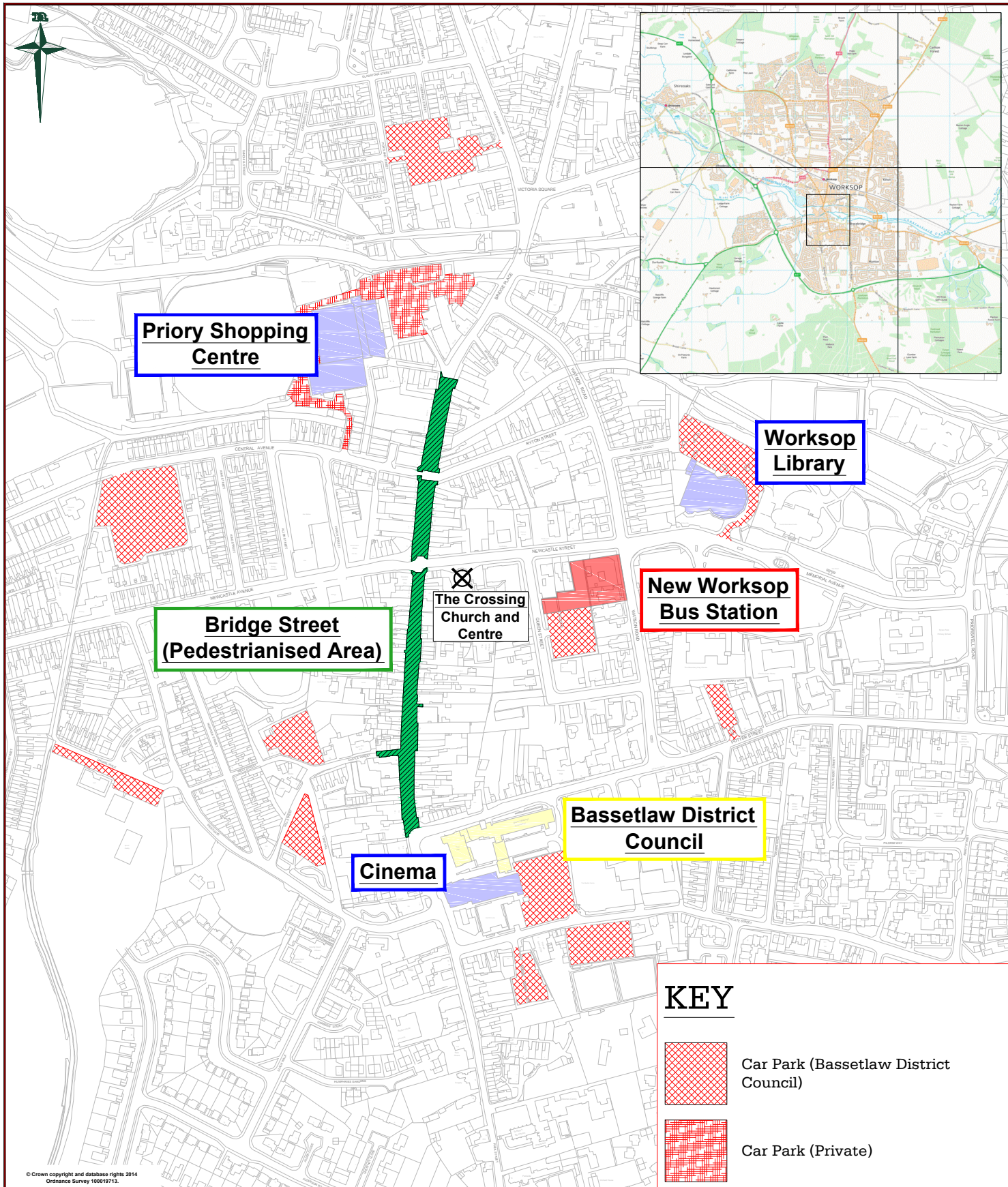
Feedback from the consultation in June 2014 indicated ongoing concerns from SAP holders about accessing shops and services along the restricted lengths of Bridge Place and Bridge Street where all access is to be removed. To minimise the disproportionate impact on this group designated SAP holder parking bays were included in the advertised proposals along Central Avenue and Ryton Street. These bays are located on roads that are in between the two sections of the restricted pedestrianised zone providing the closest access possible whilst maintaining traffic flows.

The advertised proposals are also less extensive than restrictions included in the Experimental Traffic Regulation Order. Access for SAP holders will be maintained on Bridge Street from Newcastle Street to Potter Street. This will provide additional facilities and spaces for SAP holders to utilise.



4	Decision Log – (detail how Elected Members and Senior Managers have been involved in the decision process (give dates of key meetings and decisions made))
	<p>Report to Transport and Highways Committee on 12th February 2015 Bridge Street, Bridge Place and Castle Street Worksop – TRO1175 (One Way and Prohibition of Driving) and TRO1176 (Prohibition and Restriction of Waiting and Loading) Consideration of Objections</p> <p>Report to Transport and Highways Committee on 17th July 2014 Bridge Street, Bridge Place and Castle Street Worksop – 2014 Consultation Update</p> <p>Report to Transport and Highways Committee on 31 October 2013 Bridge Street, Bridge Place and Castle Street Worksop – Permanent Traffic Regulation Order 2013 Consultation</p> <p>Report to Transport and Highways Committee on 12 July 2012 Revocation of Experimental Traffic Regulation Order</p>

5a	Date of Next Review: 1st April 2016
5b	If review is not required, explain why. Page 113 of 166

6a	Approved by: Neil Hodgson, Service Director, Highways
6b	Approval date:



KEY

-  Car Park (Bassetlaw District Council)
-  Car Park (Private)

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Ordnance Survey 100019713.



**Nottinghamshire
County Council**

Trent Bridge House, Fox Road,
West Bridgford, Nottingham, NG2 6BJ
Tel: 0300 500 80 80

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Project
**Bridge Street, Bridge Place and Castle Street, Worksop
Proposed Traffic Regulation Order**

Property No. Project No.

Title
**Bridge Street
Location Plan**

Drawing No. **JB/BridgeSt/01B**

Drawn JWB	Date 06/14
Ch'kd MB	Date 06/15
Auth MB	Traced
Scale	
Rev A	

18th June 2015

Agenda Item: 8

REPORT OF SERVICE DIRECTOR, HIGHWAYS**THE NOTTINGHAMSHIRE COUNTY COUNCIL (ANNESLEY ROAD,
HUCKNALL) (PARKING RESTRICTIONS) TRAFFIC REGULATION ORDER
2015 (4154)****Purpose of the Report**

1. To consider the objections received in respect of the Nottinghamshire County Council (Annesley Road, Hucknall) (Parking Restrictions) Traffic Regulation Order 2015 (4154) and whether it should be made as advertised.

Information and Advice

2. Annesley Road is a key route towards Hucknall from the north, starting from the roundabout junction of the A611 / B6011 and ending at its junction with Baker Street near the centre of Hucknall. The road along this section is a single carriageway road throughout its length, with street lighting present and 30 miles per hour speed limit. There is a continuous footway on both sides of the road.
3. On the northern section of Annesley Road between the B6011 Wighay Road roundabout and Spring Street cycle facilities are provided, either as a shared use on the wide footways, or as advisory cycle lanes on the carriageway in both directions. Along this section of Annesley Road there is residential housing and with minimal on-street parking restrictions. The Hucknall National School is located on the western side near the junction with Barbara Square and bus services operate along the route.
4. The southern section of Annesley Road between Spring Street and Baker Street is mainly fronted by retail premises with some residential properties. The carriageway is narrower than the northern section which results in parking restrictions being required in order to facilitate traffic flow. There is a zebra crossing located midway between Allen Street and Montague Road. No Waiting At Any Time restrictions (double yellow lines) are present on the north-east side of the carriageway for the entirety of this section. On the south-west side there are seven separate parking bays of various lengths located between sections of double yellow lines. Parking within these bays is currently restricted to 30 minutes with no return within 1 hour between the hours of 8.00am to 6.30pm Monday to Saturday. The parking bay furthest to the east, and nearest to the town centre, terminates midway between Montague Road and Magdalene Way. Therefore parking is not available at the eastern end of Annesley Road between No.27 and Baker Street. The businesses are mixed and varied along this section of the route. The Hucknall National Primary School is located on Montague Road which has a junction off Annesley Road.

5. The County Council has received complaints via County Councillor Wilkinson from businesses in the area that the existing 30 minute waiting restrictions are not appropriate for their business needs. In order to address these concerns and improve access to businesses along this section of Annesley Road, it was originally proposed to extend the existing 30 minute limited waiting on Annesley Road to 1 hour in the existing parking bays along Annesley Road. The days and times to which the restriction would apply would remain the same at 8.00am to 6.30pm Monday to Saturday.
6. The consultation period for this original proposal was between 19th December 2014 and 9th January 2015. Copies of the notice were erected at a number of locations in the area; letters were hand delivered to all businesses / residential properties affected by the scheme and letters sent to all statutory consultees. The public advertised documents were placed on deposit at Hucknall Library, South Street, Hucknall, NG15 7BS and at County Hall, Loughborough Road in Nottingham. Thirteen responses were received from the County Councillor, local residents and business owners in the area. These are summarised below:
 - Two responses stated that there are currently no restrictions in the parking bay outside No. 61 Annesley Road;
 - Three responses consider that increasing the length of time that vehicles could park would reduce the availability of the parking spaces and requested an increase in the number of parking bays provided. One of these objectors stated that more bays were possible because they had been indicated in a historic residents' parking scheme which was consulted upon but rejected by residents;
 - Eight objections received via Councillor Wilkinson state that it would be more appropriate for a 2 hour limited waiting restriction to be implemented.
7. In response to objections and comments received the scheme was revised to reflect the majority opinion expressed through the County Councillor by local residents and businesses. The revised proposal was amended to increase the existing 30 minutes, no return within 1 hour restriction to 2 hours with no return within 3 hours. The days and times that the restriction would apply would remain as Monday to Saturday, 8.00am to 6.30pm.
8. A second consultation and advertisement was undertaken between 30th January 2015 and 20th February 2015. Copies of the revised notice were erected at a number of locations in the area; letters were hand delivered to all those businesses and residential properties originally consulted; and letters sent to all statutory consultees. The revised documents were placed on deposit at Hucknall Library, South Street, Hucknall, NG15 7BS and at County Hall, Loughborough Road in Nottingham. In addition the respondents to the first consultation were informed separately of the revised proposal. It is considered that eight of the responses objecting to the original one hour proposal are no longer outstanding, but as a result of the change of proposals two further comments were received from respondents to the previous consultation. The proposals are shown on the attached drawing numbered 47072289/4145/401Rev A.

Objection Received

9. During consultation and advertisement period it is considered that from the thirteen comments received, five are outstanding objections to all or part of the proposals.

10. Objection – unrestricted parking bays

Two local businesses objected on the basis that the parking bay outside their business is currently unrestricted and one business suggests it should remain to allow staff parking.

Response – unrestricted parking bays

The current parking bay outside No. 61 Annesley Road is incorrectly signed. The businesses have been informed and the signing should be altered to reflect the current traffic regulation order in place or changed in line with the proposed restriction. It is considered that increasing the length of time for parking to the businesses in this area will allow improved access to the businesses. Longer term parking provision is available in off-street car parks managed by Ashfield District Council, local charges apply and nearby streets have no parking restrictions.

11. Objection – restrictions reduce the availability of parking

Four objections stated that increasing the length of time that vehicles can park would effectively reduce the availability of parking. Concerns have been expressed that this will have a detrimental effect on their businesses and additional parking bays should be provided.

Response – restrictions reduce the availability of parking

The greater proportion of the responses received from the first consultation exercise was for vehicles to be allowed to park for a maximum of two hours. The scheme was modified to accommodate the view of those businesses and residents located along the road that have responded; the comments received demonstrate the competing views and demands along the same section of road. The amount of space available is the same and whilst the increased time in theory reduces availability it is considered that the increased time provides greater flexibility for visitors and in reality vehicles only park for the time required. The location and length of the parking bays provided is determined by a number of factors; including the available road width, the access for buses along the route and maintaining safe traffic flow along the road.

The proposed traffic order relates to the extents of the current parking bays only. Along this specific section of road no additional bays could be provided due to the location of junctions and accesses.

Other Options Considered

12. Other options were considered that relate to the length of time that vehicles can park in the limited waiting bays.

Comments from Local Members

13. County Councillor John Wilkinson promoted and supports the revised proposals. Councillors Alice Grice and John Wilmott did not comment on the proposals.

Reason for Recommendation

14. The recommendations represent the most appropriate action to satisfy competing requirements in the area.

Statutory and Policy Implications

15. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working 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

16. The scheme is funded from the Local Transport Plan (Integrated Transport Measures) budget for 2015/16 and the works will cost in the region of £2,000.

Crime and Disorder Implications

17. Nottinghamshire Police has raised no objection to the proposals.

RECOMMENDATIONS

It is recommended that:

The Nottinghamshire County Council (Annesley Road, Hucknall) (Parking Restrictions) Traffic Regulation Order 2015 (4154) is made as advertised and objectors advised accordingly.

Neil Hodgson

Interim Service Director Highways

Name of Report Author

Mike Barnett - Team Manager (Major Projects and Improvements)

For any enquiries about this report please contact:

Helen R North – Improvements Manager Tel: 0115 977 2087

Constitutional Comments (LMcC 27/05/15)

18. The Transport and Highways Committee has delegated authority within the Constitution to approve the recommendations in the report.

Financial Comments (GB 26/05/15)

19. The financial implications are set out in paragraph 16 of this report.

Background Papers

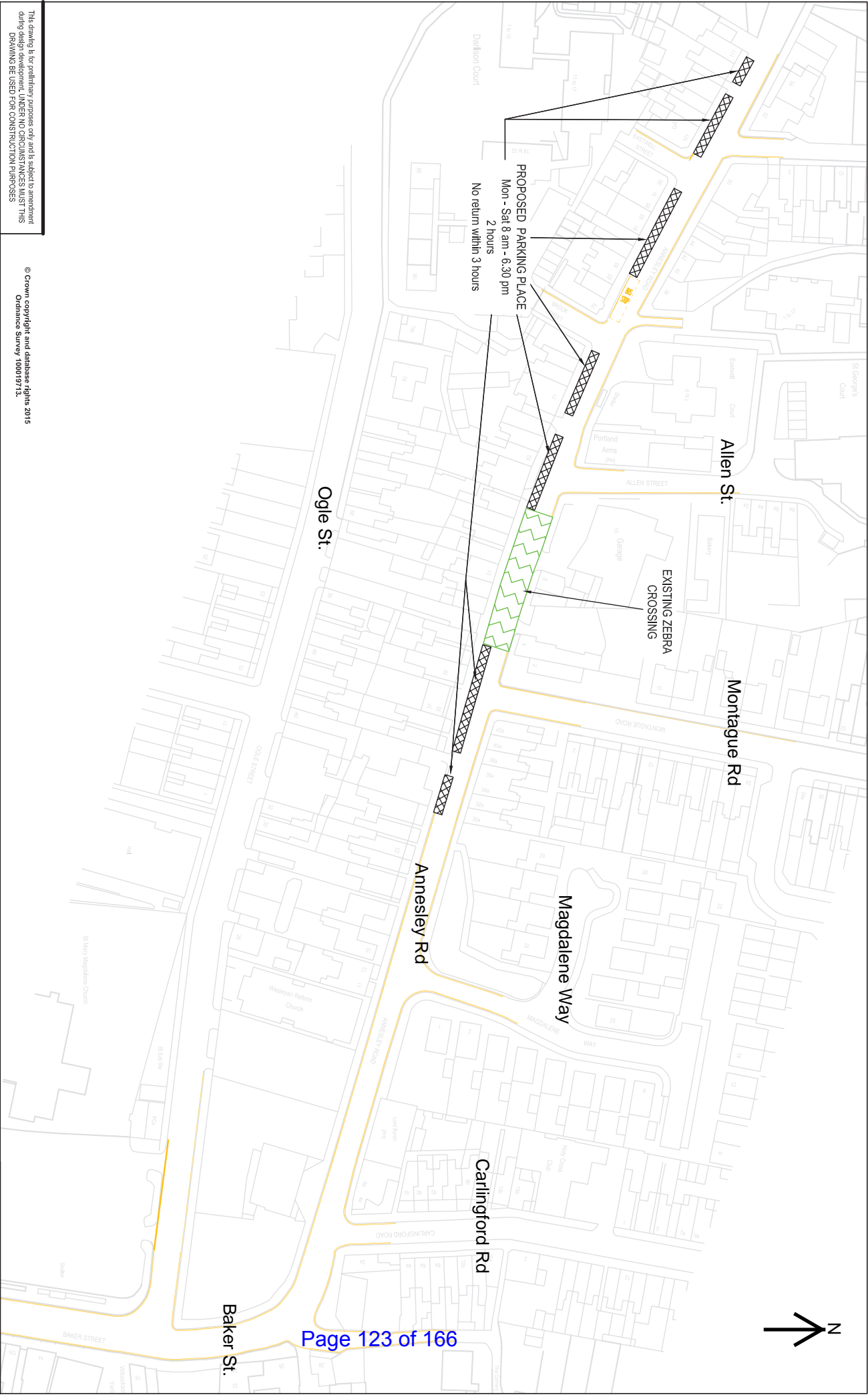
Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements Team at Trent Bridge House, West Bridgford.

Electoral Division and Members Affected

Hucknall
Hucknall
Hucknall

Councillor John Wilkinson
Councillor Alice Grice
Councillor John Wilmott



This drawing is for preliminary purposes only, and is subject to amendment during design development. UNDER NO CIRCUMSTANCES MUST THIS DRAWING BE USED FOR CONSTRUCTION PURPOSES

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Ordnance Survey 100019173.

Project Title			Drawing Title		
NCC MINOR TRAFFIC REGULATION PROGRAMME 2013-14			ANNESLEY ROAD, HUCKNALL PARKING REVIEW		
Client			Purpose of Issue		
Nottinghamshire County Council			CONSULTATION		
Revision Details			Designed S.R.W	Drawn S.R.W	Checked T.F.
By Check			Approved 24/11/2014		Date
Date			Sustainability		4707 2289
Suffr.			Zone / Message		Scale @ A3 1:1000
			Drawing Number		47072289/154/401
			Rev		A
			AECOM 12 Regent Way Chelwynd Business Park Chilwell +44 (0) 115 907 7000 +44 (0) 115 907 7001 www.aecom.com		



18th June 2015**Agenda Item: 9****REPORT OF SERVICE DIRECTOR, HIGHWAYS****THE NOTTINGHAMSHIRE COUNTY COUNCIL (SHIREOAKS ROW,
SHIREOAKS ROAD AND THORPE LANE, SHIREOAKS) (PROHIBITION
AND RESTRICTION OF WAITING) TRAFFIC REGULATION ORDER 2015
(1183)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider the objections received in respect of the above proposed Traffic Regulation Order (TRO) and whether it should be made as advertised.

Information and Advice

2. Shireoaks is a small village approximately 4km north-west of Worksop town centre. Shireoaks Row is located at the south-western end of the village and is part of the Conservation area. The houses on Shireoaks Row are situated on one side of the road and comprise mainly of terraced cottages. The majority of properties have access to garages and/or off-street parking at the rear via a shared un-metalled access road. Whilst unrestricted parking is currently available on Shireoaks Row itself, the road is only wide enough to accommodate parking on one side and on-street parking is therefore at a premium.
3. The County Council has received complaints via local County Councillor Sybil Fielding regarding a range of issues related to parking in the area, these include obstructive parking, parked vehicles close to junctions restricting visibility and difficulties for local businesses both for loading / unloading and short term parking provision for visitors.
4. At its south-western end Shireoaks Row joins Shireoaks Road and Thorpe Lane. The side road junction at this point is on a tight 90 degree bend and surrounded by residential development on two sides and a church on the other side. Complaints have been received regarding parking in very close proximity to the junction/bend by residents and visitors to the church, which causes congestion and safety issues. As such it is proposed to restrict parking around the bend / junction with the introduction of double yellow lines (No Waiting At Any Time) restrictions.
5. At the north-eastern end of Shireoaks Row there is a convenience shop, butchers shop and a café which are all experiencing problems with parking availability for their customers. This

end of Shireoaks Row is frequently used for long term parking by people using the adjacent railway station or walkers using the canal towpath which runs between the shops and the railway station. To address this issue it is proposed to introduce a limited waiting bay (30 minute limit, Monday – Saturday 8.00 a.m. – 6.00 p.m. no return within one hour) outside the shops, to ensure a turnover of parking availability during the day. The proposals, as shown on drawing NJG/Row were consulted on and publicly advertised between 7th November 2014 and 5th December 2014.

6. In addition to the advertised proposals, the County Council undertook a separate consultation / notification exercise to introduce bus stop clearways at bus stops along Shireoaks Common and Shireoaks Row as part of its ongoing commitment to improve public transport in the County and making it easier for buses to stop in this area. Objections were received to these proposals with concerns over a reduction in on-street parking provision. These are also being considered at Transport and Highways Committee on 18th June 2015.

Objections Received

7. A total of nine responses were received to the consultation including two supporting the proposals. Six objections are considered outstanding to some or all of the proposals.
8. Objection – reduction in the availability of on-street parking
The common theme of five outstanding objections was that the restrictions would further reduce the availability of on-street parking and/or that parking may migrate to other areas of Shireoaks Row and Shireoaks Common.

Response – reduction in the availability of on-street parking

The purpose of the junction protection is to ensure sufficient carriageway is available at the specified junctions to enable the safe movement of vehicles and pedestrians and thereby the efficient operation of the junction. The primary purpose of the highway is to facilitate the movement of people and vehicles. However it is recognised that parking on the highway does occur, particularly for households with no alternative parking provision. The introduction of limited waiting parking bays will also affect the availability of long-term on-street parking, but will provide parking availability for short trips to the local businesses in that area. A balance between the needs of all users of the Highway is often difficult to achieve, but it is felt that the proposals offer the best solution in terms of balancing road safety and limited waiting parking whilst retaining as much unrestricted parking as possible.

9. Objection – increase in vehicle speeds and issues with HGV's
An objector, living near the Thorpe Lane junction, considers that by preventing parking close to the junction traffic speeds through the junction would increase. In addition he was concerned about the increasing volume of HGV traffic caused by local businesses using the junction for access.

Response – increase in vehicle speeds and issues with HGV's

The speed limit through the village is 30mph, which is appropriate for the residential nature of the road. The junction protection proposed at the Shireoaks Row / Shireoaks Road / Thorpe Lane is designed to offer improved visibility for vehicles and pedestrians. It is acknowledged that vehicles parked on the highway can sometimes serve to restrict traffic speeds, particularly where vehicles are required to 'give and take' in a single carriageway width. However, it is considered that the hazard posed by vehicles parking in close

proximity to the junction outweighs any benefit accrued by constraining vehicle movements through parking. The natural restriction imposed by the 90 degree bend at this point requires vehicles to slow down.

It is not considered that the restrictions will have any impact on HGV activity. It is considered that the proposed parking restrictions at the Shireoaks Row / Shireoaks Road / Thorpe Lane junction will help with traffic flows at the location and help reduce conflict between larger vehicles identified by the local resident.

10. Objection – parking issues related to Church

An objector, living near the Thorpe Lane junction considers that parking problems are linked to events at the local church and that land owned by the church should have been utilised for parking.

Response – parking issues related to Church

The limits of the restrictions have been kept at the minimum extents considered possible to ensure effective and safe operation of the highway, given proximity to the local church.

The proposed 'No Waiting At Any Time' (double yellow line) restrictions at the side of the church (section opposite 49 to 52) will be shortened to reduce the impact of on-street parking provision at this location particularly when events are taking place at the church. The existing advisory 'H bar marking' will be maintained to assist in keeping this area clear of parked vehicles, therefore allowing a space for wedding or funeral vehicles to pull up. Replacing the 'H bar marking' with double yellow lines would restrict parking for all outside of any events held by the church. Any additional parking provisions off the public highway are outside the scope of the proposed traffic order.

11. Objection – requesting further restrictions

A resident on Shireoaks Common is objecting due to the lack of proposed restrictions in the vicinity of 17 to 31 Shireoaks Common stating that parked vehicles cause obstructions to traffic flow and difficulties for residents entering and existing residential driveways.

A resident of Shireoaks Common is objecting on the grounds that parked vehicles are blocking a private access used to access garages / land at the back of the properties.

Response – requesting further restrictions

Along this section of road most of the residential properties have off-street parking provision. The County Council is proposing to install a bus stop clearway outside numbers 23, 25 and 27 Shireoaks Common (stop BA1078) which will restrict parking at this location and provide a clear unobstructed area for the bus to stop, it is considered that this will assist traffic flow. No further waiting restrictions are currently planned for Shireoaks Common.

An appropriate measure to alleviate residents' difficulties with vehicle access / egress to properties is the provision of advisory 'H bar markings' and these can be provided in line with the County Council's charging policy (£175) on request from local residents.

12. Objection – limited waiting time

The owner of the café further objected on the grounds that no-one would be able to park outside the café and that the limited waiting time proposed was insufficient for the needs of its customers.

Response – limited waiting time

Parking outside the café is currently illegal as there is a central double white line to prevent overtaking on the approach to the level crossing; as such the introduction of these measures will not alter the availability of parking here. It is difficult to balance the needs of different users when a limited amount of parking (13m parking bay, which equates to approximately 2 cars) is available. It is considered that the proposal strikes the best balance between the needs of all businesses on this part of Shireoaks Row. The time limit has been set at a level designed to maximise the availability of parking by ensuring swift turnover of spaces and has been agreed with the local County Councillor. Unrestricted parking is available on other roads within Shireoaks that could be utilised during the day for visits to the café which exceed 30 minutes. The restriction ends at 6pm Monday to Saturday and is not in force on Sundays, making the bay available for long-term parking outside of the restricted times.

Other Options Considered

13. Other options considered relate to the length of the waiting restrictions proposed, which could have been greater and to the extent and times of the limited waiting bay. However as identified above the demand for on-street parking is recognised and so the restrictions have been designed to best balance the competing needs for highway space.

Comments from Local Members

14. The local County Councillor Sybil Fielding is in support of the revised recommendation detailed in the report.

Reason/s for Recommendation/s

15. The restrictions proposed are considered appropriate taking into account a balanced view of the needs of all road users and safety concerns.

Statutory and Policy Implications

16. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Crime and Disorder Implications

17. Nottinghamshire Police raised no objections to the proposals.

Financial Implications

18. The scheme is being funded by the TM Revenue Budget (Bassetlaw) and will cost in the region of £1,500.

RECOMMENDATION/S

It is recommended that:

The Nottinghamshire County Council (Shireoaks Row, Shireoaks Road and Thorpe Lane, Shireoaks) (Prohibition and Restriction of Waiting) Traffic Regulation Order 2015 (1183) be made as advertised and that the objectors be informed accordingly with the following amendment:

- Shorten the proposed 'No Waiting At Any Time' restrictions on the southeast side of Shireoaks Row by 18 metres towards Shireoaks Road.

The revised proposals are shown on the attached drawing NJG/Row/Rev A (Proposed Waiting Restrictions – Revised Committee Plan).

Neil Hodgson
Service Director (Highways)

Name of Report Author:
Mike Barnett

Title of Report Author:
Team Manager (Major Projects and Improvements)

For any enquiries about this report please contact:
Nick Gibson – Senior Improvements Officer T - 01623 873943

Constitutional Comments (LMcC 27/05/15)

19. The Transport and Highways Committee has delegated authority within the Constitution to approve the recommendations in the report.

Financial Comments

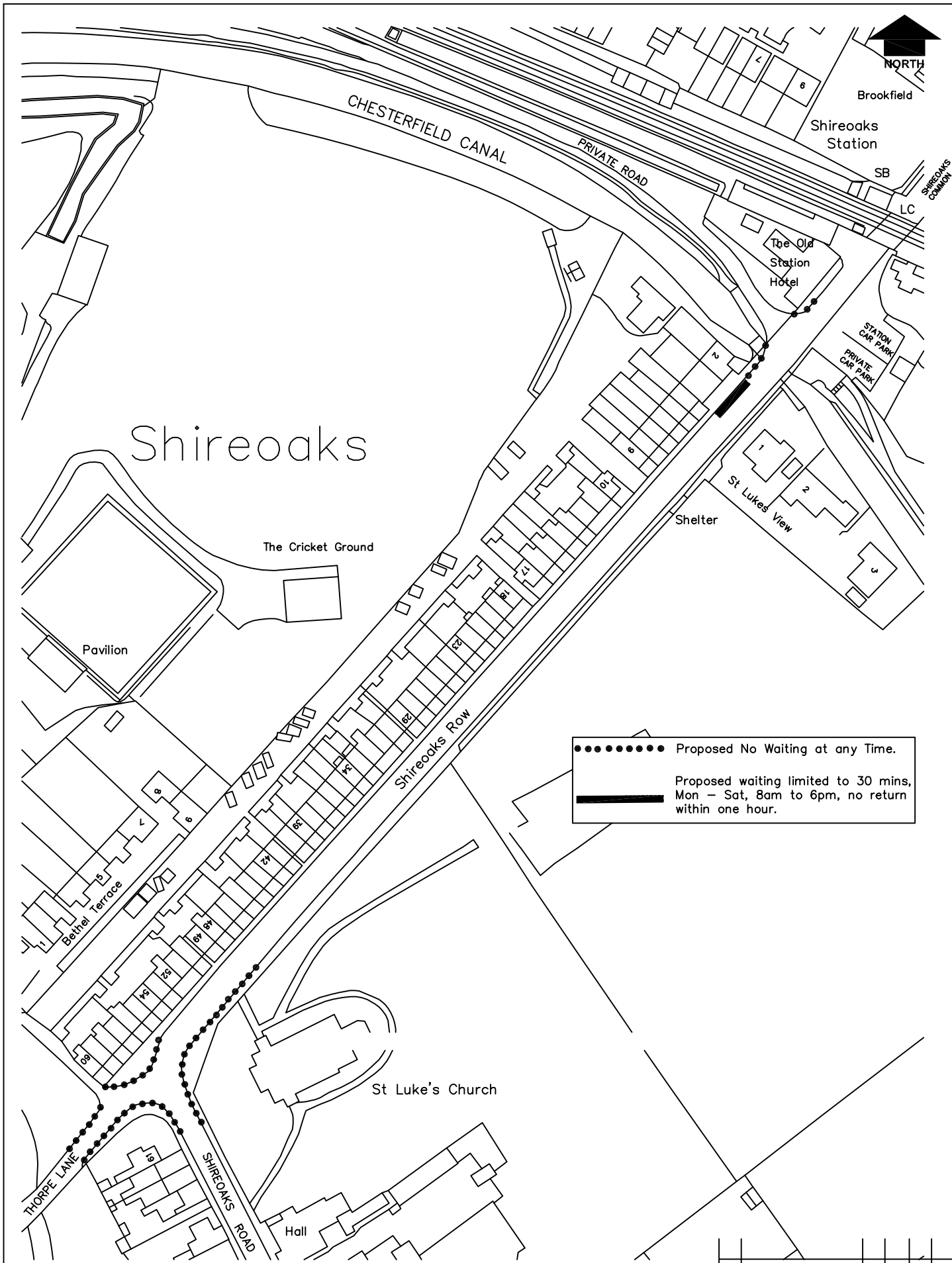
20. The financial implications as set out in paragraph 18 of the report.

Background Papers and Published Documents

All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements Team at Bilsthorpe Highway Depot, Eakring Road, Bilsthorpe, Nottinghamshire NG22 8ST.

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.

Electoral Division(s) and Member(s) Affected
Worksop North Councillor Sybil Fielding



..... Proposed No Waiting at any Time.

———— Proposed waiting limited to 30 mins,
Mon – Sat, 8am to 6pm, no return
within one hour.

Nottinghamshire County Council

Trent Bridge House, Fox Road,
West Bridgford, Nottingham, NG2 6BJ
Tel: 08449 808080

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Project		The Row Area		Shireoaks	
Property No.	Project No.	REV4041854		Drawn	NJG
Title		Proposed Waiting Restrictions		Chkd	-
Drawing No.		NJG/Row		Auth	-
				Rev	-
				Date	-
				Traced	-
				Scale	NTS

REPORT OF SERVICE DIRECTOR, HIGHWAYS**PROPOSED BUS STOP CLEARWAYS - SHIREOAKS****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider the objections received in respect of proposed bus stop clearways in Shireoaks and whether the clearways will be implemented.

Information and Advice

2. Nottinghamshire County Council has over 5,700 bus stops throughout the County and in 2009 adopted a policy for the Provision of Bus Stops and Shelters in Nottinghamshire, which outlined the minimum standards for roadside bus infrastructure. In line with this policy and as part of the County Council's ongoing commitment to improve public transport, works are planned to make it easier for buses to stop and enable passengers to board and alight safely and in comfort.
3. Nottinghamshire County Council works closely with all public transport operators across the County to identify bus stops that suffer from indiscriminate parking. These bus stops are then assessed for suitability and agreed as part of the Integrated Transport Measures (Bus Improvements) programme for improvement works. In order to help alleviate issues with indiscriminate parking bus stop clearways are installed to prohibit cars from parking or waiting in the bus stop during specific times and these are clearly identified with new road markings and signage. The main benefits of bus stop clearways are to:
 - Help the bus align with the kerb to enable level access for disabled passengers and pushchair users;
 - Ease congestion as a correctly aligned bus will not block the road for other road users;
 - Ensure that bus drivers discharge their duty to drop passengers off on the kerb and not on the road;
 - Ensure that the investment in raised kerbs, (as previously required under the Disability Discrimination Act 1995 and now required by the Equalities Act 2010), is not negated by indiscriminate parking at bus stops;
 - Ensure that bus services operate on time and are not delayed.

1. Where parking enforcement has been decriminalised (as in Nottinghamshire) bus stop clearways do not require a Traffic Regulation Order (TRO) but are nevertheless enforceable by Civil Parking Enforcement Officers, and operating hours can be adjusted to reflect bus services' hours of operation. At the Transport and Highways Committee report on 11th September 2014 it was agreed that outstanding objections received for bus stop clearways will be reported to the Service Director for Highways or, in certain circumstances to Transport & Highways Committee for their consideration.
4. Due to ongoing historic issues in Shireoaks with indiscriminate parking causing difficulties for buses to access stop the County Council undertook a consultation exercise to introduce clearways (0600 – 1800hrs, 7 days a week) at the following stops:
 - Bus stop ref BA0360 (outside number 43 and 44 Shireoaks Row)
 - Bus stop ref BA0361 (outside number 12 and 13 Shireoaks Row)
Also requires the relocation of an advisory disabled parking bay 4 metres from its current position in a south westerly direction.
 - Bus stop BA0362 (opposite number 9 Shireoaks Row)
 - Bus stop BA0921 (opposite number 36 Shireoaks Row)
Also includes a new bus stop pole and installation of raised kerbs
 - Bus stop ref BA1078 (outside 27 Shireoaks Common)
 - Bus stop ref BA1079 (outside 34 Shireoaks Common)
 - Bus stop BA1081 (outside 88 Shireoaks Common)
Also includes a new bus stop pole and installation of raised kerbs
5. Shireoaks is a small village approximately 4km north-west of Worksop town centre. Shireoaks Row is located at the south-western end of the village and is part of the Conservation area. The houses on Shireoaks Row are situated on one side of the road and comprised mainly of terraced cottages. The majority of properties have access to garages and/or off-street parking at the rear via a shared un-metalled access road. Whilst unrestricted parking is currently available on Shireoaks Row itself, the road is only wide enough to accommodate parking on one side and on-street parking is therefore at a premium. Shireoaks Common is a continuation of the main road through the village, properties along this section tend to be detached or semi-detached and most have off-street parking provision.
6. In addition to the bus stop clearways, the County Council undertook a separate consultation to introduce the following:
 - 'No Waiting At Any Time' (double yellow line) at the junction of Shireoaks Road Thorpe Lane / Shireoaks Common;
 - 'No Waiting At Any Time' (double yellow line) at the junction of Shireoaks Row and the private road at side of the old Station Hotel;
 - Parking bay – 30 minutes limited way outside the convenience store and butchers on Shireoaks Row.

Objections were received to these proposals with concerns over a reduction in on-street parking provision. These are also being considered at Transport and Highways Committee on 18th June 2015.

7. The bus stop clearway proposals were consulted on during February 2015 with letter sent to affected local residents, businesses, church, Parish Council and local County Councillor.

Objections Received

8. A total of eleven responses (including the Parish Council) were received to the consultation and these are all considered outstanding to some or all of the proposals.
9. Objections – Shireoaks Row
Most respondents acknowledged the need for passenger safety and bus improvements, but the common theme to all outstanding objections was that the restrictions would further reduce the availability of on-street parking and / or that parking may migrate to other areas of Shireoaks Row and Shireoaks Common. Other issues raised include:

- Low volume of passengers on the bus services;
- Bus services do not currently operate on a Sunday;
- Concerns over enforcements;
- Suggests that bus bays are installed on side of road opposite to properties;
- Disagrees with proposals to move the disabled bay;
- The church has services / events on throughout the week and not just on Sundays, considers that the clearways in addition to the proposed double yellow line will further restrict parking options.

Response – Shireoaks Row

The purpose of the bus stop clearways is to provide an area clear of parked vehicles to enable buses to pull up and allow passengers to board and alight from the footway. If the bus is able to correctly pull up to the kerb, traffic flow can be maintained around the bus by passing manoeuvres. Most respondents acknowledge parking issues in the village and this is a key driver for the proposed restrictions.

Whilst, the primary purpose of the highway is to facilitate the movement of people and vehicles it is recognised that parking on the highway does occur, particularly for households with no alternative parking provision. In response to the issues raised it is proposed that the timing of the restriction is amended to exclude Sundays when services do not currently operate. If this changes in the future then restrictions may need to be modified to accommodate the revised timetable.

In order to balance the ongoing demand for on-street parking provision and improve public transport infrastructure it is also proposed not to install the clearway restrictions at stops BA0360 (outside number 43 and 44 Shireoaks Row) and BA0921 (opposite 36 Shireoaks Row – close to St Luke's Church). The planned installation of a bus stop flag and raised kerb for stop BA0921 will still be undertaken. These changes will still provide a clearway accompanied by raised kerbs at a stop in each direction along Shireoaks Common.

As part of Traffic Regulation Order 1183 the length of proposed double yellow lines adjacent to St Luke's Church on Shireoaks Row will be shortened and the existing advisory 'H bar marking' maintained. It is considered that this revision together with removing the introduction of the clearways at this end of Shireoaks Common will help with the competing demands on parking between residents and visitors to the church.

The advisory disabled bay marking outside number 19 will be moved slightly to facilitate the introduction at the existing bus stop and the affected resident has been included in the consultation. The disabled bay marking outside number 22 will not be affected by the proposals and the lining will be refreshed as part of the works.

10. Objections – Shireoaks Common

An objection was received to the proposed clearway at stop BA1081 outside 88 Shireoaks Common Shireoaks from a local resident. Issues raised were similar to residents on Shireoaks Common but in addition concern were raised about waiting buses blocking access to residential driveway, noise and fumes from buses and loss of parking outside property.

Response – Shireoaks Common

The bus stop is not a timing point and is only used should passengers call the service to board or alight at this location and if the bus service does stop then this is only for a short duration. Residential properties around this location also have off-street parking provision.

The timing of the bus stop clearway will also be amended to exclude Sundays in line with the proposals for other clearways further along Shireoaks Common.

Other Options Considered

11. Other options considered relate to the length of time and number of days that the bus stop clearway is in force. However as identified above the demand for on-street parking is recognised and so the restrictions have been amended to best balances the competing needs for highway space.

Comments from Local Members

12. The local County Councillor Sybil Fielding is in support of the revised recommendation detailed in the report.

Reason/s for Recommendation/s

13. The restrictions proposed are considered appropriate taking into account a balanced view of the needs of all road users and safety concerns whilst improving accessibility of bus services.

Statutory and Policy Implications

14. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Crime and Disorder Implications

15. Nottinghamshire Police raised no objections to the proposals.

Financial Implications

16. The scheme is being funded by the Integrated Transport Measures (Bus Improvements) budget and works will cost in the region of £1,500.

RECOMMENDATION/S

It is recommended that:

1. Transport and Highways Committee approves the introduction of Bus Stop Clearways with a reduced hours of operation (0600 – 1800 hrs, Monday to Saturday) at the following bus stops:
 - BA0361 (outside number 12 and 13 Shireoaks Row)
Also requires the relocation of an advisory disabled parking bay 4 metres from its current position in a south westerly direction.
 - BA0362 (opposite number 9 Shireoaks Row)
 - BA1078 (outside 27 Shireoaks Common)
 - BA1079 (outside 34 Shireoaks Common)
 - BA1081 (outside 88 Shireoaks Common)
Also includes a new bus stop pole and installation of raised kerbs
2. Transport and Highways Committee notes the removal of the proposals to implement Bus Stop Clearways at the following stops:
 - BA0360 (outside number 43 and 44 Shireoaks Row)
 - Bus stop BA0921 (opposite number 36 Shireoaks Row)

Objectors will be informed accordingly and revised proposals are shown on the attached drawings H/04078/2076/15A, 16A and 17A.

Neil Hodgson
Service Director (Highways)

Name of Report Author:
Mike Barnett

Title of Report Author:
Team Manager (Major Projects and Improvements)

For any enquiries about this report please contact:
Helen R North (Improvements Manager)

T – 0115 977 2087

Constitutional Comments (LMcC 27/05/15)

17. The Transport and Highways Committee has delegated authority within the Constitution to approve the recommendations in the report.

Financial Comments (GB 26/05/15)

18. The financial implications as set out in paragraph 17 of the report.

Background Papers and Published Documents

All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements section at Trent Bridge House, Fox Road, West Bridgford, Nottingham.

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.

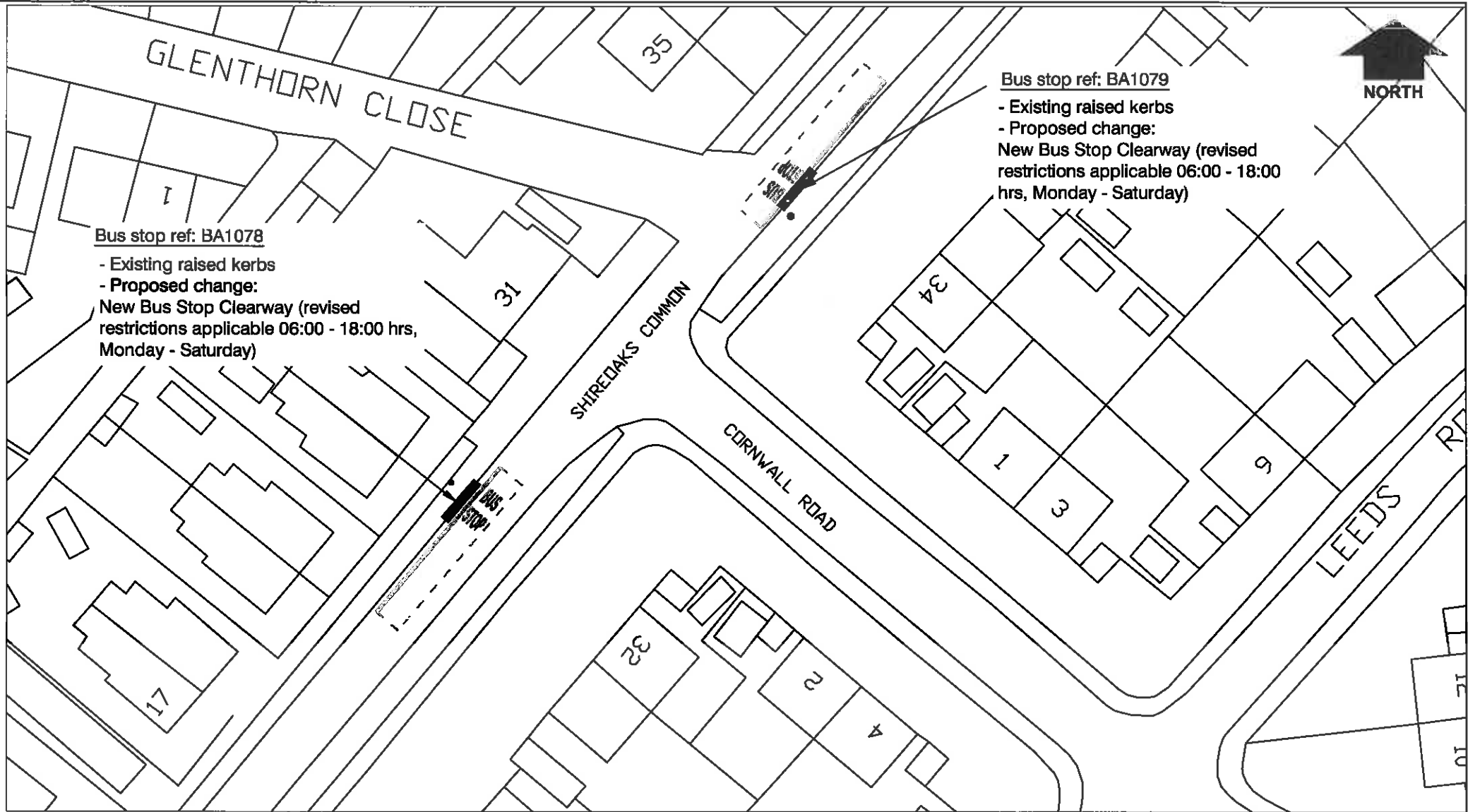
Reports:

Proposed Change To the Process Of Managing Objections To Bus Stop Clearways, 11th September 2014 (Agenda Item 5)

Electoral Division(s) and Member(s) Affected

Worksop North

Councillor Sybil Fielding



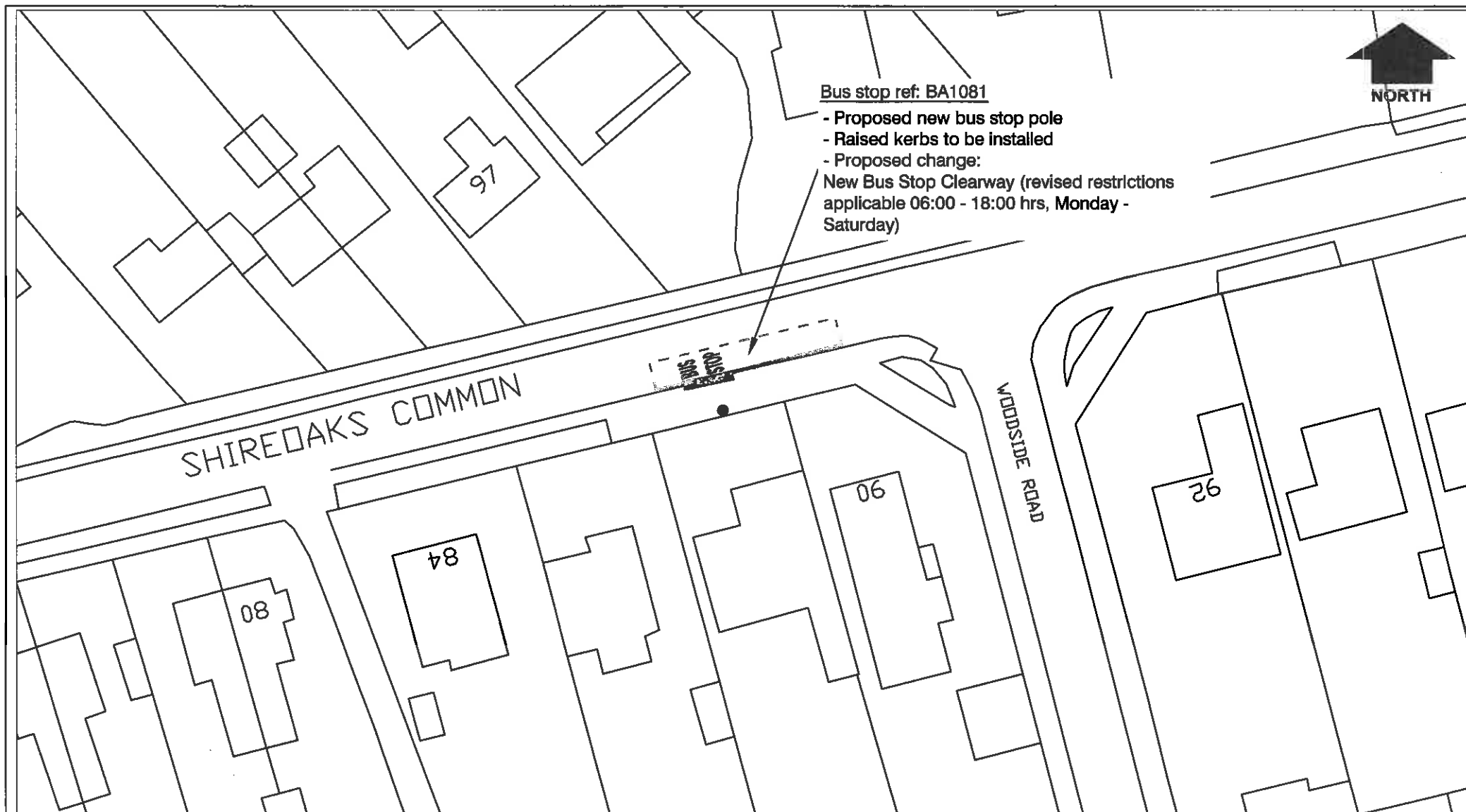
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Project		Bus Stop Improvements - Bassetlaw		Shireoaks Common		Drawn	Date	
Property No.		Project No.				EMcG	MAY 15	
Title		Bus stop ref: BA1078 & BA1079 (Revised Recommendation)				MB	MAY 15	
Drawing No.		H/04078/2076/16A				Auth	Traced	
						Rev	Scale	



Bus stop ref: BA1081

- Proposed new bus stop pole
- Raised kerbs to be installed
- Proposed change:
New Bus Stop Clearway (revised restrictions
applicable 06:00 - 18:00 hrs, Monday -
Saturday)



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Project	Bus Stop Improvements - Bassetlaw		Shireoaks Common		Drawn	EMcG		Date	MAY 15	
Property No.	Project No.				Chkd	MB		Date	MAY 15	
Title	Bus stop ref: BA1081 (Revised Recommendation)				Auth			Traced		
Drawing No.	H/04078/2076/17A				Rev			Scale		

18 June 2015**Agenda Item: 11****REPORT OF REPORT OF SERVICE DIRECTOR, HIGHWAYS****PROPOSED BUS STOP CLEARWAYS (BRAMCOTE LANE, CHILWELL,
POLPERRO WAY, HUCKNALL, NEW EATONS ROAD, STAPLEFORD,
WINDSOR ROAD, STAPLEFORD)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. This report groups together responses to the separate consultations to consider the objections received in respect of the above proposed bus stop clearways and whether they should be implemented.

Information and Advice

2. Nottinghamshire County Council has over 5,700 bus stops throughout the County and in 2009 adopted a policy for the Provision of Bus Stops and Shelters in Nottinghamshire, which outlined the minimum standards for roadside bus infrastructure. In line with this policy and as part of the County Council's ongoing commitment to improve public transport, works are planned to make it easier for buses to stop and enable passengers to board and alight safely and in comfort.
3. Nottinghamshire County Council works closely with all public transport operators across the County to identify bus stops that suffer from indiscriminate parking. These bus stops are then assessed for suitability and agreed as part of the Integrated Transport Measures (Bus Improvements) programme for improvement works. In order to help alleviate issues with indiscriminate parking bus stop clearways are installed to prohibit cars from parking or waiting in the bus stop during specific times and these are clearly identified with new road markings and signage. The main benefits of bus stop clearways are to:
 - Help the bus align with the kerb to enable level access for disabled passengers and pushchair users;
 - Ease congestion as a correctly aligned bus will not block the road for other road users;
 - Ensure that bus drivers discharge their duty to drop passengers off on the kerb and not on the road;
 - Ensure that the investment in raised kerbs, (as previously required under the Disability Discrimination Act 1995 and now required by the Equalities Act 2010), is not negated by indiscriminate parking at bus stops;
 - Ensure that bus services operate on time and are not delayed.

4. Where parking enforcement has been decriminalised (as in Nottinghamshire) bus stop clearways do not require a Traffic Regulation Order (TRO) but are nevertheless enforceable by Civil Parking Enforcement Officers, and operating hours can be adjusted to reflect bus services' hours of operation. At the Transport and Highways Committee report on 11th September 2014 it was agreed that outstanding objections received for bus stop clearways will reported to the Service Director for Highways or, in certain circumstances to Transport & Highways Committee for their consideration.
5. A number of clearways were consulted on during April and May 2015 and objections were received in respect of:
 - Bramcote Lane, Chilwell (bus stop reference: BR0155)
 - Polperro Way, Hucknall (bus stop reference: Tiverton Close AS0409)
 - New Eaton Road, Stapleford (bus stop references: The Vista BR0140 and BR0141)
 - Windsor Street, Stapleford (bus stop reference: BR0479)
6. Bramcote Road is a residential road in Chilwell comprising of semi-detached properties with off-street parking. The new NET phase 2 route bi-sects the road approximately half-way along and has necessitated the re-location of the stop (reference BR0155) to a new location around 35m further north, adjacent to an area of recreational open space. The proposals are to introduce a bus stop pole, shelter, real-time timetable information board, raised kerb and a 24hr bus stop clearway at the new location. The consultation took place between 21st April 2015 and 12th May 2015 and the attached drawing H/04078/2091/01 represents the advertised proposals.
7. Polperro Way is a residential road in Hucknall comprising mostly of semi-detached properties with off-street parking. The roads form part of a larger 1960s housing estate located approximately 2km south-west of Hucknall town centre. The bus stop is located in a lay-by opposite Tiverton Close and adjacent to a small green around which is an area of housing. The properties have no direct vehicular access to Polperro Way, but have off-street parking in the form of garages, accessed off Tavistock Close. The County Council has received reports of obstructive parking preventing buses accessing the bus stop. The proposal is to introduce a 24hr bus stop clearway to remove parked vehicles from the lay-by where the bus stop is located. The consultation took place between 1st April 2015 and 13th May 2015 and the attached drawing H/04078/2099/02 represents the advertised proposals.
8. New Eaton Road is a residential road in Stapleford comprising mostly of semi-detached properties with off-street parking. The roads form part of a larger 1950s housing estate located approximately 1km north-east of Stapleford town centre. The bus stops are located in two lay-bys on opposite sides of New Eaton Road, adjacent to an area of housing called The Vista. The Vista comprises twenty bungalows, ten on each side of the road, laid out around a small green. The properties have no off-street parking and pedestrian access to New Eaton Road. The County Council has received reports, via the bus operators, of obstructive parking preventing buses accessing the bus stops. The proposals are to introduce a bus stop clearway (Mon – Sat, 7am – 7pm) to remove parked vehicles from the lay-bys where the bus stops are located. The consultation took place between 24th April 2015 and 22nd May 2015 and the attached drawing H/04078/2082/11 represents the advertised proposals.
9. Windsor Street is a residential road, located near to Stapleford town centre, which comprises both detached and semi-detached properties with off-street parking. The bus stop is located approximately 200m from the junction of Windsor Street and the main road (Nottingham Road). The County Council has received reports, via the bus operators, of

obstructive parking preventing buses accessing the bus stop. The proposals are to introduce a bus stop clearway (Mon – Sat, 7am – 7pm) to remove parked vehicles from the stop. The consultation took place between 24th April 2015 and 22nd May 2015 and the attached drawing H/04078/2082/13 represents the advertised proposals.

Responses received

10. A total of thirty-six responses were received to the consultation, five of which were positive and twenty-two are outstanding objections to some or all of the proposals. This comprises responses in respect of the following locations:

- Bramcote Lane, Chilwell (eight responses, six outstanding objections)
- Polperro Way, Hucknall (twelve responses, six outstanding objections)
- New Eaton Road, Stapleford (ten responses, five outstanding objections)
- Windsor Street, Stapleford (six responses, three outstanding objections)

11. Objection – why is a clearway required

A common theme to objections received in each consultation was that the respondents questioned either the need for a clearway or for the bus service.

Response – why is a clearway required

The purpose of the bus stop clearways is to provide an area clear of parked vehicles to enable buses to pull up and allow passengers to board and alight from the footway. Each of these stops have been identified by passenger transport services as ones that suffer from habitual parking. These bus stops are then assessed for suitability and agreed as part of the Integrated Transport Measures (Bus Improvements) programme for improvement works. Not all stops along a particular route may experience problems with parked vehicles and so not all stops will be treated with clearways.

Each bus stop is used by a scheduled service (as opposed to a school service), which operates throughout the day, offering further sustainable transport choices to local residents, not all of whom have access to a private car. Data from the 2011 census shows that in both Broxtowe and Ashfield over a fifth of households (21.6% and 23.7% respectively) do not have access to car or van, this is higher than the Nottinghamshire average of 20.8%. Nottinghamshire County Council spends £4.2 million per year supporting local bus services, these services have been carefully assessed and prioritised for support because they meet community, social or economic needs. This significant investment can only be maximised if these services, some of which use these stops, can access the bus stop infrastructure which has been installed on the highway. Allowing any parking at the bus stops during service times could obstruct the movement of the buses and restrict their operation.

Whilst the primary purpose of the highway is to facilitate the movement of people and vehicles it is recognised that parking on the highway does occur, particularly for households with no alternative parking provision. However, unrestricted on-street parking is available on each of these roads, offering alternative on-street parking locations without obstructing the bus stop. The times of operation for each clearway has been linked to the days and times of the buses which service that stop.

12. Objection – on-street parking

A common theme to objections received in each consultation was that the respondents viewed the bus stops as available kerbspace to park private vehicles and so objected to the loss of on-street parking.

Response – loss of on-street parking availability

Aligning with the kerb provides level access for disabled passengers and pushchair users and ensures that investment in raised kerbs, as required under disability and equalities legislation, is not negated by indiscriminate parking at bus stops preventing the bus reaching the kerb. If the bus stop is not kept clear of parked vehicles, drivers are unable to discharge their duty to drop passengers off on the kerb and not on the road. Nottinghamshire County Council is committed to ensuring full accessibility to the transport network. The bus stop clearway will enable services to pull in, directly against the raised kerb, therefore enabling passengers with limited mobility and wheelchair users to access the bus.

Whilst the primary purpose of the highway is to facilitate the movement of people and vehicles, it is recognised that parking on the highway does occur, particularly for households with no alternative parking provision. However, unrestricted on-street parking is available on each of these roads, offering alternative on-street parking locations without obstructing the bus stop. The times of operation for each clearway has been linked to the days and times of the buses which service that stop.

13. Objection – Traffic congestion and safety issues (Bramcote Lane)

Additionally to the above issues objectors to the Bramcote Lane clearway were concerned that traffic would back up behind the bus as it waited at the stop, causing congestion and, the objectors felt, causing visibility issues for vehicles exiting the service road or driveways.

Response – Traffic congestion and safety issues (Bramcote Lane)

This stop is not a timing point so vehicles would only stop for short periods to allow passengers to alight or board. The stop location has been proposed at a location far enough from the tram line for any temporary congestion not to affect the operation of the tram. Any traffic which does queue behind a stationary bus will do so briefly. On occasion motorists may need to briefly wait to exit private driveways or the service road.

14. Objection – location of the proposed stop (Bramcote Lane)

Additionally to the above issues objectors to the Bramcote Lane clearway questioned the location of the proposed stop, as a temporary stop has been in operation further north.

Response – location of the proposed stop (Bramcote Lane)

The proposed location has been identified because it best meets the needs of the public transport network in that it retains the stop as close as is practical to the previous location providing access for Sandby Court residents and users of the doctor's surgery. It is adjacent to an open, grassed area in a location which minimises any impact on residents' properties. It is in a location which offers enough space to install the shelter and real time information unit.

The objectors have suggested other locations moving the stop north or south of its proposed location. If the stop was relocated further south away from Sandby Court, the footway is not wide enough to install the shelter and maintain the required footway width to meet Equalities requirements. The only option in this direction is to not replace the stop but to ask passengers to walk to the top of the hill and use the stop opposite Hallams Lane. This is over 300m from the previous Sandby Court location.

In the northerly direction the grassed area offers the only stretch of kerb where a bus could pull up not directly in front of a house and not directly obstructing a vehicle access dropped kerb. If the bus stop is not located in this grassed area the bus users would have to walk

320m to the stop near the Bramcote Avenue, rather than the 50m the proposed option requires. The proposed location is the closest position to the previous Sandby Court stop and is considered best suited to the installation of the bus stop infrastructure.

15. Objection – health / mobility concerns (New Eaton Road)

Additionally to the above issues some objectors to the New Eaton Road clearway objected on the grounds of health / mobility issues for family members which they felt necessitated being able to park in close proximity to their houses.

Response – health / mobility concerns (New Eaton Road)

Where residents have significant health issues it may be appropriate to request an advisory disabled bay marking on the Highway, which would be provided free of charge by the County Council, subject to set criteria being satisfied. These markings are only intended for use in very exceptional circumstances where parking levels are frequently high but available vehicle spaces are very limited.

16. Objection – obstructive parking on open green (Polperro Way)

Additionally to the above issues some objectors to the Polperro Way clearway raised concerns that the restrictions would result in parking migration and that vehicles would be parked on the green open area in front of the houses; a safety concern as this would require the vehicles to drive on the footway/grassed pedestrian area.

17. Response – obstructive parking on open green (Polperro Way)

It is recognised that there is likely to be some element of displaced parking with any new highway waiting restriction, however the clearway is considered necessary to remove parked vehicles from obstructing the bus stop and facilitate the safe operation of the bus service. There is unrestricted on-street parking along Polperro Way and nearby side-roads.

The possibility of vehicles illegally driving on the pavement to access and park on the green has been noted and a series of bollards, in keeping with those at other locations on the estate, will be erected at the southern edge of the green to prevent this.

Other Options Considered

18. Other options considered relate to the length of time and number of days that the bus stop clearway is in force. The demand for on-street parking is recognised and so the restrictions have been kept to the minimum required to ensure the safe operation of the bus stop.

Comments from Local Members

19. Local County Councillors Stan Heptinstall and Jacky Williams asked that the objections raised by their constituents be considered (New Eaton Road / Windsor Street). No other comments on the proposals were received from Members.

Reasons for Recommendations

20. The measures contained in the proposed traffic regulation order are considered appropriate taking into account a balanced view of the needs of all sectors of the community, including non-drivers, the County Council's network management duty and safety concerns. The proposals will assist the safe and effective operation of local bus services.

Statutory and Policy Implications

21. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health

only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as require.

Financial Implications

22. The scheme is being funded through the 2015/16 Local Transport Plan Bus Improvements capital budget and the cost is estimated at £2,000.

Crime and Disorder Implications

23. Nottinghamshire Police made no comments on the proposals.

RECOMMENDATION/S

24. It is recommended that the bus stop clearways proposed at Bramcote Lane, Chilwell, Polperro Way, Hucknall, New Eaton Road, Stapleford and Windsor Road, Stapleford be implemented and the objectors informed accordingly

Name of Report Author

Mike Barnett

Title of Report Author

Team Manager (Major Projects and Improvements)

For any enquiries about this report please contact:

Helen North (Improvements Manager) 0115 9772087

Constitutional Comments (SJE – 01/06/2015)

25. This decision falls within the Terms of Reference of the Transport & Highways Committee to whom responsibility for the exercise of the Authority's functions relating to the provision of passenger transport services, including bus initiatives, has been delegated.

Financial Comments (GB - 03/06/2015)

15. The financial implications are set out in paragraph 22.

Background Papers

All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements section at Trent Bridge House, Fox Road, West Bridgford, Nottingham.

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.

Reports:

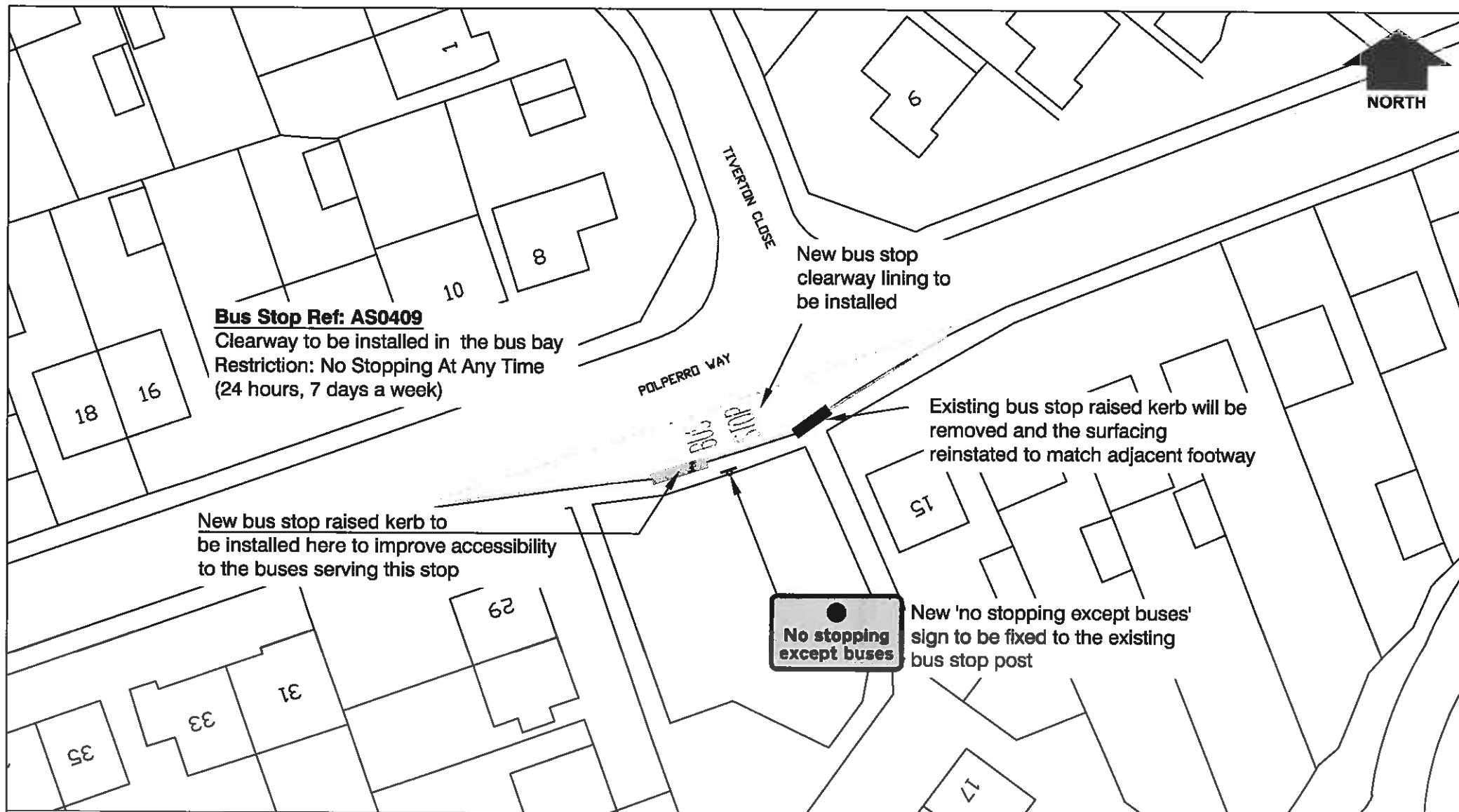
Proposed Change To the Process Of Managing Objections To Bus Stop Clearways, 11th September 2014 (Agenda Item 5)

Electoral Division(s) and Member(s) Affected

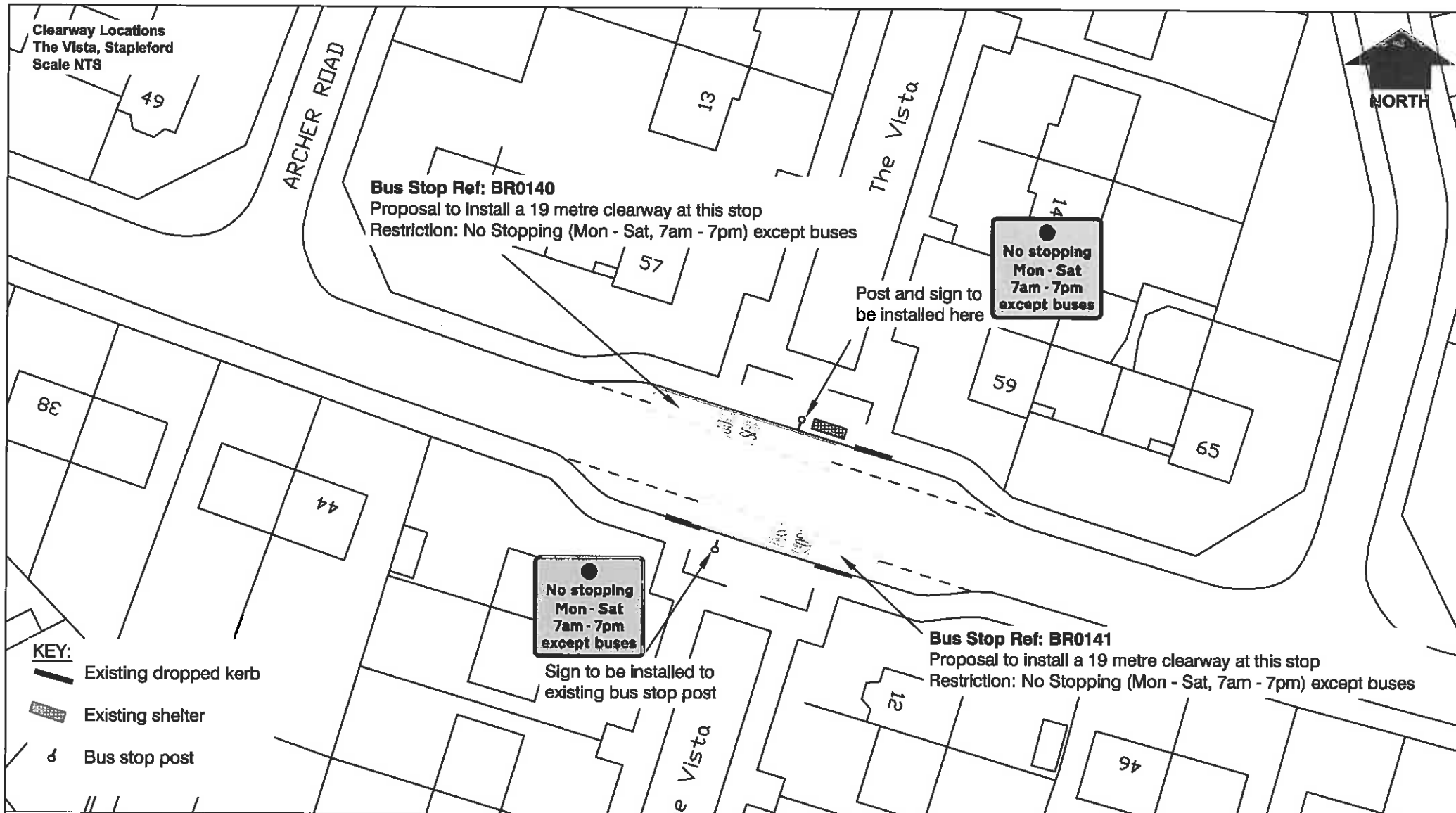
Councillors Stan Heptinstall and Jacky Williams – Bramcote and Stapleford


Councillors Alice Grice, John Wilkinson and John Wilmott – Hucknall

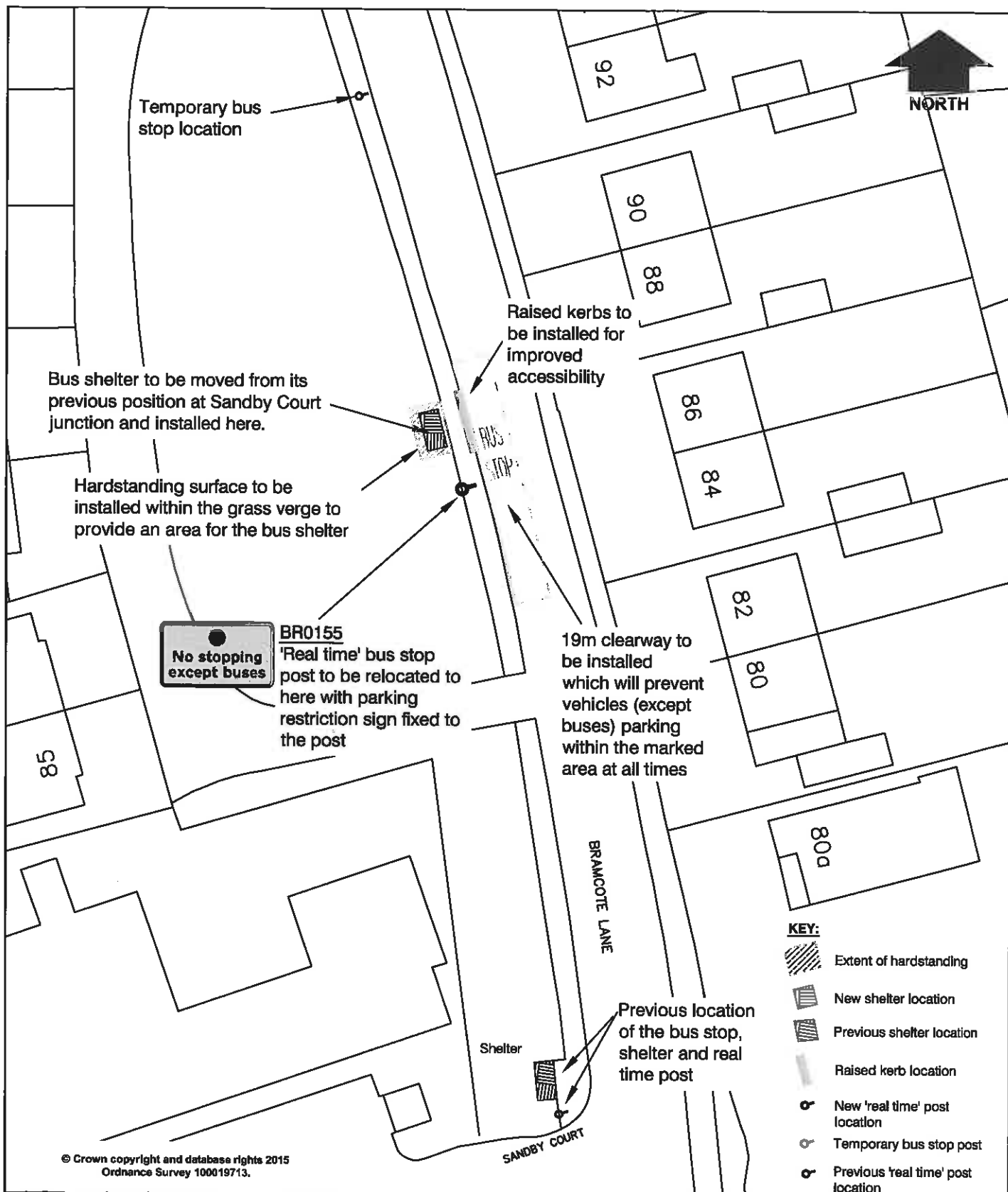
Councillors John Doddy and Richard Jackson – Chilwell and Toton



Project		Bus Stop Improvements		Polperro Way - Hucknall		Drawn	Date
Property No.		Project No.	P.H.IB.51415.06			EMcG	APR 15
Title		Clearway Proposal and Raised Kerb Relocation		Bus Stop Ref: AS0409		Chkd	Date
Drawing No.		H/04078/2099/02				MB	APR 15
						Auth	Traced
						Rev	Scale
							NTS



 Nottinghamshire County Council Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ Tel: 0300 500 80 80 © Nottinghamshire County Council	Project		Bus Stop Improvements - Broxtowe		Stapleford		Drawn	Date
	Property No.	Project No.	P.H.IB.51415.06			EMcG	APR 15	
	Title					Chkd	Date	
	New Eaton Road - The Vista - Bus stop ref: BR0140 & BR0141					Auth	APR 15	
	Drawing No.					Rev	Scale	
					H/04078/2082/11			NTS



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Project		Beeston NET SQBP - Bus Improvements		Drawn	Date
				EM	APR 15
Property No.		Project No.		Chkd	Date
		P.H.IB.51415.04		MB	APR 15
Title		Bramcote Lane Bus Stop Relocation BR0155		Auth	Traced
					Scale
					NTS
Drawing No.		H/04078/2091/01			Rev

Apr 20, 2015 - 1:36pm i:\Highways\Improvements\2014-15\2014-15 Shortcuts\Ellen McGuinness\Bus Improvement schemes\P.H.IB.51415.04 ChCAD plans.dwg

Clearway Location
Windsor Street, Stapleford
Scale NTS

NORTH

No stopping
Mon - Sat
7am - 7pm
except buses

Sign to be installed to
existing bus stop post

WINDSOR STREET

Bus Stop Ref: BR0479

Proposal to install a 19 metre clearway at this stop
Restriction: No Stopping Mon - Sat, 7am - 7pm

KEY:

Existing dropped kerb
Bus stop post



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Project

Bus Stop Improvements - Broxtowe

Stapleford

Property No.

Project No.

Title

Windsor Street - Bus stop ref: BR0479

Drawing No.

H/04078/2082/13

Rev

Description

Drawn

Chkd

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Date

EMCG

APR 15

Chkd

APR 15

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Scale

Rev

NTS

18 June 2015**Agenda Item: 12****REPORT OF CORPORATE DIRECTOR, POLICY, PLANNING AND
CORPORATE SERVICES****WORK PROGRAMME****Purpose of the Report**

1. To consider the Committee's work programme for 2015.

Information and Advice

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, committees are expected to review day to day operational decisions made by officers using their delegated powers. It is anticipated that the committee will wish to commission periodic reports on such decisions. The committee is therefore requested to identify activities on which it would like to receive reports for inclusion in the work programme. It may be that the presentations about activities in the committee's remit will help to inform this.
5. The work programme already includes a number of reports on items suggested by the committee.

Other Options Considered

6. None.

Reason/s for Recommendation/s

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

Statutory and Policy Implications

8. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working 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

That the committee's work programme be noted, and consideration be given to any changes which the Committee wishes to make.

Jayne Francis-Ward
Corporate Director, Policy, Planning and Corporate Services

For any enquiries about this report please contact: Pete Barker x 74416

Constitutional Comments (HD)

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

Financial Comments (NS)

10. There are no direct financial implications arising from the contents of this report. Any future reports to Committee on operational activities and officer working groups, will contain relevant financial information and comments.

Background Papers

None.

Electoral Division(s) and Member(s) Affected

All

TRANSPORT & HIGHWAYS COMMITTEE - WORK PROGRAMME

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information?</u>	<u>Lead Officer</u>	<u>Report Author</u>
16 July 2015				
Local Bus Service Update	Update report	Info	Chris Ward	Mark Hudson
Public Transport – County & City Shared Service Project	Project update	Decision	Pete Mathieson	Mark Hudson
Integrated Passenger Transport Strategy	Strategy approval sought	Decision	Sean Parks	Neil Hodgson
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
10 September 2015				
East Coast Mainline: Crossing Closures	Proposed Options	Decision	Karen Nurse	
Robin Hood Line Extension	Update report	Info.	Neil Hodgson	Jim Bamford
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
FUTURE MEETINGS				
8 October 2015				
12 November 2015				
10 December 2015				
7 January 2016				
11 February 2016				
17 March 2016				
21 April 2016				
19 May 2016				
23 June 2016				
21 July 2016				

