

Transport and Highways Committee

Date: Thursday, 13 September 2012
Time: 10:30
Venue: County Hall
Address: County Hall, West Bridgford, Nottingham NG2 7QP

AGENDA

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minutes

Meeting	TRANSPORT AND HIGHWAYS COMMITTEE
Date	12 July 2012 (commencing at 10.30 am)

Membership

Persons absent are marked with 'A'

COUNCILLORS

Richard Jackson(Chairman)
Chris Barnfather (Vice-Chairman)

Richard Butler
Jim Creamer
Kevin Greaves
Stan Heptinstall, MBE
Mick Murphy

Mike Quigley, MBE
Keith Walker
Chris Winterton
Martin Wright

Ex-officio (non-voting)
A Mrs Kay Cutts

OTHER COUNCILLORS IN ATTENDANCE

Councillor Mel Shepherd
“ Bruce Laughton

OFFICERS IN ATTENDANCE

David Forster, Policy, Planning and Corporate Services Department
Tim Gregory, Corporate Director Environment and Resources
Mark Hudson, Group Manager, Transport and Travel
Jas Hundal, Service Director, Transport Property and Environment
Andrew Warrington, Service Director Highways
Peter Barker)
Kate Butler) Environment and Resources
Mary Roche)

MINUTES

The minutes of the last meeting held on 14 June were confirmed and signed by the Chairman.

APOLOGIES FOR ABSENCE

An apology for absence was received from Councillor Mrs K L Cutts (On other County Council Business)

DECLARATIONS OF INTEREST

Councillor M Quigley declared an interest in Agenda item 12, Church Street, Sutton-in-Ashfield, due to a family member living in the area of the Traffic Regulation Order.

IMPROVEMENTS TO THE POLICY AND LEGAL FRAMEWORK FOR PUBLIC RIGHTS OF WAY – DEFRA CONSULTATION RESPONSE

Due to the tight timescales of consultation it was agreed that this item should be presented at this meeting and that Councillor Bruce Laughton, with the consent of the Committee, be allowed to speak on this item as Chairman of the Rights of Way Committee.

RESOLVED: 2012/011

That the response to the consultation, be approved and that it be sent to DEFRA on behalf of the County Council.

REVIEW OF LOCAL BUS DE-MINIMIS CONTRACTS

RESOLVED 2012/013

1. That the proposals as set out in the appendix for future provision of de-minimis agreements be approved and
2. that approval be given for the termination of the de-minimis agreements set out in the appendix for withdrawal that are not financially sustainable and give the appropriate notice to the bus operators.

AWARD OF SCHOOL TRANSPORT SERVICE CONTRACTS

RESOLVED 2012/014

That approval be given to the award of the new contracts as set out in the appendix attached to the report.

CHANGES TO THE LOCAL BUS SERVICE NETWORK

RESOLVED 2012/015

1. That the report be noted.
2. that the proposal to enter into a service concession agreement for service 330 be approved.
3. that the proposal as set out in the report for service 228 be approved and

4. that delegated authority be given to the Service Director, Transport Property and Environment to award contracts for any necessary school bus services.

ESTABLISHMENT OF A BUS STATION MANAGER POST

RESOLVED 2012/016

That the post of Mansfield Bus Station Manager be established within Transport and Travel Services with immediate effect and the grade for the post to be agreed through the appropriate established County Council procedures.

TAXI AND PRIVATE HIRE SERVICES REFORM – LAW COMMISSION CONSULTATION

RESOLVED 2012/017

1. That the report be noted.
2. that the draft response be circulated to all members of the committee for comment and
3. that delegated authority be given to the Corporate Director, Environment and Resources in consultation with the Chairman and Vice-Chairman to submit the County Councils response.

With the consent of the Committee the order of the agenda was changed and the following agenda item was taken as the next item of business.

THE NOTTINGHAMSHIRE COUNTY COUNCIL (NEWARK MARKET PLACE AREA, NEWARK ON TRENT) (ONE-WAY STREET PROHIBITION OF DRIVING AND PROHIBITION OF ENTRY) TRAFFIC REGULATION ORDER 2012 (3172) AND THE NOTTINGHAMSHIRE COUNTY COUNCIL (NEWARK MARKET PLACE AREA, NEWARK ON TRENT) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2012 (3175) - CONSIDERATION OF OBJECTIONS

Appendix A (objections) which was omitted from the papers was circulated at the meeting.

RESOLVED 2012/018

That Nottinghamshire County Council (Newark Market Place Area, Newark On Trent) (One-Way Street Prohibition Of Driving And Prohibition Of Entry) Traffic Regulation Order 2012 (3172) and The Nottinghamshire County Council (Newark Market Place Area, Newark On Trent) (Prohibition Of Waiting) Traffic Regulation Order 2012 (3175) be made as advertised and the objectors informed accordingly.

CORPORATE VEHICLE FLEET UPDATE

RESOLVED 2012/019

That the progress on the Fleet Project be noted.

TITAN PROJECT PROGRESS REPORT

Mr Hudson a gave a slide presentation on the progress of the TITAN project

RESOLVED 2012/020

1. That the progress of the TITAN Project be noted.
2. that the network proposals and procurement of transport services be noted and that a further report be presented to a future meeting.
3. that approval be given for the establishment of a temporary post of Independent Travel Training Project Officer, for a maximum of twelve months.

CHURCH STREET, SUTTON IN ASHFIELD, PROPOSED RESIDENTS PARKING SCHEME – CONSIDERATION OF OBJECTIONS

RESOLVED 2012/021

That Nottinghamshire County Council (Church Street, Sutton in Ashfield) (Residents' Permit Parking Scheme) Traffic Regulation Order 2012 (4102) be made as advertised and the objectors informed accordingly.

THE NOTTINGHAMSHIRE COUNTY COUNCIL (GROVE AVENUE AREA, CHILWELL) (PROHIBITION OF WAITING, PARKING PLACES AND RESIDENTS' CONTROLLED ZONE) TRAFFIC REGULATION ORDER 2012 (5124) – CONSIDERATION OF OBJECTIONS

RESOLVED 2012/022

That Nottinghamshire County Council (Grove Avenue Area, Chilwell) (Prohibition of Waiting, Parking Places and Residents' Controlled Zone) Traffic Regulation Order 2012 (5124) be made as advertised and the objectors informed accordingly.

THE NOTTINGHAMSHIRE COUNTY COUNCIL (ALLEN STREET, MARKET STREET, NORFOLK STREET AND VICTORIA ROAD AREAS, WORKSOP) (RESIDENTS' PARKING PLACES CONTROLLED ZONES) TRAFFIC REGULATION ORDER 2012 (1112) – CONSIDERATION OF OBJECTIONS

RESOLVED 2012/023

1. That Nottinghamshire County Council (Allen Street, Market Street, Norfolk Street and Victoria Road areas, Worksop (Residents' Parking Places

Controlled Zones) Traffic Regulation Order 2012 (112) be introduced as advertised and the objectors be informed accordingly.

2. that additional parking restrictions around the entrance to the car park on Central Avenue are investigated and
- 3 that consideration is given to the addition of H-bar markings at appropriate locations on Victoria Street

OBJECTIONS TO PERMANENT TRAFFIC REGULATION ORDERS

RESOLVED 2012/024

1. That a report be presented to Committee every 3 Months on Officer decision's regarding Traffic Regulation Orders where objections are received and
2. That all decisions which fall within the categories as set out in paragraph 3 of the report are subject to being reported to committee for decisions.

PROPOSED GULLEY CLEANSING POLICY CHANGES INCLUDING THE EVENTUAL MOVE TO AN OUTCOME BASED SPECIFICATION

RESOLVED 2012/025

1. That unless otherwise agreed with the Service Director Highways there is a requirement to clean all gullies on a yearly basis for the first 3 years of the new Highways Contract commencing on 13 April 2013 and
2. That the latest date which Contractors are allowed to determine the schedule for gulley cleansing is 1 April 2016.

CIVIL PARKING ENFORCEMENT: PROCESSING OF PENALTY CHARGE NOTICES FOR LINCOLNSHIRE

RESOLVED 2012/026

That approval be given to enter into agreements with Lincolnshire County and District Council's as necessary to undertake processing of penalty charge notices on their behalf.

PROGRESS REPORT ON IMPLEMENTATION OF ENVIRONMENTAL WEIGHT RESTRICTIONS AND "LORRY WATCH" SCHEME

RESOLVED 2012/027

That the report be noted.

RESPONSE TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL ON 17 MAY 2012

The Service Director Highways reported orally that paragraph 22 and paragraph 40 should read “is being” in place of “will be”

RESOLVED 2012/028

That the report be noted and the responses be referred back to Full County Council.

WORK PROGRAMME

RESOLVED 2012/029

1. That the committee’s work programme be noted and
2. that following discussions members agreed that the following be presented to a future meeting:-

Gritting Routes

URGENT ITEM

**REVOCATION OF EXPERIMENTAL TRAFFIC REGULATION ORDERS(ETRO’s)
RELATING TO BRIDGE STREET, BRIDGE PLACE AND CASTLE STREET,
WORKSOP**

The Chair of the meeting agreed that this item, although not included on the agenda, should be considered as a matter of urgency in accordance with Section 100(b)(4)(b) of the Local Government Act 1972, this was because of recently taken urgent decision as set out in the Council’s Constitution.

RESOLVED 2012/030

1. That the decision to revoke the Experimental Traffic Regulation Orders is endorsed and that a fresh consultation exercise be undertaken to establish an alternative regime for the town centre and
2. that a report is presented to a future Committee following the consultation period

The meeting closed at 11.45 pm.

Following the closure of the meeting Members undertook a tour of the Bilsthorpe Depot facilities

CHAIRMAN

13th September 2012

Agenda Item:4

REPORT OF THE SERVICE DIRECTOR TRANSPORT, PROPERTY AND ENVIRONMENT

GREEN LIGHT FOR BETTER BUSES – BUS SERVICE OPERATORS GRANT (BSOG) REFORM

Purpose of the Report

1. To advise the Committee of the Government proposals to allocate Bus Service Operators Grant (BSOG) for supported bus services to local authorities, rather than bus operators.
2. To seek Committee approval for the County Council's response to the consultation on BSOG reform, through delegated authority to the Corporate Director (or his nominee), Environment and Resources in consultation with the Chairman and Vice Chairman of the Committee.
3. To seek Committee approval to discuss joint bids with the City Council and South Yorkshire Passenger Transport Executive (SYPTe) to become Better Bus Areas (BBA) once more details are published.

Information and Advice

4. In March 2012, the Department for Transport (DfT) issued a document setting out plans for increasing the use of buses. The proposals only apply in England and include the following package of measures:
 - changing the way Bus Service Operators Grant (BSOG) is paid to operators
 - creation of Better Bus Areas for partnership working between local transport authorities and operators
 - tightening of eligibility criteria for BSOG so funding is used effectively.

Proposals for Reform

Details of the Proposed Reforms

5. Bus Service Operators Grant are payments to operators based on the fuel used with payment made at a flat rate. From April 2012 the amount paid per litre of fuel used has been reduced by 20% in England and is currently £0.3457 per litre. The grant was introduced in 1964; in 2011/12 around £450m was paid to bus operators in England through BSOG.
6. BSOG is currently claimed by bus operators for all services operated. Under these proposals BSOG for tendered services would be paid direct to Councils for which the funding would be used to improve accessibility by purchasing socially necessary services. This funding would not be ring-fenced, although it is proposed it should be ring-fenced for a transitional period. Funding for commercial services would continue to be paid directly to bus operators. In the longer term the DfT propose to reform BSOG so it is allocated on a more environmental basis rather than based on fuel usage. The methodology for determining the future allocation of BSOG is being considered by a DfT working group and further information is awaited.
7. Local transport authorities can bid to be designated as a Better Bus Area (BBA) where they can demonstrate a plan for improving bus services developed in partnership with bus operators. Where such an area is established the government will calculate the BSOG paid to all bus operators (commercial and tendered) in the area covered and that funding will be paid to the local authority to introduce a wide range of measures to improve bus services. Each year these areas will receive a share of a new top-up fund so that significantly more funding is received than the area would have received under the existing BSOG system. It is proposed to set up a small number of BBAs (up to 12) during 2013 for a period of around 4 years that could be extended if the initiative proves successful in improving bus services. BBA will only be available to large urban transport authority areas. It is expected that the City Council and SYPTE will submit a bid.
8. Tightening of the BSOG eligibility criteria is also being proposed so that it cannot be claimed for rail replacement services, tourist services and airports and seaports car parks shuttle services.
9. The DfT is proposing that transitional arrangements be put in place to facilitate the changes for BSOG as outlined above, and by early Autumn information on how the new arrangements will operate will be published and a public consultation will be held later this year.

Proposals

10. Once the consultation is received it is proposed that a draft response is prepared and circulated to all Committee members for comment. The final response once agreed by the Chairman and Vice Chairman of the Committee will be sent, under delegated authority, by the Corporate Director (or his

nominee), Environment and Resources. Discussions with the bus operators will be undertaken during the preparation of the draft response.

11. It is proposed that exploratory negotiations are held at the earliest opportunity with the City and SYPTTE once guidance for the BBA is released. This is necessary in order to ensure that opportunities for improving cross-boundary bus services are brought to fruition.

Outcomes

12. The provision of additional BSOG monies as part of any Better Bus Area, will enable the County Council to improve bus service provision to facilitate access to work and employment opportunities, increase bus patronage and tackle congestion.
13. In principle the County Council welcomes the changes providing they do not effect current funding levels in the County. The response to the consultation will need to be robust to ensure that in the future the County Council receives the appropriate amount of redirected BSOG which will prevent any detrimental impacts on the bus revenue budget.

Other Options Considered

Do Nothing

14. Failure to prepare a consultation response will result in the County Council's views not being considered by the DfT.
15. If exploratory negotiations with the City Council and SYPTTE on the Better Bus Area bids do not start then it could have a detrimental impact on cross boundary bus services for County Council residents.

Reasons for Recommendations

16. To ensure that the County Council can respond to this important consultation.
17. To meet the County Council's Local Transport Plan objectives to promote public transport and help tackle congestion and reduce CO₂ emissions.

Statutory and Policy Implications

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

Financial Implications

19. The implications for Notts County Council are likely to be a commensurate increase in tender prices for supported services but this will be dependant on other factors which will influence the operators bid submissions, such as fuel, insurance, maintenance and staff costs
20. The methodology for the calculation of BSOG monies that will be devolved to Local Authorities is currently being discussed by the DfT bus subsidy reform working group and further information is awaited.

RECOMMENDATIONS

It is recommended that Committee:

- 1) Note the Green Light for Better Buses proposals.
- 2) Agree that a draft response be prepared and distributed to all Committee members for comment.
- 3) Approve that the final response to the consultation be agreed and submitted under delegated authority by the Corporate Director (or his nominee), Environment and Resources in consultation with the Chairman and Vice Chairman of the Committee.
- 4) Approve that exploratory negotiations with the City Council and SYPTC about Better Bus Area bids commence.

**Mark Hudson,
Group Manager, Transport and Travel Services**

**For any enquiries about this report please contact:
Mark Hudson, Group Manager, Transport and Travel Services**

Constitutional Comments [LM 02/07/12]

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

Financial Comments [DJK 02/07/12]

22. The contents of this report are duly noted; the draft response to the consultation will be commented on when available.

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.

DfT – Green Light for Better Buses – 26th March 2012 (www.dft.gov.uk)

Electoral Divisions and Members Affected

All

13th September 2012

Agenda Item:5

JOINT REPORT OF THE SERVICE DIRECTOR TRANSPORT, PROPERTY AND ENVIRONMENT AND SERVICE DIRECTOR, HIGHWAYS

MANSFIELD BUS STATION AND STATUTORY QUALITY BUS PARTNERSHIP PROGRESS REPORT.

Purpose of the Report

1. To advise Committee on the progress to date of Mansfield Bus Station and the Statutory Quality Bus Partnership for Mansfield Town Centre.
2. To seek Committee approval for the allocation of £18K County Council funding towards the operation of the bus station from March 2013.

Information and Advice

3. The construction of the £11.6M Mansfield Bus Station, will provide the following benefits:
 - Provide a state of the art modern bus station meeting all bus passenger needs
 - Replace the old bus station with a fully accessible facility
 - Improve access to the town centre
 - Improve access to the train station to provide interchange opportunities between rail and bus
 - Contribute towards economic regeneration
 - Enhance the passenger waiting environment with a customer service information office, retail units, toilets and electronic displays
 - The current bus passenger numbers are 5.2M per annum, these are forecast to increase by 5% to 5.47M by 2015
4. Mansfield bus station is currently under construction on the site of the former public car park on Station Road, Mansfield. The steel frame of the building is in place, and the skeleton of the footbridge that connects the new building to the railway station has been lifted in. Over the coming months, the roof will be fitted followed by the walls, windows and the groundwork's to the external

areas. In the New Year the building will be fitted out ready for opening in mid to late March 2013.

5. The bus station is on track for early completion in the 2012/13 financial year so £36K revenue funding will be required to operate the bus station in March 2013. Mansfield District Council share all running costs on a 50:50 basis and will contribute £18K towards the bus station operating costs for this period.
6. Funding of £250K per annum is necessary to operate the bus station from April 2013. Mansfield District Council will contribute a capped amount of £125K per annum and the County Council £125k per annum. The County Council will be responsible for any shortfall if the revenue costs exceed £250K per annum. This would only occur if there is a significant income reduction from the departure charges should bus operators shrink their bus networks.

Statutory Quality Bus Partnership

7. To build on the investment in the bus station a report was brought to the Portfolio Holder for Transport and Highways in January 2012 to introduce a Statutory Quality Bus Partnership (SQBP) for Mansfield Town Centre to ensure the quality of the bus services and on street bus infrastructure was comparable to the bus station.
8. The report outlined the benefits of introducing these partnership arrangements to improve the quality of the travelling experience for the bus user and therefore reduce the barriers to bus use, these included:
 - prescribed standards for buses relating to accessibility, customer service, emissions
 - high standards for bus infrastructure to ensure the waiting environment is safe and clean
 - enhanced passenger information provision such as electronic real time information

Progress to Date

9. A number of steps need to be taken to implement a SQBP which will form a legally binding agreement between the local authority and the bus operators. The agreements are ultimately deposited with the Traffic Commissioner, who ensures the terms of the agreement are being complied with.
10. The steps are divided into four discrete stages which are :
 - Formulation of the draft agreement in conjunction with specialist legal advice
 - Informal consultation with the bus operators to minimise challenges during the formal consultation phase
 - Formal consultation where challenges by bus operators can be submitted

- Sign off of the final agreement and deposit with the Traffic Commissioner
11. To date a specialist legal advisor has been appointed and a draft agreement formulated. The draft agreement has set standards that are comparable to other SQBP schemes in the United Kingdom.
 12. Informal consultation has been completed with all major operators and standards agreed for bus service and infrastructure provision.
 13. Formal consultation will start at the end of September 2012 with a one month window for operators to object to any part of the agreement. A further update report will follow upon the completion of the consultation period.
 14. The bus Infrastructure improvements approved for the scheme are making good progress with procurement for real time displays, solar powered shelters and CCTV on track for completion by April 2013.
 15. Further works such as raised kerbs, bus stop clearways and bus priority measures have been commissioned from Highways and on schedule for implementation in April 2013.
 16. Maintenance contracts for bus infrastructure have been commissioned to ensure the County Council investment is maintained to a high quality with greater cleaning cycles and quick response times to any reported incidents of vandalism or graffiti.

Outcomes

17. The provision of the bus station and the Statutory Quality Bus Partnership will reduce barriers to bus use and therefore increase bus patronage and reduce traffic congestion. The opening of Retford bus station and the complementary local bus services changes have increased bus patronage by 35% since it opened in 2007. Mansfield Bus Station is forecast to increase patronage by 5% per annum by 2014/15.

Proposals

18. It is proposed that an allocation of £18K funding to cover staff and operating costs for the bus station from March 2013 be approved.

Other Options Considered

Do Nothing

19. If funding is not allocated from March 2013 the County Council will not be fulfilling the terms of agreement with Mansfield District Council and the bus station will not be able to open. This will have a detrimental impact on bus

passengers who will have to continue to use the existing bus station which will not help generate further bus patronage growth.

Reasons for Recommendations

20. The proposals in this report will ensure that the bus station and SQBP can be operational at the earliest opportunity thus providing significant benefits to the travelling public.

Statutory and Policy Implications

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

Financial Implications

22. The costs for the operation of Mansfield Bus Station, for March 2013 and the recruitment of the bus station manager prior to the bus station opening is £36K to be jointly funded by the County Council and Mansfield District Council. The County's contribution of £18K for 12/13 to be funded from the existing Transport and Travel Services budget.

Equal Opportunities

23. The new passenger facilities in the bus station and town centre and the provision of low floor accessible buses will ensure all passengers can access the bus services.

Implications for Service Users

24. The new passenger facilities and information will significantly enhance bus services operating in the Mansfield area, improve safety in the waiting environment and promote bus travel.

RECOMMENDATIONS

It is recommended that Committee:

- 1) Note the progress that has been made on Mansfield Bus Station and the Statutory Quality Partnership for Mansfield Town Centre.
- 2) Approve the allocation of £18K from the existing Transport and Travel Services budgets for 12/13.

Mark Hudson,

Group Manager, Transport and Travel Services

**For any enquiries about this report please contact:
Mark Hudson, Group Manager, Transport and Travel Services**

Constitutional Comments (NAB 20.08.12)

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

Financial Comments (DJK 20.08.2012)

26. There has been a virement to the Mansfield Bus Station cost centre of £18k, with the balance to be funded from the Passenger Transport budget for 2012/13. The funding of £125k for 2013/14 onwards will be funded from within the Property, Environmental and Transportation division.

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.

Report to Transport and Highways Portfolio – 10 January 2012 (Decision Log No. ER/2012/0004): Proposal for Statutory Quality Bus Partnership

Report to Transport and Highways Portfolio – 16 January 2011 (Decision Log No. CM/2011/00029): Mansfield Public Transport Interchange Scheme – Department for Transport and Programme Update

Report to Transport and Highways Portfolio – 14 December 2010 (Decision Log No. CM/2010/00132): Mansfield Public Transport Interchange Scheme – Best and Final Funding Bid Submission to the Department for Transport

Electoral Divisions and Members Affected

Mansfield

13 September 2012**Agenda Item:6****REPORT OF THE SERVICE DIRECTOR FOR TRANSPORT, PROPERTY AND
ENVIRONMENT****PERFORMANCE REPORT – Transport and Travel Services****Purpose of the Report**

1. This report provides information to the Committee on the performance of Transport and Travel Services.

Information and Advice

2. Local bus services are a key priority in ensuring that people can access services and in promoting economic recovery by getting people to jobs and training. Over 80% of services across the county are provided commercially and without financial support from the County Council. The supported local bus budget, which provides services not met commercially and mainly for rural areas, reduced from £10 million in 2003/04 to £5.9 million in 2012/13. This reduction in funding is comparable with other similar sized shire authorities. The County's average spend per head of population is £7.87 against the national average spend of £6.62 for 2012/13.
3. Councillors should be aware that local bus subsidy and regulation is currently being reformed by the Government which is likely to result in changes to the distribution of BSOG (Bus Service Operators Grant) (fuel duty rebate) in 2013. A separate report on this matter is included on the meeting agenda. BSOG was reduced by 20% (8p per litre) in April this year which is likely to have serious impacts on future prices for contracted services and the commercial network. Provision was made for this in the 2012/13 financial strategy to meet any extra costs. If commercial shrinkage occurs then this will put further pressure on the supported bus budget and additional funding may be required from 2013/14 onwards.
4. The supported bus budget and its performance is measured using a scoring methodology which includes amongst other things the number of passengers per journey and subsidy per passenger. It is proposed that this system is reviewed so that a new model and the scores accurately reflects recent changes in priorities, supports the investment and meets the objectives of the Strategic Plan. Work on a new 'Passenger Implementation Plan' has commenced which will bring forward proposals to Committee later this year on determining future investment in bus services to achieve minimum service levels using an Investment Appraisal Tool approach.

Summary of Performance

5. **Appendix 1** shows current levels of performance for the service area. Despite the reduced funding, less government subsidy and very difficult market conditions, the Strategic Plan action to promote public transport has resulted in satisfaction levels increasing to 95% in 2011/12. 85% of non frequent and 89% of frequent bus services, supported and commercial, are running on time (ATCO all counties benchmark 89%). In future, bus services that are performing poorly with a high cost will be reviewed by Committee in the light of any interventions to improve performance and the funding available. Services operating well and at low cost should eventually move to commercial operation without funding support.
6. Local bus and light rail journeys originating in the authority area reduced slightly by 1.8% in 2011/12, due to a reallocation of trips between the County and the City. Nationally bus trips reduced by 3% in the same year. Rural household accessibility to bus services remains at 71% and should improve as networks are reviewed, this outcome is mainly attributable to the continuing funding of bus services in rural areas. 67% of buses operating in the county are fully accessible which will rise to 100% by 2015 to meet legislative requirements (Public Service Vehicle Accessibility Regulations 2000 - SI 2000/1970).
7. This area of service continues to operate very successfully and remains one of the top three performing authorities across England and Wales for local bus service operation.
8. A central fleet service within the Environment and Resources Department has been created providing support to all services and staff across the County. All corporate vehicles have been fitted with a electronic vehicle tracking system (Masternaut) which provides management information on the operational performance of each vehicle. This has enabled 51 vehicles to be removed from the fleet in 2011/12. Improved monitoring of the fuel card system through Masternaut has resulted in a 92k saving in fuel costs.
9. The Day Service Review and TITAN projects are working together to make savings across the day centre transport, ten vehicles have already been withdrawn this year generating £48K savings.
10. The service area for local bus services and concessionary travel has recently been subject to an audit inspection and both services have been scored as satisfactory.

Analysis

11. Through better planning of the network and partnership working, the Council has reduced costs whilst only seeing a very small reduction in passenger numbers. Service reliability and customer satisfaction continues to improve.

VOSA spot checks on vehicles indicate that vehicle standards and maintenance are improving as fewer penalty notices are issued.

12. The TITAN Improvement project and review of the bus networks across the county by April 2014 will ensure that the funding is used in the most cost effective and efficient way. It should be remembered that this position may change at very short notice due to actions taken by commercial operators regarding their services, further reductions in Government subsidy, further local budget reductions or unforeseen higher operating costs such as fuel, insurance or staffing.

Other Options Considered

13. None – this is a noting report.

Reasons for Recommendations

14. The promotion of supported local bus services contributes to the strategic plan in enabling people to access key services jobs and training.

Statutory and Policy Implications

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

Financial Implications

16. The monitoring of service performance will ensure that the spend on passenger transport services and facilities will be used efficiently and effectively.

Implications for Service Users

17. The continued investment in supported local bus services will ensure that quality standards are maintained and appropriate services provided to meet local needs.

Recommendation

- 1) That Committee note the contents of the report.

Mark Hudson

Group Manager, Transport and Travel Services

For any enquiries about this report please contact:

Mark Hudson, Group Manager, Transport and Travel Services

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.

DfT - 'Green Light for Better Buses' – 26 March 2012

Report to Transport & Highways Committee – Corporate Vehicle Fleet Update 12 July 2012

Electoral Divisions

All

Travel and Transport Services Committee Report - Quarter 1 2012/13





Strategic Plan Priority A: to foster aspiration, independence and personal responsibility



Action: To promote public transport

A new bus service network has been established in Bassetlaw and work is now moving ahead in planning new services as part of the TITAN review. Progress continues to be made with projects relating to the Mobility Strategy including delivery of the Mobility Action Plan. The National Concessionary Fare scheme is now well established with an 89.3% take up

Supported Local Bus Services



Finance


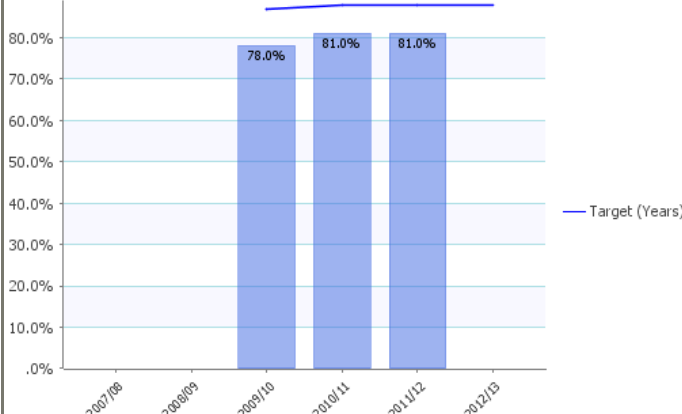
PI Short Name	Maximise or Minimise	Actual Vs Target	Trend Chart	Improvements														
Expenditure on bus services per head of population	Aim to Minimise	<div><div>Actual £7.69</div><div>Target £8.00</div><div></div></div>	 <table><caption>Expenditure on bus services per head of population (Trend Chart Data)</caption><thead><tr><th>Year</th><th>Expenditure (£)</th></tr></thead><tbody><tr><td>2007/08</td><td>£7.19</td></tr><tr><td>2008/09</td><td>£7.19</td></tr><tr><td>2009/10</td><td>£8.11</td></tr><tr><td>2010/11</td><td>£8.84</td></tr><tr><td>2011/12</td><td>£7.69</td></tr><tr><td>2012/13</td><td>£7.69</td></tr></tbody></table>	Year	Expenditure (£)	2007/08	£7.19	2008/09	£7.19	2009/10	£8.11	2010/11	£8.84	2011/12	£7.69	2012/13	£7.69	Savings being achieved though improved network planning and continued efficiency reviews.
Year	Expenditure (£)																	
2007/08	£7.19																	
2008/09	£7.19																	
2009/10	£8.11																	
2010/11	£8.84																	
2011/12	£7.69																	
2012/13	£7.69																	



Supported Local Bus Budget	Aim to Minimise	<p>Actual £5.9m</p> <p>Target £5.9m</p> 	 <p>£8m £7m £6m £5m £4m £3m £2m £1m £0m</p> <p>2007/08 2008/09 2009/10 2010/11 2011/12 2012/13</p> <p>Target (Years)</p>	Savings being achieved though improved network planning and continued efficiency reviews.
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Supported Local Bus Services

Performance


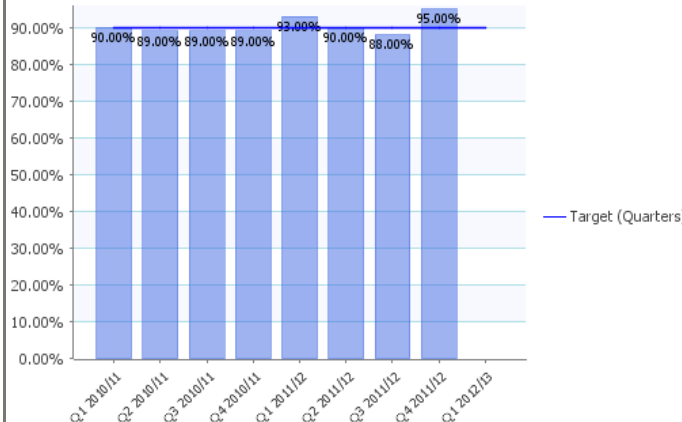
PI Short Name	Maximise or Minimise	Actual Vs Target	Trend Chart	Improvements
Local bus and light rail passenger trips originating in the authority area	Aim to Maximise	<p>Actual 33,165,301</p> <p>Target 35,900,000</p> 	 <p>40,000,000 39,000,000 38,000,000 37,000,000 36,000,000 35,000,000 34,000,000 33,000,000 32,000,000 31,000,000 30,000,000</p> <p>2008/09 2009/10 2010/11 2011/12 2012/13</p> <p>Target (Years)</p>	<p>The survey responses include two large operators accounting for 57% of the total who have reported a 2.6% reduction (Trent Barton) and 2.8% reduction (Stagecoach) in patronage. One was probably mainly due to the affect of competition, although lost patronage is compensated by the increased patronage on competing operators. The reduction in passenger trips is likely to to be reversed as economic conditions improve and with continued investment in infrastructure and information provision.</p>

All bus services running on time	Aim to Maximise	<p>Actual 81.0%</p> <p>Target 88.0%</p> 		<p>This information reports on the punctuality of all bus services operating in the County. It aims to improve punctuality by working with operators to identify where services are delayed though congestion.</p>
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PI Short Name	Maximise or Minimise	Actual Vs Target	Trend Chart	Improvements
Supported local bus services : average cost to NCC per passenger	Aim to Minimise	<p>Actual £2.00</p> <p>Target £2.00</p> 		<p>The TITAN project is designed to consider the needs of passenger transport services across the county and city involving local people in the design of the options in order to provide local services to meet identified local needs, within a reduced budget.</p>

Supported Local Bus Services

Customer Satisfaction

PI Short Name	Maximise or Minimise	Actual Vs Target	Trend Chart	Improvements																				
Satisfaction with bus services using mystery shoppers	Aim to Maximise	<div><div>Actual</div><div>95.00%</div><div>Target</div><div>90.00%</div><div></div></div>	 <table><caption>Trend Chart Data</caption><thead><tr><th>Quarter</th><th>Satisfaction Level (%)</th></tr></thead><tbody><tr><td>Q1 2010/11</td><td>90.00%</td></tr><tr><td>Q2 2010/11</td><td>89.00%</td></tr><tr><td>Q3 2010/11</td><td>89.00%</td></tr><tr><td>Q4 2010/11</td><td>89.00%</td></tr><tr><td>Q1 2011/12</td><td>93.00%</td></tr><tr><td>Q2 2011/12</td><td>90.00%</td></tr><tr><td>Q3 2011/12</td><td>88.00%</td></tr><tr><td>Q4 2011/12</td><td>95.00%</td></tr><tr><td>Q1 2012/13</td><td>95.00%</td></tr></tbody></table>	Quarter	Satisfaction Level (%)	Q1 2010/11	90.00%	Q2 2010/11	89.00%	Q3 2010/11	89.00%	Q4 2010/11	89.00%	Q1 2011/12	93.00%	Q2 2011/12	90.00%	Q3 2011/12	88.00%	Q4 2011/12	95.00%	Q1 2012/13	95.00%	The satisfaction levels have exceeded targets as refreshed information has been displayed in many areas where service changes have occurred.
Quarter	Satisfaction Level (%)																							
Q1 2010/11	90.00%																							
Q2 2010/11	89.00%																							
Q3 2010/11	89.00%																							
Q4 2010/11	89.00%																							
Q1 2011/12	93.00%																							
Q2 2011/12	90.00%																							
Q3 2011/12	88.00%																							
Q4 2011/12	95.00%																							
Q1 2012/13	95.00%																							


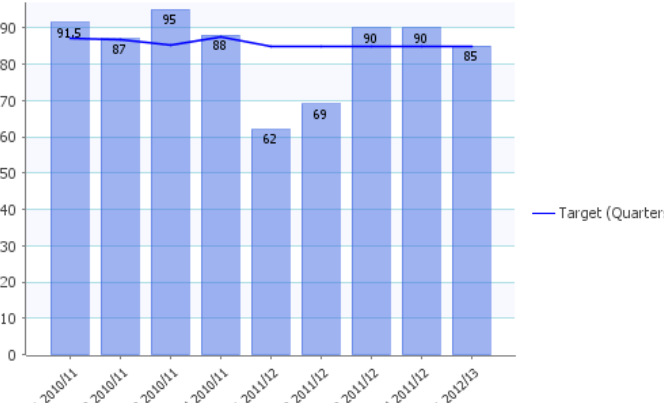
Supported Local Bus Services

Health & Safety

PI Short Name	Maximise or Minimise	Actual Vs Target	Trend Chart	Improvements
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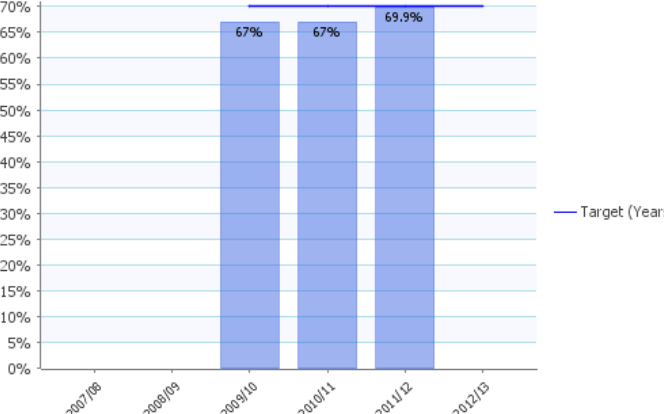
Percentage of vehicles issued with an urgent repair notice	Aim to Minimise	<div><div>Actual</div><div>6%</div><div>Target</div><div>10%</div><div></div></div>	 <table><thead><tr><th>Quarter</th><th>Actual (%)</th><th>Target (%)</th></tr></thead><tbody><tr><td>Q1 2010/11</td><td>8.5%</td><td>10%</td></tr><tr><td>Q2 2010/11</td><td>13%</td><td>10%</td></tr><tr><td>Q3 2010/11</td><td>0.5%</td><td>10%</td></tr><tr><td>Q4 2010/11</td><td>10%</td><td>10%</td></tr><tr><td>Q1 2011/12</td><td>23%</td><td>10%</td></tr><tr><td>Q2 2011/12</td><td>17%</td><td>10%</td></tr><tr><td>Q3 2011/12</td><td>10%</td><td>10%</td></tr><tr><td>Q4 2011/12</td><td>10%</td><td>10%</td></tr><tr><td>Q1 2012/13</td><td>6%</td><td>10%</td></tr></tbody></table>	Quarter	Actual (%)	Target (%)	Q1 2010/11	8.5%	10%	Q2 2010/11	13%	10%	Q3 2010/11	0.5%	10%	Q4 2010/11	10%	10%	Q1 2011/12	23%	10%	Q2 2011/12	17%	10%	Q3 2011/12	10%	10%	Q4 2011/12	10%	10%	Q1 2012/13	6%	10%	<p>These are VOSA ad hoc inspections to check the quality standards of tendered vehicles are being maintained. NCC officers continue to provide guidance and advice ensuring that the % of vehicles issued with an urgent repair notice is reduced.</p>
Quarter	Actual (%)	Target (%)																																
Q1 2010/11	8.5%	10%																																
Q2 2010/11	13%	10%																																
Q3 2010/11	0.5%	10%																																
Q4 2010/11	10%	10%																																
Q1 2011/12	23%	10%																																
Q2 2011/12	17%	10%																																
Q3 2011/12	10%	10%																																
Q4 2011/12	10%	10%																																
Q1 2012/13	6%	10%																																
Percentage of vehicles issued with a minor repair notice	Aim to Minimise	<div><div>Actual</div><div>9%</div><div>Target</div><div>11%</div><div></div></div>	 <table><thead><tr><th>Quarter</th><th>Actual (%)</th><th>Target (%)</th></tr></thead><tbody><tr><td>Q2 2010/11</td><td>0%</td><td>11%</td></tr><tr><td>Q3 2010/11</td><td>0%</td><td>11%</td></tr><tr><td>Q4 2010/11</td><td>0%</td><td>11%</td></tr><tr><td>Q1 2011/12</td><td>2%</td><td>11%</td></tr><tr><td>Q2 2011/12</td><td>16%</td><td>11%</td></tr><tr><td>Q3 2011/12</td><td>14%</td><td>11%</td></tr><tr><td>Q4 2011/12</td><td>0%</td><td>11%</td></tr><tr><td>Q1 2012/13</td><td>0%</td><td>11%</td></tr><tr><td>Q2 2012/13</td><td>9%</td><td>11%</td></tr></tbody></table>	Quarter	Actual (%)	Target (%)	Q2 2010/11	0%	11%	Q3 2010/11	0%	11%	Q4 2010/11	0%	11%	Q1 2011/12	2%	11%	Q2 2011/12	16%	11%	Q3 2011/12	14%	11%	Q4 2011/12	0%	11%	Q1 2012/13	0%	11%	Q2 2012/13	9%	11%	<p>These are VOSA ad hoc inspections to check the quality standards of tendered vehicles are being maintained. NCC officers continue to provide guidance and advice ensuring that the % of vehicles issued with a minor repair notice is reduced.</p>
Quarter	Actual (%)	Target (%)																																
Q2 2010/11	0%	11%																																
Q3 2010/11	0%	11%																																
Q4 2010/11	0%	11%																																
Q1 2011/12	2%	11%																																
Q2 2011/12	16%	11%																																
Q3 2011/12	14%	11%																																
Q4 2011/12	0%	11%																																
Q1 2012/13	0%	11%																																
Q2 2012/13	9%	11%																																


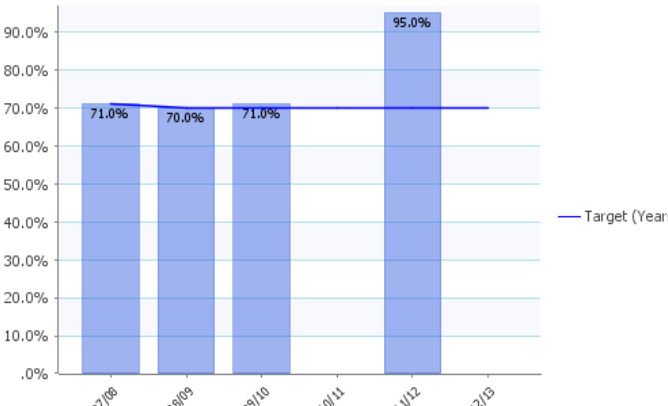
PI Short Name	Maximise or Minimise	Actual Vs Target	Trend Chart	Improvements
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Percentage of vehicles issued with a pass notice	Aim to Maximise	<div>Actual 85</div> <div>Target 85</div> <div></div>	 <table><caption>Percentage of vehicles issued with a pass notice (Quarters)</caption><thead><tr><th>Quarter</th><th>Value</th></tr></thead><tbody><tr><td>Q1 2010/11</td><td>91.5</td></tr><tr><td>Q2 2010/11</td><td>87</td></tr><tr><td>Q3 2010/11</td><td>95</td></tr><tr><td>Q4 2010/11</td><td>88</td></tr><tr><td>Q1 2011/12</td><td>62</td></tr><tr><td>Q2 2011/12</td><td>69</td></tr><tr><td>Q3 2011/12</td><td>90</td></tr><tr><td>Q4 2011/12</td><td>90</td></tr><tr><td>Q1 2012/13</td><td>85</td></tr></tbody></table>	Quarter	Value	Q1 2010/11	91.5	Q2 2010/11	87	Q3 2010/11	95	Q4 2010/11	88	Q1 2011/12	62	Q2 2011/12	69	Q3 2011/12	90	Q4 2011/12	90	Q1 2012/13	85	<p>These are VOSA ad hoc inspections to check the quality standards of tendered vehicles are being maintained. NCC officers continue to provide guidance and advice ensuring that the % of vehicles issued with a Pass notice increases.</p>
Quarter	Value																							
Q1 2010/11	91.5																							
Q2 2010/11	87																							
Q3 2010/11	95																							
Q4 2010/11	88																							
Q1 2011/12	62																							
Q2 2011/12	69																							
Q3 2011/12	90																							
Q4 2011/12	90																							
Q1 2012/13	85																							

Supported Local Bus Services


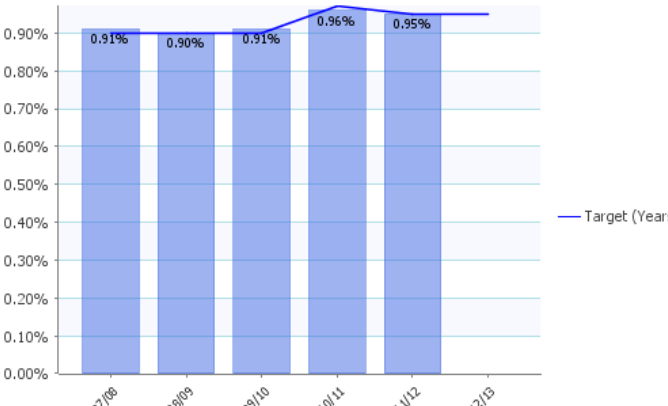
Accessibility

PI Short Name	Maximise or Minimise	Actual Vs Target	Trend Chart	Improvements														
Number of fully accessible bus services for people with mobility difficulties	Aim to Maximise	<div><div>Actual 69.9%</div><div>Target 70%</div><div></div></div>	 <table><caption>Percentage of fully accessible bus services (Years)</caption><thead><tr><th>Year</th><th>Value</th></tr></thead><tbody><tr><td>2007/08</td><td>67%</td></tr><tr><td>2008/09</td><td>67%</td></tr><tr><td>2009/10</td><td>67%</td></tr><tr><td>2010/11</td><td>67%</td></tr><tr><td>2011/12</td><td>69.9%</td></tr><tr><td>2012/13</td><td>69.9%</td></tr></tbody></table>	Year	Value	2007/08	67%	2008/09	67%	2009/10	67%	2010/11	67%	2011/12	69.9%	2012/13	69.9%	Based on survey returns representing approx 73% of the Nottinghamshire passenger vehicle fleet and has increased from previous survey. 75.2% of vehicles in the survey are fully DDA compliant. By 2015 100% of vehicles operating in the county will be fully accessible
Year	Value																	
2007/08	67%																	
2008/09	67%																	
2009/10	67%																	
2010/11	67%																	
2011/12	69.9%																	
2012/13	69.9%																	
PI Short Name	Maximise or Minimise	Actual Vs Target	Trend Chart	Improvements														

<p>% households within 800m of bus service - rural</p>	<p>Aim to Maximise</p>	<div><div>Actual</div><div>95.0%</div><div>Target</div><div>70.0%</div><div></div></div>	<div><table><thead><tr><th>Year</th><th>Actual</th><th>Target</th></tr></thead><tbody><tr><td>2007/08</td><td>71.0%</td><td>70.0%</td></tr><tr><td>2008/09</td><td>70.0%</td><td>70.0%</td></tr><tr><td>2009/10</td><td>71.0%</td><td>70.0%</td></tr><tr><td>2010/11</td><td>95.0%</td><td>70.0%</td></tr><tr><td>2011/12</td><td>95.0%</td><td>70.0%</td></tr><tr><td>2012/13</td><td>95.0%</td><td>70.0%</td></tr></tbody></table></div>	Year	Actual	Target	2007/08	71.0%	70.0%	2008/09	70.0%	70.0%	2009/10	71.0%	70.0%	2010/11	95.0%	70.0%	2011/12	95.0%	70.0%	2012/13	95.0%	70.0%	<p>The County Council's continued network reviews and improvement in bus services has increased the % of rural households within 800m of a bus service.</p>
Year	Actual	Target																							
2007/08	71.0%	70.0%																							
2008/09	70.0%	70.0%																							
2009/10	71.0%	70.0%																							
2010/11	95.0%	70.0%																							
2011/12	95.0%	70.0%																							
2012/13	95.0%	70.0%																							


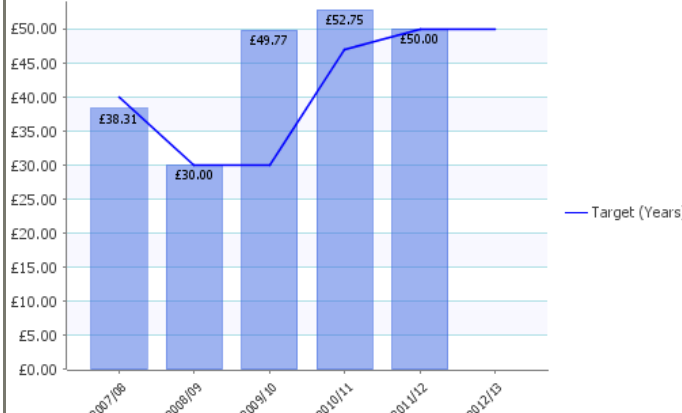

Home to School Travel

Performance

PI Short Name	Maximise or Minimise	Actual Vs Target	Trend Chart	Improvements																					
Number of SEN students in receipt of transport	Aim to Maximise	<div>Actual 0.95%</div> <div>Target 0.95%</div> <div></div>	 <table><caption>Actual vs Target Data</caption><thead><tr><th>Year</th><th>Actual</th><th>Target</th></tr></thead><tbody><tr><td>2007/08</td><td>0.91%</td><td>0.95%</td></tr><tr><td>2008/09</td><td>0.90%</td><td>0.95%</td></tr><tr><td>2009/10</td><td>0.91%</td><td>0.95%</td></tr><tr><td>2010/11</td><td>0.96%</td><td>0.95%</td></tr><tr><td>2011/12</td><td>0.95%</td><td>0.95%</td></tr><tr><td>2012/13</td><td>0.95%</td><td>0.95%</td></tr></tbody></table>	Year	Actual	Target	2007/08	0.91%	0.95%	2008/09	0.90%	0.95%	2009/10	0.91%	0.95%	2010/11	0.96%	0.95%	2011/12	0.95%	0.95%	2012/13	0.95%	0.95%	Transport is provided to SEN students as requested by CFCS dept.
Year	Actual	Target																							
2007/08	0.91%	0.95%																							
2008/09	0.90%	0.95%																							
2009/10	0.91%	0.95%																							
2010/11	0.96%	0.95%																							
2011/12	0.95%	0.95%																							
2012/13	0.95%	0.95%																							

Home to school Travel

Finance

PI Short Name	Maximise or Minimise	Actual Vs Target	Trend Chart	Improvements																					
Total expenditure for the provision of SEN transport (total school population)	Aim to Minimise	<div>Actual £50.00</div> <div>Target £50.00</div> <div></div>	 <table><thead><tr><th>Year</th><th>Actual (£)</th><th>Target (£)</th></tr></thead><tbody><tr><td>2007/08</td><td>38.31</td><td></td></tr><tr><td>2008/09</td><td>30.00</td><td></td></tr><tr><td>2009/10</td><td>49.77</td><td></td></tr><tr><td>2010/11</td><td>52.75</td><td>50.00</td></tr><tr><td>2011/12</td><td>50.00</td><td>50.00</td></tr><tr><td>2012/13</td><td></td><td>50.00</td></tr></tbody></table>	Year	Actual (£)	Target (£)	2007/08	38.31		2008/09	30.00		2009/10	49.77		2010/11	52.75	50.00	2011/12	50.00	50.00	2012/13		50.00	Though continuous service reviews and tendering exercises the expenditure on SEN transport has reduced, the quality and service standards have remained unchanged.
Year	Actual (£)	Target (£)																							
2007/08	38.31																								
2008/09	30.00																								
2009/10	49.77																								
2010/11	52.75	50.00																							
2011/12	50.00	50.00																							
2012/13		50.00																							
Net cost per pupil of providing mainstream school travel (excluding SEN)	Aim to Minimise	<div>Actual £700.00</div> <div>Target £700.00</div> <div></div>	 <table><thead><tr><th>Year</th><th>Actual (£)</th><th>Target (£)</th></tr></thead><tbody><tr><td>2007/08</td><td>577.54</td><td></td></tr><tr><td>2008/09</td><td>562.50</td><td></td></tr><tr><td>2009/10</td><td>600.71</td><td></td></tr><tr><td>2010/11</td><td>779.50</td><td></td></tr><tr><td>2011/12</td><td>700.00</td><td>700.00</td></tr><tr><td>2012/13</td><td></td><td>700.00</td></tr></tbody></table>	Year	Actual (£)	Target (£)	2007/08	577.54		2008/09	562.50		2009/10	600.71		2010/11	779.50		2011/12	700.00	700.00	2012/13		700.00	Though continuous service reviews and tendering exercises the expenditure on mainstream school transport has reduced, the quality and service standards have remained unchanged.
Year	Actual (£)	Target (£)																							
2007/08	577.54																								
2008/09	562.50																								
2009/10	600.71																								
2010/11	779.50																								
2011/12	700.00	700.00																							
2012/13		700.00																							

Concessionary Travel Service

Performance

PI Short Name	Maximise or Minimise	Actual Vs Target	Trend Chart	Improvements
Eligible elderly and disabled people who have a bus pass	Aim to Maximise	<p>Actual 89.3</p> <p>Target 86.0</p> 		<p>The figure has been adjusted to take account of the continuous change to eligible age. Population statistics for the age group 60-64 have been adjusted in line with gradual increase in eligible age.</p>
The number of people taking up free travel concession or any alternative travel concession that are aged 60 and above	Aim to Maximise	<p>Actual 89.30%</p> <p>Target 82.50%</p> 		<p>The qualifying age will move to age 65 by 2018.</p> <p>The actual figure has exceeded the target despite the age of qualification being increased in line with national policy.</p>


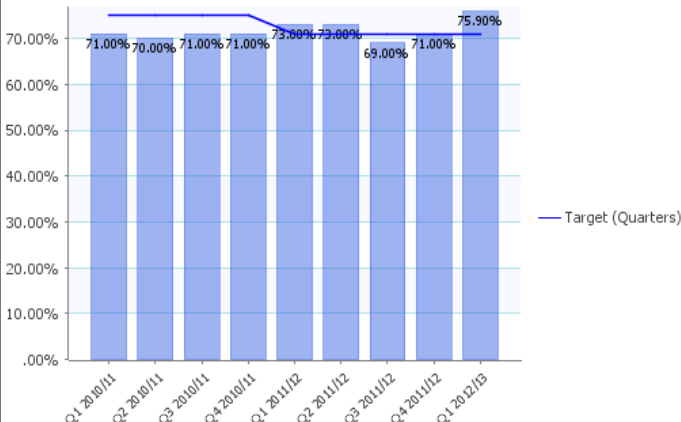
Bus Information and Infrastructure

Performance

PI Short Name	Maximise or Minimise	Actual Vs Target	Trend Chart	Improvements																					
Waiting Facilities for Bus Passengers (bus shelters per 1000 head of population)	Aim to Maximise	<div><div>Actual</div><div>1.53</div><div>Target</div><div>1.99</div><div></div></div>	 <table><caption>Waiting Facilities for Bus Passengers Data</caption><thead><tr><th>Year</th><th>Actual</th><th>Target (Years)</th></tr></thead><tbody><tr><td>2007/08</td><td>2.08</td><td>1.99</td></tr><tr><td>2008/09</td><td>1.9</td><td>1.99</td></tr><tr><td>2009/10</td><td>1.77</td><td>1.99</td></tr><tr><td>2010/11</td><td>1.99</td><td>1.99</td></tr><tr><td>2011/12</td><td>1.53</td><td>1.99</td></tr><tr><td>2012/13</td><td>-</td><td>1.99</td></tr></tbody></table>	Year	Actual	Target (Years)	2007/08	2.08	1.99	2008/09	1.9	1.99	2009/10	1.77	1.99	2010/11	1.99	1.99	2011/12	1.53	1.99	2012/13	-	1.99	This target was not met this year due to the late running of schemes which resulted in an under spend. The works are still planned and will take place over the next few months. This will be reviewed to ensure that outstanding works are monitored.
Year	Actual	Target (Years)																							
2007/08	2.08	1.99																							
2008/09	1.9	1.99																							
2009/10	1.77	1.99																							
2010/11	1.99	1.99																							
2011/12	1.53	1.99																							
2012/13	-	1.99																							
Number of bus stops with information displays	Aim to Maximise	<div><div>Actual</div><div>5,400</div><div>Target</div><div>4,678</div><div></div></div>	 <table><caption>Number of bus stops with information displays Data</caption><thead><tr><th>Year</th><th>Actual</th><th>Target (Years)</th></tr></thead><tbody><tr><td>2007/08</td><td>3,000</td><td>4,678</td></tr><tr><td>2008/09</td><td>3,300</td><td>4,678</td></tr><tr><td>2009/10</td><td>4,428</td><td>4,678</td></tr><tr><td>2010/11</td><td>5,400</td><td>4,678</td></tr><tr><td>2011/12</td><td>-</td><td>4,678</td></tr><tr><td>2012/13</td><td>-</td><td>4,678</td></tr></tbody></table>	Year	Actual	Target (Years)	2007/08	3,000	4,678	2008/09	3,300	4,678	2009/10	4,428	4,678	2010/11	5,400	4,678	2011/12	-	4,678	2012/13	-	4,678	This project is virtually 100% complete. This work will continue to take place on a planned basis within the budget allocated.
Year	Actual	Target (Years)																							
2007/08	3,000	4,678																							
2008/09	3,300	4,678																							
2009/10	4,428	4,678																							
2010/11	5,400	4,678																							
2011/12	-	4,678																							
2012/13	-	4,678																							


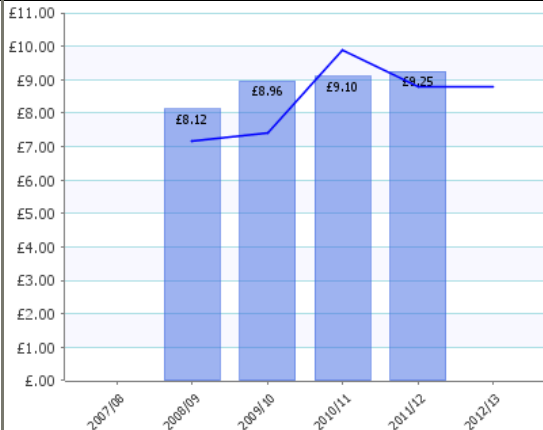
Bus Information and Infrastructure


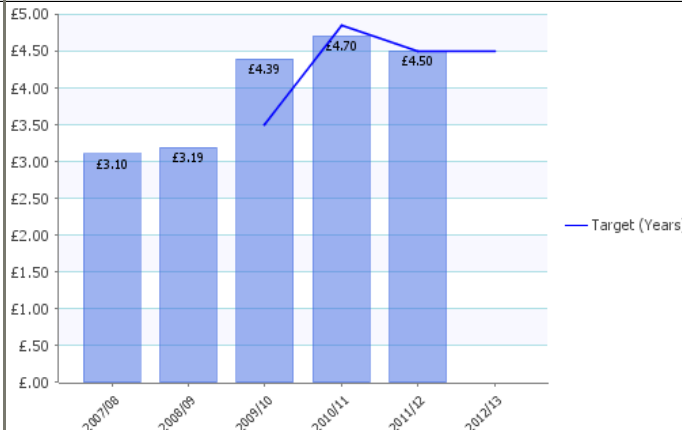
Customer Satisfaction






PI Short Name	Maximise or Minimise	Actual Vs Target	Trend Chart	Improvements																														
% satisfied with local bus services	Aim to Maximise	<div><div>Actual</div><div>75.90%</div><div>Target</div><div>71.00%</div><div></div></div>	 <table><thead><tr><th>Quarter</th><th>Actual</th><th>Target</th></tr></thead><tbody><tr><td>Q1 2010/11</td><td>71.00%</td><td>71.00%</td></tr><tr><td>Q2 2010/11</td><td>70.00%</td><td>71.00%</td></tr><tr><td>Q3 2010/11</td><td>71.00%</td><td>71.00%</td></tr><tr><td>Q4 2010/11</td><td>71.00%</td><td>71.00%</td></tr><tr><td>Q1 2011/12</td><td>73.00%</td><td>71.00%</td></tr><tr><td>Q2 2011/12</td><td>73.00%</td><td>71.00%</td></tr><tr><td>Q3 2011/12</td><td>69.00%</td><td>71.00%</td></tr><tr><td>Q4 2011/12</td><td>71.00%</td><td>71.00%</td></tr><tr><td>Q1 2012/13</td><td>75.90%</td><td>71.00%</td></tr></tbody></table>	Quarter	Actual	Target	Q1 2010/11	71.00%	71.00%	Q2 2010/11	70.00%	71.00%	Q3 2010/11	71.00%	71.00%	Q4 2010/11	71.00%	71.00%	Q1 2011/12	73.00%	71.00%	Q2 2011/12	73.00%	71.00%	Q3 2011/12	69.00%	71.00%	Q4 2011/12	71.00%	71.00%	Q1 2012/13	75.90%	71.00%	Where areas of improvement are identified, work is continuing with service providers to improve areas of weakness.
Quarter	Actual	Target																																
Q1 2010/11	71.00%	71.00%																																
Q2 2010/11	70.00%	71.00%																																
Q3 2010/11	71.00%	71.00%																																
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Q1 2012/13	75.90%	71.00%																																

Adult Social Care and Health Transport

Finance

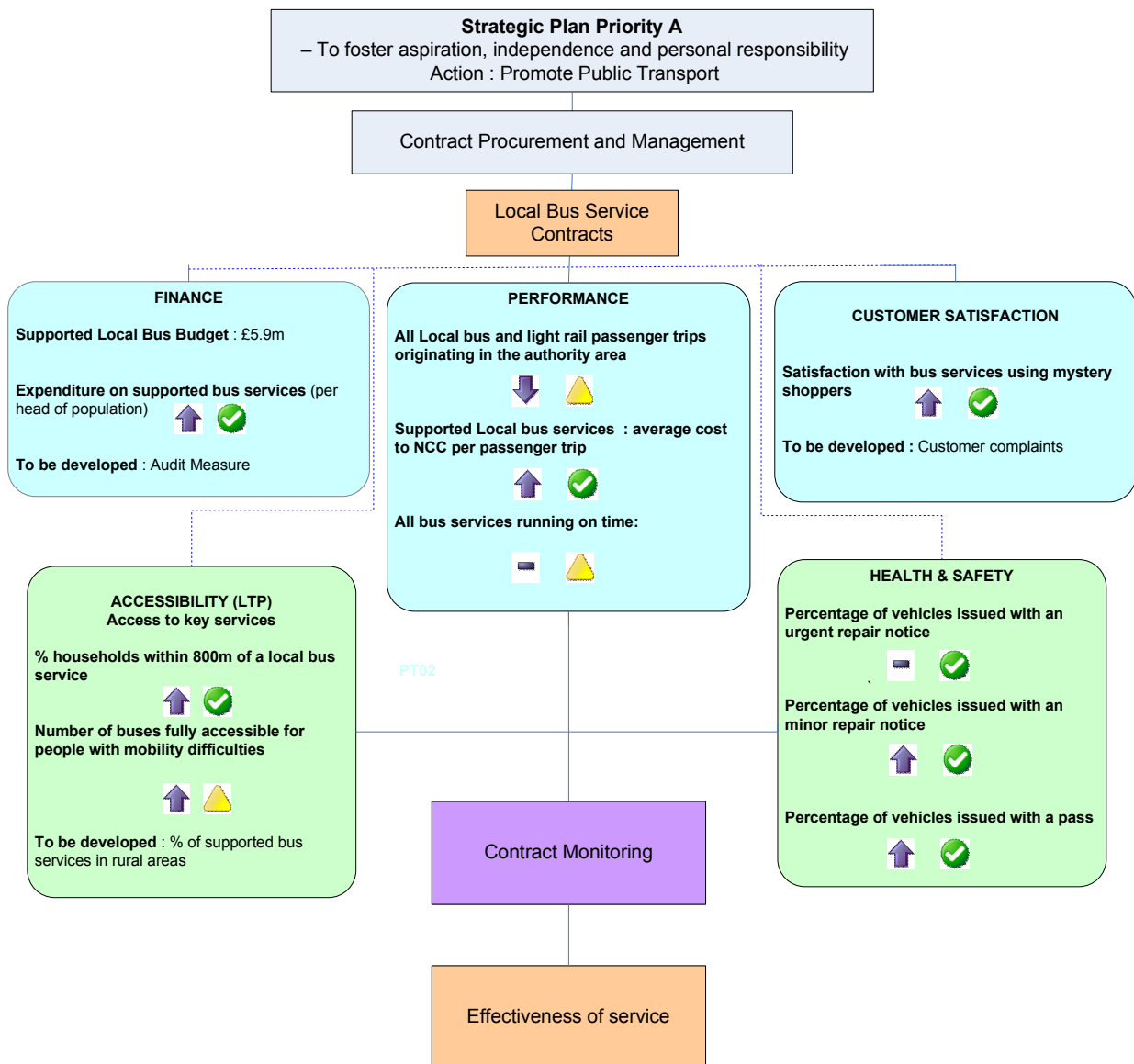
PI Short Name	Maximise or Minimise	Actual Vs Target	Trend Chart	Improvements										
Adult & Social Care Transport - Net cost of in-house transport	Aim to Minimise	<div><div>Actual</div><div>£9.25</div><div>Target</div><div>£8.80</div><div></div></div>	 <table><caption>Annual Data for Adult & Social Care Transport - Net cost of in-house transport</caption><thead><tr><th>Year</th><th>Value (£)</th></tr></thead><tbody><tr><td>2008/09</td><td>£8.12</td></tr><tr><td>2009/10</td><td>£8.96</td></tr><tr><td>2010/11</td><td>£9.10</td></tr><tr><td>2011/12</td><td>£9.25</td></tr></tbody></table>	Year	Value (£)	2008/09	£8.12	2009/10	£8.96	2010/11	£9.10	2011/12	£9.25	Joint working between the Day Services review team and the TITAN project is working to achieve savings over the next year.
Year	Value (£)													
2008/09	£8.12													
2009/10	£8.96													
2010/11	£9.10													
2011/12	£9.25													

PI Short Name	Maximise or Minimise	Actual Vs Target	Trend Chart	Improvements																					
Adult & Social Care Transport - Net cost of transport provided by external operators	Aim to Minimise	<div>Actual £4.50</div> <div>Target £4.50</div> <div></div>	 <table><caption>Trend Chart Data</caption><thead><tr><th>Year</th><th>Actual Cost (£)</th><th>Target (£)</th></tr></thead><tbody><tr><td>2007/08</td><td>£3.10</td><td>-</td></tr><tr><td>2008/09</td><td>£3.19</td><td>-</td></tr><tr><td>2009/10</td><td>£4.39</td><td>-</td></tr><tr><td>2010/11</td><td>£4.70</td><td>-</td></tr><tr><td>2011/12</td><td>£4.50</td><td>£4.50</td></tr><tr><td>2012/13</td><td>-</td><td>£4.50</td></tr></tbody></table>	Year	Actual Cost (£)	Target (£)	2007/08	£3.10	-	2008/09	£3.19	-	2009/10	£4.39	-	2010/11	£4.70	-	2011/12	£4.50	£4.50	2012/13	-	£4.50	Joint working between the Day Services review team and the TITAN project is working to achieve savings over the next year.
Year	Actual Cost (£)	Target (£)																							
2007/08	£3.10	-																							
2008/09	£3.19	-																							
2009/10	£4.39	-																							
2010/11	£4.70	-																							
2011/12	£4.50	£4.50																							
2012/13	-	£4.50																							

PI Status	
	Alert
	Warning
	OK
	Unknown
	Data Only

Travel and Transport Services

Supported Local Bus Services



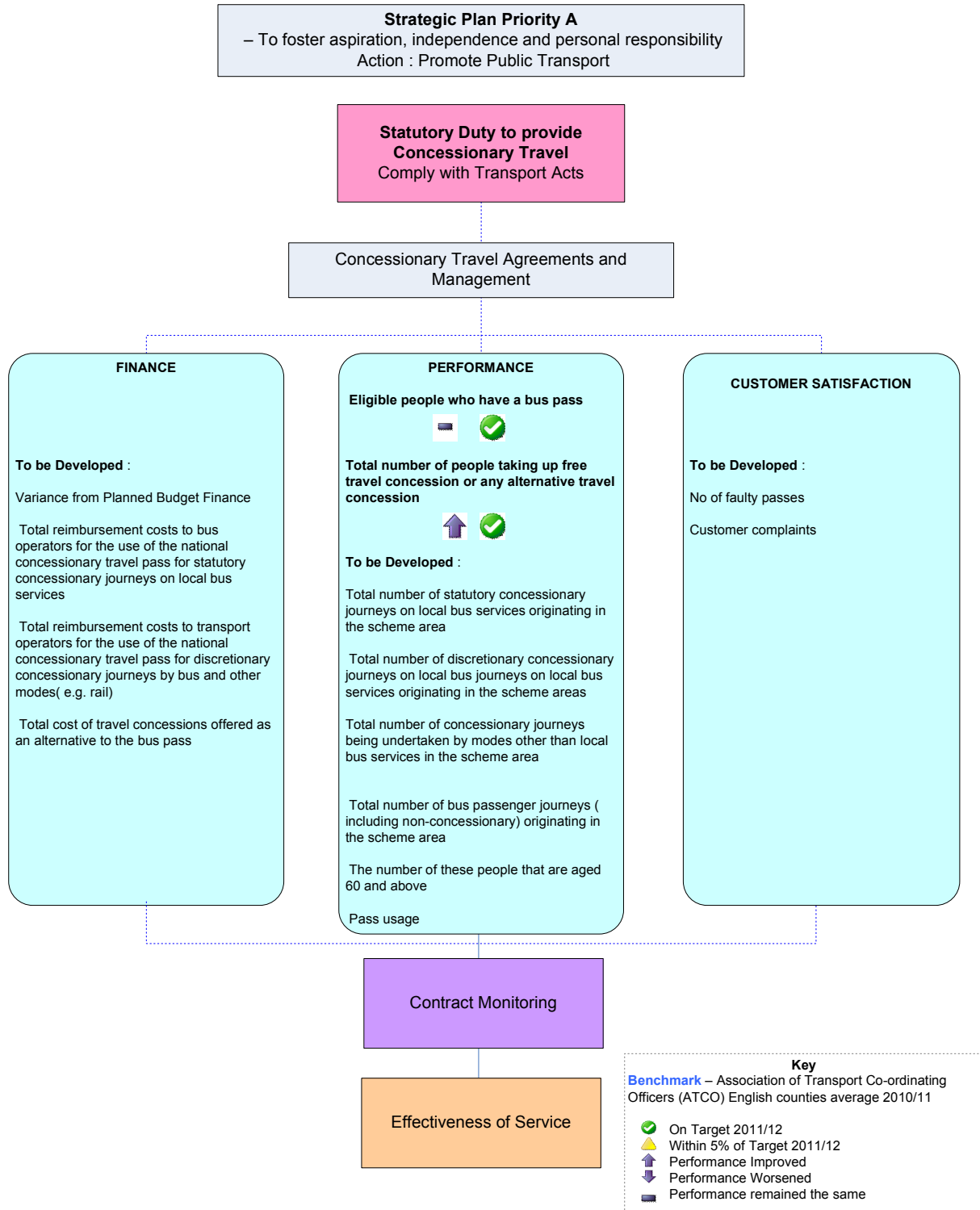
Note : Local bus services are provide in two ways:
(i) Commercial : No funding support
(ii) Supported : Revenue funding support from NCC

Key
Benchmark – Association of Transport Co-ordinating Officers (ATCO) English counties average 2010/11

- On Target 2011/12
- Within 5% of Target 2011/12
- Performance Improved
- Performance Worsened
- Performance remained the same

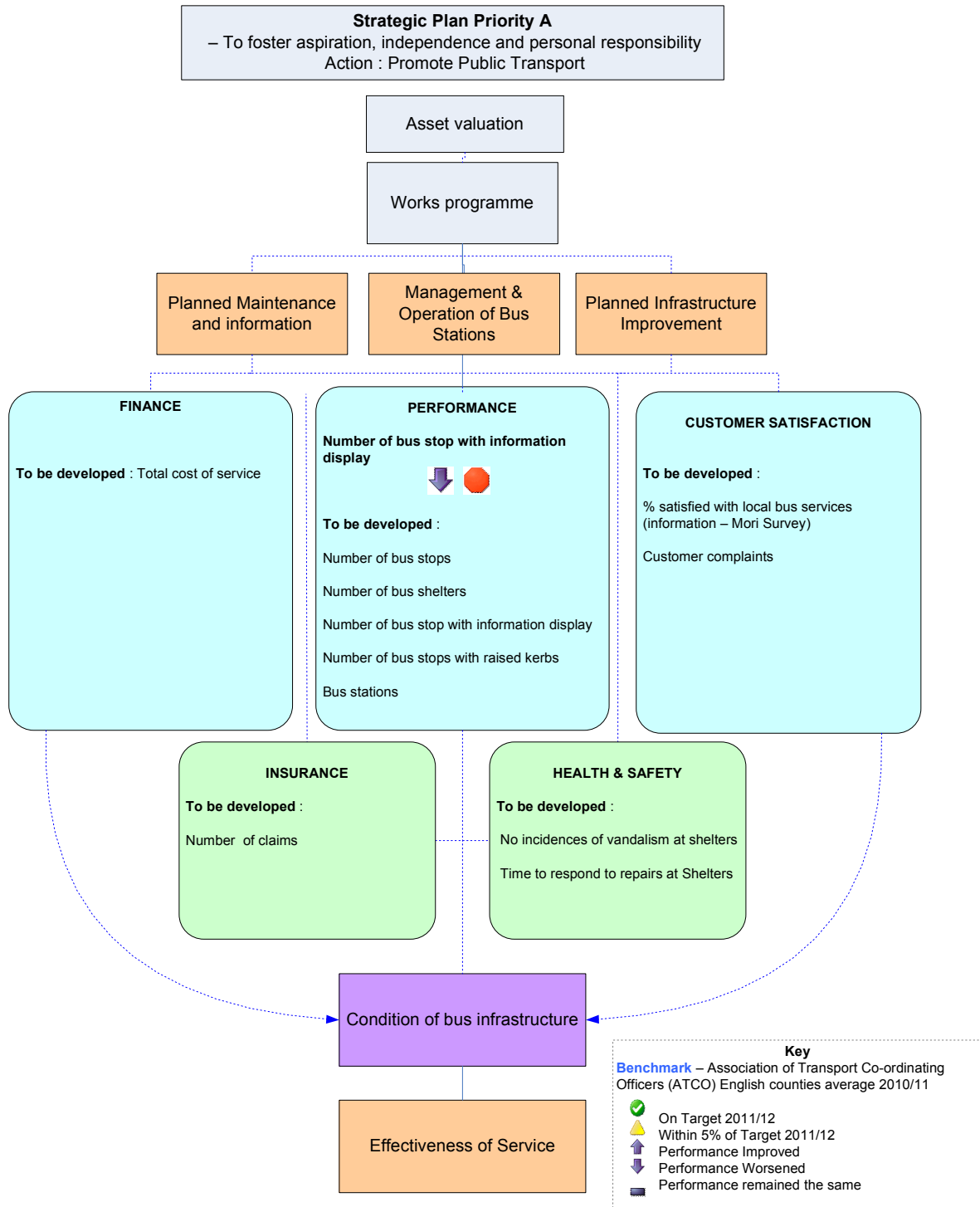
Travel and Transport Services

Concessionary Travel Services



Travel and Transport Services

Bus Information and Infrastructure



13th September 2012**Agenda Item:7****REPORT OF SERVICE DIRECTOR, HIGHWAYS****THE NOTTINGHAMSHIRE COUNTY COUNCIL (VARIOUS ROADS IN
BEESTON) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER
2012 (5125)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider the objections received in respect of the above proposed Traffic Regulation Order (Prohibition of Waiting) for the Beeston Area.

Information and Advice

2. The area is predominantly residential with an established centre that offers a variety of retail and leisure amenities and is well served by public transport. In addition a trunk road (the A52) and a number of local distributor roads run through and around the town.
3. Since parking charges were introduced by Broxtowe Borough Council in June 2010 some parking has moved out of off-street car parks resulting in pressure for parking on residential areas in close proximity to the town centre. In addition to existing traffic generators such as the retail centre, train station and local college there are also a number of significant projects scheduled which will affect transport and parking in and around Beeston. These include the extension of the Nottingham Express Transit, the A453 Improvement scheme and the refurbishment of the Nottingham Rail Station which will necessitate services being transferred to Beeston Station
4. In light of these major projects a strategic review has been undertaken to assess a number of existing and anticipated requests for various waiting restrictions in and around the town centre. The review recommends that a number of requests are held in abeyance and considered for implementation in conjunction with the development of the aforementioned schemes. It is proposed that a funding allocation to address these anticipated requests is made from the Local Transport Plan budget allocation in 2013/14. There is however a number of waiting restrictions which it is suggested be implemented ahead of the major schemes to assist immediate problems being experienced

by local transport services and to assist local residents experiencing long term parking on a number of streets.

5. The current proposals include for a number of short lengths of No Waiting At Any Time and Limited Waiting restrictions along with a length of bus stop clearway. A statutory consultation and public advertisement of the proposals has been carried out and five objections have been received. The objections are summarised and addressed in Appendix A and the details of each area of restriction shown on the accompanying drawings. The proposals do extend beyond the detail shown within the drawings but no objections have been received in respect of any those elements.

Other Options Considered

6. In response to consultation with local people a number of changes have been made to the design and the extent of the proposals has been reduced. Other options regarding requested waiting restrictions in the town centre will be considered in line with the advice contained within the strategic review.

Reasons for Recommendations

7. The recommendation is made as it is considered that the benefits of the scheme address concerns which have been expressed locally regarding the safety of road users and protection of the amenities of the area. They will also assist local bus services currently experiencing difficulty in negotiating heavily parked routes in the town.
8. The local County Councillors Steve Carr and Eric Kerry support the proposals as does the Broxtowe Borough Councillor Janet Patrick. Councillor Kerry does however reiterate the concerns raised by Broxtowe Borough Council officers as detailed in Appendix A under Objector 5 which will be monitored following introduction of the order.

Statutory and Policy Implications

9. This report has been compiled having given due regard to the Public Sector Equality Duty and after consideration of implications in respect of finance, equal opportunities, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

10. The scheme is being funded by the Local Transport Plan (Integrated Transport Measures) budget for 2012/13. The cost of implementing the scheme and the associated works will be in the region of £5000.

Crime and Disorder Implications

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

RECOMMENDATION/S

It is recommended that:

The Nottinghamshire County Council (Various Road in Beeston) (Prohibition of Waiting) Traffic Regulation Order 2012 (5125) is made as advertised and the objectors advised accordingly.

Andrew Warrington
Service Director (Highways)

For any enquiries about this report please contact:

Neil Hodgson - Team Manager (Major Projects and Improvements) Tel: 0115 9772720

Constitutional Comments (SB 20/08/12)

12. Committee have the power to decide the Recommendation.

Financial Comments (IC 17/0812)

13. The financial implications are stated in paragraph 10 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.

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

Councillor Steve Carr

- Beeston North

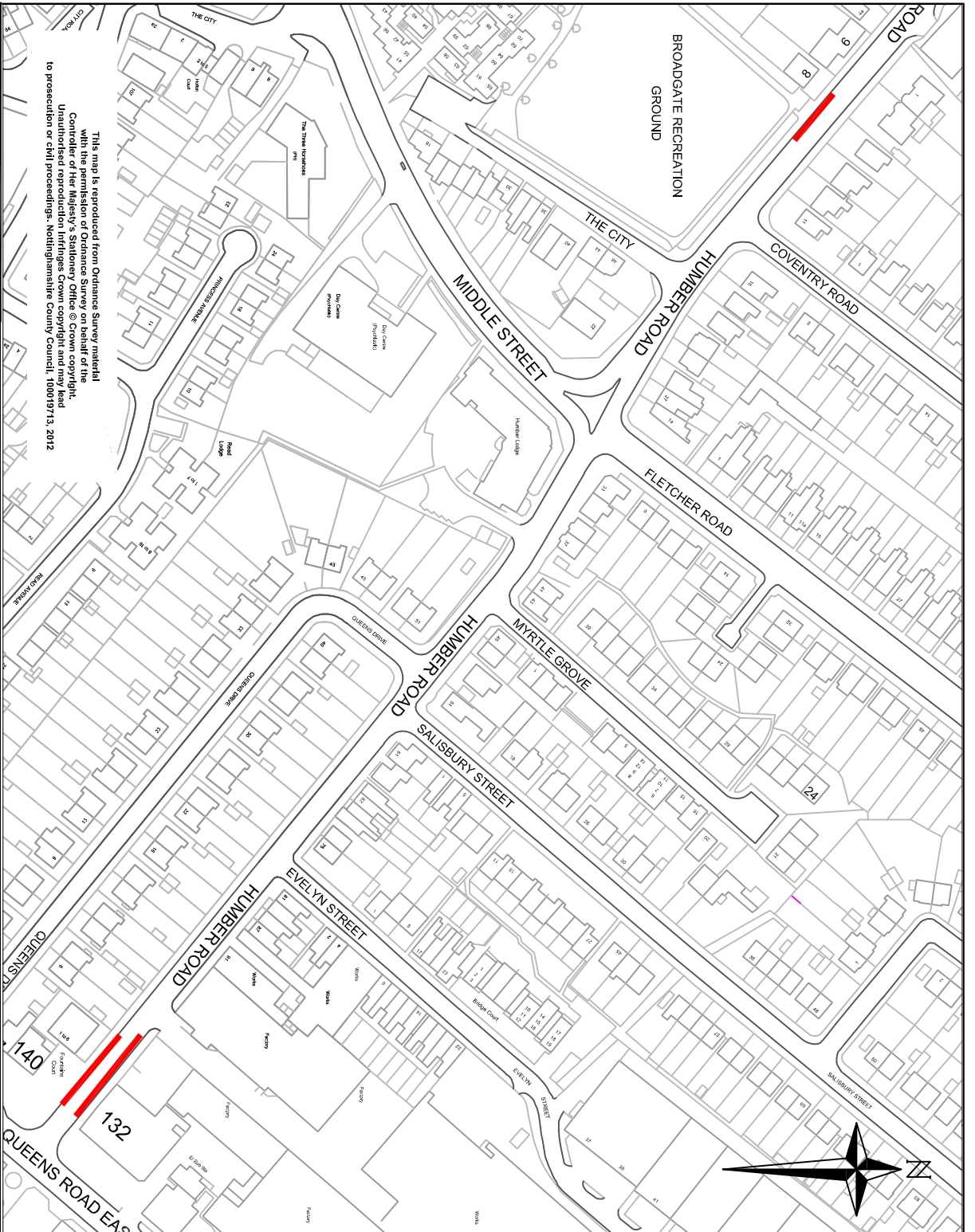
Councillor Eric Kerry

- Beeston South and Attenborough

Appendix A

<u>Objector</u>	<u>Who</u>	<u>Date Received</u>	<u>Comments from Objector</u>	<u>NCC Response</u>
No. 1	Local Resident	11/09/12	<ul style="list-style-type: none"> Objects to the DYL being installed at the entrance to the Broadgate Recreation Ground. Would prefer that a white line is installed at the front of the houses on the right side of the road as these residents have problems parking outside their houses. Refer to drawing H/04078/1905/03 	<ul style="list-style-type: none"> Resident was advised that the proposed restrictions are outside the park where there is an existing 'H' Bar and not along the whole road. Single yellow line is present on the right side of the road to prevent parking Mon - Sat 8 am – 6 pm
No. 2	Local Resident	18/07/12	<p>When these restrictions come into force on Humber Road, Coventry Road will become a problem as parking is displaced due to the new restrictions. Refer to drawing H/04078/1905/03</p>	<ul style="list-style-type: none"> Resident was advised that the proposed restrictions are outside the park where there is an existing 'H' Bar and not along the whole road and therefore should not have too much of an impact on Coventry Road.
No. 3	Local Resident	17/07/12	<ul style="list-style-type: none"> Concerned the restrictions will add to the problems already being experienced on Coventry Road i.e. delivery vehicles unable to drop off, refuse vehicles being unable to collect. Refer to drawing H/04078/1905/03 	<ul style="list-style-type: none"> Resident was advised that the proposed restrictions are only outside the park where there is an existing 'H' Bar and not along the whole road.
No. 4	Local Business	06/08/12	<ul style="list-style-type: none"> Local franchise Take Away business, the proposals will have a dramatic effect on their trade along with other traders in the vicinity. They rely on customers being able to park to collect orders. Customers usually have to wait no longer than 5 minutes. Refer to drawing H/04078/1905/03 	<ul style="list-style-type: none"> It is generally accepted that loading and unloading is permitted on Double Yellow Lines.
No. 5	Broxtowe Borough Council	06/10/11	<ul style="list-style-type: none"> Reservations about the additional restrictions on Church Street, they are not needed and will adversely affect the residents of Highfield Court causing difficulty parking near their homes. Concerned the restrictions on Nether Street will move some of the parking further along to 	<ul style="list-style-type: none"> The restrictions are required to assist traffic egressing onto Middle Street. School Keep Clear markings are already in place outside the school.

			outside the school. Refer to drawing H/04078/1905/02	
--	--	--	---	--



KEY

Proposed No Waiting At Any Time Restrictions (Double Yellow Lines)

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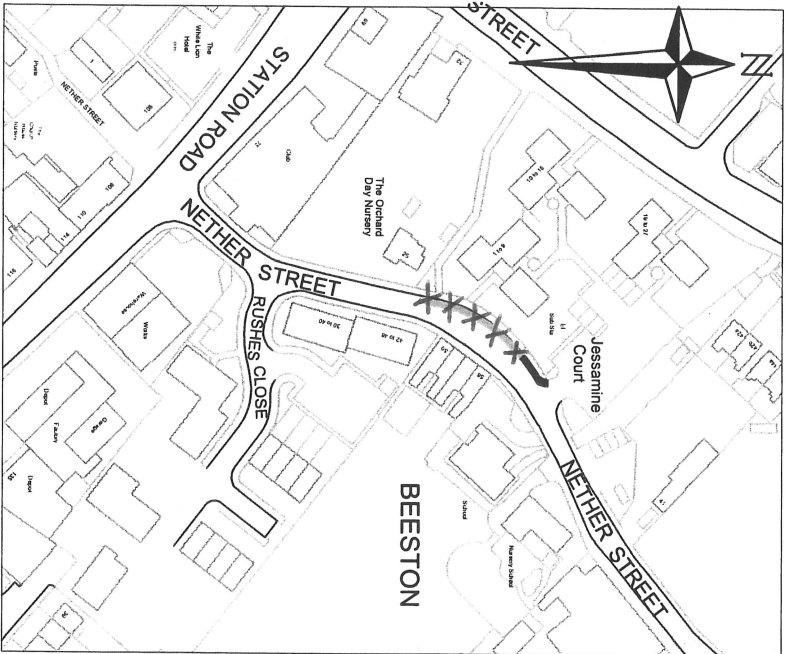
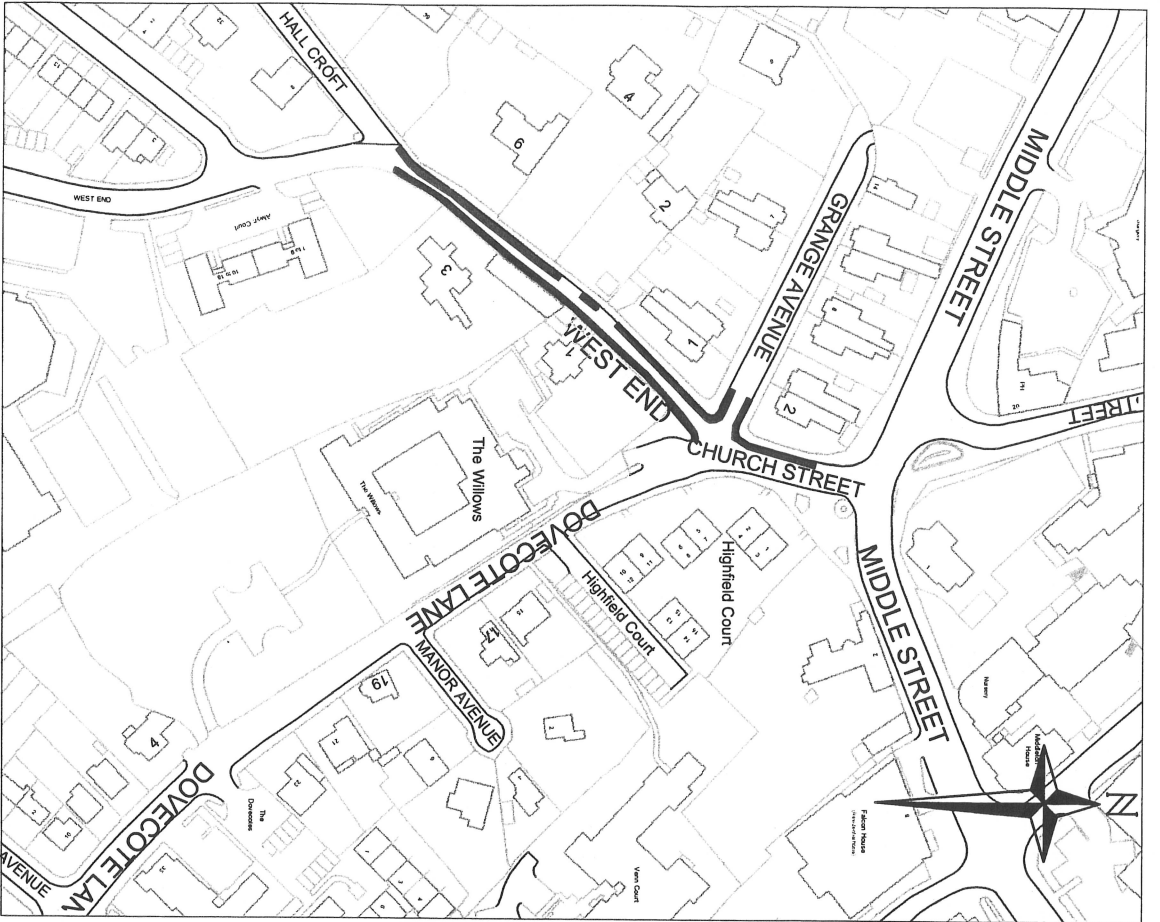


Environment & Resources

Trent Bridge House, Fox Road,
Nottinghamshire
West Bridgford, Nottingham NG2 8BU
Tel: 08449 808080

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Project		Humber Road, Beeston	
Property No.	Project No.	JH22033	
Title		Proposed Prohibition of Waiting Restrictions (TRO 5125)	
Drawing No.		H/04078/1905/03	
Rev	Description	Drawn	Date
		SLW	June '12
Aut			
Rev			
		Scale	1:2000



KEY

Proposed No Waiting At
Any Time Restrictions
(Double Yellow Lines)

Proposed Restricted Waiting
(Single Yellow Line)
Mon - Sat 8 am - 6 pm

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West End and Nether Street, Beeston

Project

Property No.

JH22033

Title
Proposed Prohibition of Waiting Restrictions (TRO 5125)

Drawing No.

H/04078/1905/02



Environment & Resources

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

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Rev	Description	Drawn	Chkd	Auth	Date

Drawn	SLW	Date	June '12
Chkd		Date	
Auth		Traced	
Rev		Scale	1:2000

13th September 2012**Agenda Item:8****REPORT OF SERVICE DIRECTOR, HIGHWAYS**

THE NOTTINGHAMSHIRE COUNTY COUNCIL (MANSFIELD PUBLIC TRANSPORT INTERCHANGE) (MOVING TRAFFIC RESTRICTIONS AND PROHIBITIONS AND REVOCATION OF PROHIBITED MANOEUVRE) TRAFFIC REGULATION ORDER 2012 (2144)

THE NOTTINGHAMSHIRE COUNTY COUNCIL (MANSFIELD PUBLIC TRANSPORT INTERCHANGE) (VARIOUS STATIC TRAFFIC RESTRICTIONS AND PROHIBITIONS) TRAFFIC REGULATION ORDER 2012 (2146)

CONSIDERATION OF OBJECTIONS**Purpose of the Report**

1. To consider objections received in respect of the advertised traffic regulation orders (TROs) for traffic restrictions deemed necessary as part of the Mansfield Public Transport Interchange (MPTI) scheme.

Information and Advice

3. Nottinghamshire County Council and Mansfield District Council have been working in partnership to implement the MPTI which, when completed in March 2013, will replace the existing bus station with a new facility closer to the heart of the town centre and the railway station. The scheme will offer a major improvement to the quality of the bus waiting environment benefiting the existing five million passenger trips using the current bus station and encourage more people to travel by public transport.
4. As part of the overall scheme, changes to the existing moving traffic and static (e.g. parking, waiting and loading) restrictions in the vicinity of the MPTI are necessary and the County Council undertook two rounds of consultation early in 2012 informing interested parties of possible changes and inviting comments. In light of comments received and discussions with the local MP, County Council Member and local taxi trade representatives, the County Council significantly modified the proposals, which are summarised in Appendix A.
5. Advertisement of the TROs commenced on 11th July 2012 for a four week period. The statutory public notices for the TROs and accompanying plans

showing the locations and extents of the traffic restrictions were sent to various interested parties including County Council members for Mansfield East, Mansfield North, Mansfield South and Mansfield West, all statutory consultees, plus approximately 40 occupiers of properties in the area and approximately 25 hackney carriage and private hire licence operators in the Mansfield area.

6. During the advertising period eight comments were received, four of which have been deemed to be objections in so far as it is felt the proposals do not address the stated concerns. All comments received are summarised and addressed in Appendix B.
7. The members for Mansfield East, Mansfield North, Mansfield South and Mansfield West have been asked for comments. Councillor Chris Winterton has made several representations on behalf of local taxi and private hire drivers and proprietors of a number of local businesses, and these are summarised in Ref E in Appendix B.

Other Options Considered

8. The proposals were reviewed after both initial consultations and a number of amendments were made on each occasion. Paragraph 13 below recommends that investigations be undertaken once the MPTI is opened to establish if any further amendments are required. .

Reasons for Recommendations

9. The proposed restrictions and prohibitions contained in the advertised TROs are deemed necessary to ensure the efficient management of the highway network in the vicinity of the MPTI following its opening.

Statutory and Policy Implications

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

Crime and Order Implications (if appropriate)

11. Enforcement of waiting restrictions will be carried out by parking enforcement officers employed through the Nottinghamshire Parking Partnership, which the County Council is the lead authority. Enforcement of the moving traffic restrictions will generally be self-enforcing due to the design of the road layout.

Financial Implications

12. The proposals will be funded from the MPTI scheme budget allocation and are expected to be approximately £12,000.

RECOMMENDATIONS

13. It is recommended that:-

- (i) **“The Nottinghamshire County Council (Mansfield Public Transport Interchange) (Moving Traffic Restrictions and Prohibitions and Revocation of Prohibited Manoeuvre) Traffic Regulation Order 2012 (2144)”** and
- (ii) **“The Nottinghamshire County Council (Mansfield Public Transport Interchange) (Various Static Traffic Restrictions and Prohibitions) Traffic Regulation Order 2012 (2146)”**

are made as advertised, and the objectors informed accordingly; and

14. Once new traffic and parking patterns have stabilised following the opening of the MPTI, new surveys and investigations be undertaken to establish whether further amendments to traffic restrictions are necessary.

Name of Report Author

Neil Hodgson

Title of Report Author

Team Manager (Major Projects and Improvements)

For any enquiries about this report please contact:

Neil Hodgson, Team Manager - Major Projects and Improvements

Constitutional Comments (SB 21/08/12)

- 15 Committee have the power to decide the Recommendation.

Financial Comments (IC 20/08/12)

- 16 The financial implications are stated in paragraph 12 of the report.

Background Papers

All relevant documents for the advertised traffic regulation orders are contained within the scheme files which can be found in the Major Projects and Improvements section at Trent Bridge House.

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

<u>Mansfield South:</u>	Councillors Chris Winterton and Stephen Garner
<u>Mansfield North:</u>	Councillors Parry Tsimbiridis and Joyce Bosnjak

Appendix A: Summary of Proposals

1. The flow of traffic in the existing one-way system along Queen Street and Quaker Lane will be reversed so that vehicles will enter Queen Street from Albert Street and leave Quaker Lane via Quaker Way.
2. Queen Street Place will be closed at its Quaker Way end in order to create an enhanced pedestrian route between the new bus station and the town centre. It will also act as a loading area to service the businesses along the Quaker Way side of Queen Street and Mansfield District Council's proposed new development on the site of the Queen's Head Public House.
3. A new taxi rank will be located along Quaker Way, approximately 30 metres from the eastern entrance to the MPTI building and will be clearly visible from it. The rank will be approximately 33 metres in length, which could accommodate approximately seven vehicles, and will be operational at all times. This is proposed following discussion with the local taxi trade.
4. A lay-by for approximately four vehicles will be created along Quaker Way, near to the main pedestrian entrance to the MPTI building, to allow drivers to drop-off and / or pick-up passengers using it. Between midnight and 6am part of this lay-by will become a taxi-rank for two vehicles to cater for passengers on night-time bus and coach services using the bus station.
5. The new taxi provisions mentioned in points 3 and 4 will be in addition to taxi-ranks currently in place in the vicinity of the MPTI, including the rank at the existing bus station which will be retained by Mansfield District Council.
6. The existing clearway restriction along Quaker Way – which prohibits parking, loading and stopping by vehicles at all times – will be replaced by more effective 'no waiting at any time' (i.e. double yellow lines) and 'no loading at any time' loading restrictions.
7. Quaker Lane will be widened as part of Mansfield District Council's proposed new development on the site of the Queen's Head Public House and new loading and blue badge parking bays will be created to assist this development. The existing 'no waiting at any time' (i.e. double yellow lines) restriction along the remaining lengths of Quaker Lane will be supplemented with 'no loading at any time' restrictions since it will not be wide enough to accommodate moving traffic and any stationary vehicles parked along the Co-Operative Bank side of the street.
8. Restrictions will be introduced to prevent unauthorised use of the MPTI site which has been designed to minimise the amount of non-bus traffic that will be permitted to enter the site.

Appendix B: Summary of Responses and Officers' Comments

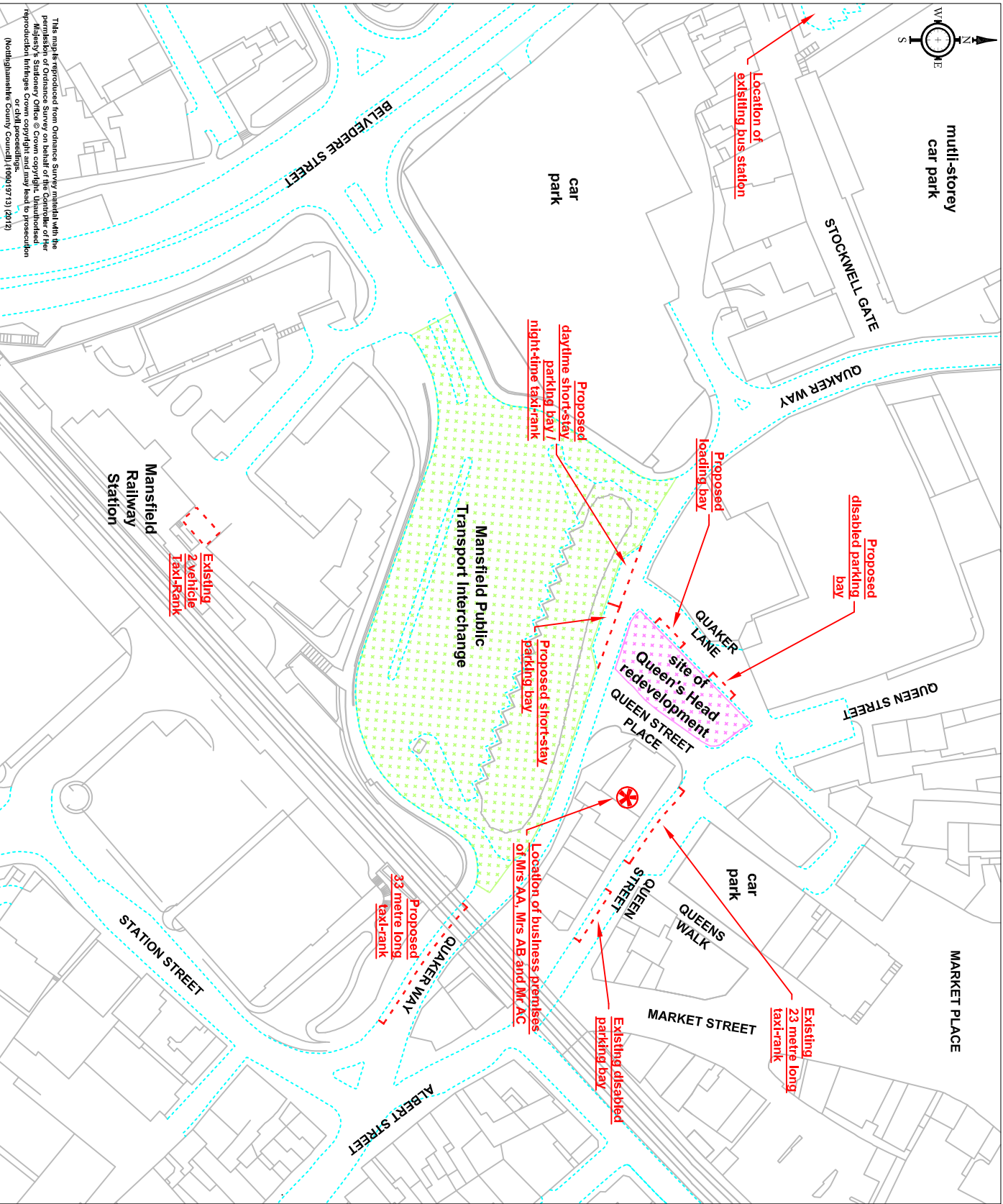
Ref	Details of Consultee	Comments / Grounds for Objection <i>Officers' Comments</i>
A	<u>Mrs AA, Mrs AB and Mr AC</u> Proprietors of businesses along Queen Street	<p>The proprietors commented that they were disappointed that a taxi-rank located in the vicinity of their premises would be retained, especially as additional spaces for taxis are being provided elsewhere. They feel that having a rank that is operational at all times is unfair on their businesses as, they claim, it is not frequently used by taxis, especially during working hours, but it causes difficulties due to night-time anti-social activities.</p> <p>They claim that the proposals will lead to more taxis using the rank which will result in patrons congregating in an alcove leading to their businesses which, they fear, could be intimidating for them and their customers. They also mentioned that parked taxis will obscure the front window displays of their businesses which will result in a loss in passing trade. They would prefer that the rank be replaced by disabled parking and by a loading bay, as was suggested in the initial consultations.</p> <p><i>During the first two rounds of consultation undertaken early in 2012, the County Council proposed a number of amendments to waiting restrictions along Queen Street, including shortening the taxi-rank along it. It was identified that there are conflicting demands on parking / loading spaces along Queen Street by, amongst others, local businesses, taxi drivers and blue-badge holders and a consensus on reallocating these could not be reached. It was therefore decided to retain the status quo along Queen Street until after the opening of the new bus station, when the situation along it will be reviewed and if required, further possible changes would be proposed.</i></p> <p><i>Issues raised by the proprietors are noted; the proposed shortening of the taxi-rank prompted vociferous opposition from representatives of the local taxi trade, supported by one of the County Council members for the area. This particular taxi-rank was installed by Mansfield District Council using powers granted to districts by the Local Government (Miscellaneous Provisions) Act 1976 and therefore it could remove or shorten its length unilaterally, subject to the consideration of any objections received. If this taxi-rank is removed, no waiting at any time (double yellow lines) restrictions which have been "suspended" by the taxi-rank would be reinstated.</i></p>

Ref	Details of Consultee	Comments / Grounds for Objection <i>Officers' Comments</i>
B	Mr B Hackney Carriage Owner & Driver	Mr B mentions that a rank for "seven or eight" vehicles when there "are over 80 hackney carriages [in Mansfield] is inadequate, for not only the livelihood of the 100 plus drivers that rely on the rank but also the public of Mansfield." Mr B suggests that further provision for taxis could be achieved by extending the rank backwards on to Station Street and this accommodated by making Station Street one way.
B cont...	Mr B Hackney Carriage Owner & Driver cont...	<i>The County Council is satisfied that the provision of a 33 metre long taxi-rank as outlined in point 3 in Appendix A, which can accommodate approximately seven vehicles should be sufficient for the levels of patronage expected for the MPTI. However, the situation will be monitored after the bus station opens and further changes will be implemented if these are deemed to be necessary, as per the recommendation in para. 14 in the main body of this report.</i> <i>Mr B's suggestion was investigated during the initial consultations and considered in some length during discussions with representatives of the local taxi trade. It was deemed not to be suitable as the tail of the Quaker Way rank would not be visible to the driver at the head of any additional rank along Station Street due to geometrical constraints of the highway layout and an adjacent retaining wall.</i>
C	Mr C Hackney Carriage Owner & Driver	Mr C claims that the number of spaces for hackney carriages in the vicinity of the bus station is "inadequate" which "does not constitute an integrated transport system." He suggests that there should be provision for "at least ... twenty taxi bays ... and this can be done by extending the proposed rank back into Station Street" <i>Mr C's suggestion was investigated during the initial consultations and considered in some length during discussions with representatives of the local taxi trade. It was deemed not to be suitable as the tail of the Quaker Way rank would not be visible to the driver at the head of any additional rank along Station Street due to geometrical constraints of the highway layout and an adjacent retaining wall.</i>
D	Mr D Hackney Carriage Owner and Driver	Mr D suggests that "the bus station be available to the taxis after 11.30 pm [especially] on Friday and Saturday [nights] and bank holidays when there are a large contingent of people getting off night-time buses and coaches." He feels that the location of the Quaker Way rank could also create flashpoints with people coming from the town nightclubs. Allowing taxis to use the bus station overnight would segregate bus patrons from

Ref	Details of Consultee	Comments / Grounds for Objection <i>Officers' Comments</i>
cont...	cont...	<p>nightclubbers “and would give a great slant for positive news in including taxis within the transport interchange. Alternatively, NCC should be looking at an additional rank on the market place.”</p> <p><i>From the outset of this scheme, the layout of the MPTI has been designed to minimise the amount of non-bus traffic that will be permitted to enter the site. The Health and Safety Executive have issued guidelines on this point which recommends eliminating any un-necessary potential conflicts between buses and other vehicles and preventing pedestrians from walking across the bus turning area.</i></p> <p><i>With up to a hundred buses an hour circulating and reversing within the station, the focus has been to create a design which reduces the potential for vehicular collisions and also to restrict pedestrians from entering onto and walking within the bus turning area.</i></p> <p><i>Permitting taxis to enter the site would increase the risk of collisions and allowing access to and from any rank would require gaps to be created within the guard railing proposed around the site. This would create more opportunities for pedestrians to wander into the bus turning area and risk colliding with buses.</i></p> <p><i>The scheme has been reviewed and accepted by the Department for Transport which has approved the funding for it and its design is very much in keeping with currently accepted best practice.</i></p> <p><i>The issue of taxi provision to deal with overnight arrivals and departures of buses and coaches, when the bus station building will be closed, has been considered by providing the midnight to 6am rank along Quaker Way.</i></p>
E	<u>Cllr Chris Winterton</u> NCC member for Mansfield South	<p>Cllr Winterton commented that he is receiving complaints from proprietors of businesses in the vicinity of the Queen Street taxi rank that late night revellers are using their shop doorways for various anti-social activities whilst waiting for taxis. He also reiterated the comments by the proprietors described in ref A above.</p> <p>He also mentioned that taxi and private hire drivers have contacted him to express concerns that the provision for them appears to be inadequate. He reports that the existing bus station holds about 11 taxis and would like these numbers to be incorporated into the new stand.</p> <p><i>See response to ref B above.</i></p>

Ref	Details of Consultee	Comments / Grounds for Objection <i>Officers' Comments</i>
E	<u>Cllr Chris Winterton</u> NCC member for Mansfield South cont ...	<p>He suggests that the taxi rank and disabled bay at the Queen St site are 'swapped' over thus moving the taxi bay towards the railway viaduct.</p> <p><i>This suggestion will be investigated when the parking situation in the area is reviewed following the opening of the new bus station.</i></p> <p>He asked why an earlier proposal to introduce a taxi-rank along Queens Walk had not been proceeded with.</p> <p><i>This proposal received a negative response from Mansfield District Council's town centre management section.</i></p> <p><i>Queens Walk is within the town centre pedestrian zone. Such a proposal would require an major exemption to the zone's terms and conditions and would lead to requests for further similar exemption elsewhere within the zone.</i></p> <p>Cllr Winterton has enquired if the upgraded Quaker Lane could possibly accommodate a further taxi facility.</p> <p><i>It is proposed to accommodate a loading facility for the proposed re-development of the Queen's Head and a blue-badge permit parking bay along the upgraded Quaker Lane. It will not be possible to accommodate any other parking facility along it, for example for taxis, as Quaker Lane will not be wide enough to allow moving traffic to pass any stationary vehicles parked at any other location along it.</i></p> <p><i>This proposal received a negative response from Mansfield District Council's town centre management section.</i></p> <p>Cllr Winterton asked why the taxis could not use the bus station site as is the case in the existing bus station.</p> <p><i>See response to ref D above.</i></p>
F	<u>Mark Wilkinson</u> Principal Conservation and Heritage Officer, Mansfield District Council	<p>Mr Wilkinson expressed disappointment that no consideration was given to introducing a restricted parking zone type scheme in the Queen Street conservation area which would result in removing road marking needed for parking enforcement.</p> <p><i>As explained in ref A above, it has been decided not to amend any waiting restrictions along Queen Street until after the opening of the new bus station, when the situation along it will be reviewed and if required, further possible changes would be proposed. Mr Wilkinson's request for the introduction of a restricted parking zone scheme in the Queen Street area will be investigated at this time; however, the opinion of engineers in the highways division is that such a scheme, whilst</i></p>

Ref	Details of Consultee	Comments / Grounds for Objection <i>Officers' Comments</i>
		<i>possible, would be difficult to enforce.</i>
G	Martyn Saxton Head of Planning and Regulatory Services, Mansfield District Council	<p>Mr Saxton commented that Mansfield District Council's Licensing Section are "satisfied" with the proposals; however it would not want to see a reduction in the provision of taxi ranks in the area and would like a full review of such provision once the new station is up and running.</p> <p>Mr Saxton also suggested that (1) the proposed loading area on Queen Street Place be amended to a restricted access zone controlled by key-controlled bollards as any stationary vehicles would restricted pedestrian access between the bus station and the town centre; (2) delete the disabled parking bay on Quaker Lane as "this space would be better used for loading" given the fact that the loading bay along the street would result in difficulties for passing traffic; and (3) the loading bay along Quaker Lane should be deleted as this space would be needed for refuge vehicles accessing the bin store for the Queen's Head development.</p> <p><i>The County Council are pleased with the District Council's positive comments and would to point out that the taxi-facilities along Quaker Way are in addition to existing capacity elsewhere in the town centre which has been provided by MDC.</i></p> <p><i>The type of measure requested in point (1) cannot be approved at this stage of the process as it would require the introduction of a traffic restriction which has not been included in the advertised TROs.</i></p> <p><i>Regarding points (2) and (3), the operation of the proposed loading and blue-badge permit parking bays will be reviewed following the opening of the MPTI and changes similar to those suggested by MDC would be investigated.</i></p>
E	<u>Keith McNally</u> Regional Manager, CPT East Midlands & Yorkshire Regions	<p>Mr McNally stated that he supports the bus-friendly measures contained in the proposals which, along with the overall MPTI, will result in improved bus facilities in Mansfield.</p> <p><i>Mr McNally's comments are welcomed.</i></p>



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Rev	Description	Drawn	Checked	Valid	Date
1					

**MANSFIELD
PUBLIC
TRANSPORT
INTERCHANGE**

Property No. _____
Project No. _____

**Plan accompanying
Committee Report**

Scale	Drawn	Checked	Valid	Date
NTS	J Ben			Aug 12
	Auth		Traced	

PLAN A



Tram Bridge House, Fox Road,
West Bridgford, Nottingham, NG2 8BJ
Tel: 08449 808080

13th September 2012**Agenda Item:9****REPORT OF SERVICE DIRECTOR,
HIGHWAYS****RESPONSE TO THE CONSULTATION ON THE USE OF REBATED FUEL
FOR GRITTING IN RURAL AREAS****Purpose of the Report**

- 1.0 The purpose of this report is to obtain approval to the County Council's response to the HM Revenue and Customs (HMRC) consultation on proposed revisions to allow for agricultural vehicles to use red diesel (tax rebated fuel) whilst carrying out gritting operations on the public highway within a 15 mile radius of their registered base.

Information and Advice**Other Options Considered**

- 2.0 The County Council could choose not to respond to the invitation by the HMRC but given that the Council is the Highway Authority for the County and is responsible for the provision of winter maintenance services including gritting it is sensible to make a response.

Reason/s for Recommendation/s

- 2.1 Government has recognised the important contribution that farmers can make to local authority winter maintenance operations and especially in keeping rural communities from becoming isolated. During severe weather it is permitted to use red diesel in any vehicle that is being used to clear snow from public roads. In recent winters, during periods of extreme weather, HMRC have temporarily relaxed rules on the use of red diesel and have allowed tractors being used for gritting rural roads to be fuelled with red diesel.
- 2.2 HMRC are now proposing to formalise the arrangements in relation to the use by agricultural vehicles of red diesel for gritting operations by allowing such vehicles to operate within a 15 mile radius of the address to which the vehicle is registered. Outside of that radius they would be required to use white diesel (taxed fuel)

- 2.3 The response to the consultation request forms Appendix A of this report. Having examined the HMRC proposals it is thought that they are sensible and could assist the County Council in delivering its winter maintenance service to rural communities by building upon the relationships it already has with the farming community.
- 2.4 It is suggested that there is a need to highlight that in some cases agricultural vehicles may be leased or be part of a large multi farm fleet. In these instances the use of a 15 mile radius around the registered base of a vehicle to limit its use of red diesel may not be practicable.

Statutory and Policy Implications

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

Implications for Service Users

- 3.1 The response to the consultation is supportive of the proposed changes which if introduced will assist the County Council in delivering its winter maintenance service to rural communities.

Financial Implications

- 3.2 If the proposed changes are made there will be no adverse financial impacts on the Authority.

3.3 Crime and Disorder Implications

- 3.4 None

Human Rights Implications

- 3.5 None

Safeguarding of Children Implications

- 3.6 None

Human Resources Implications

None

3.7 Implications for Sustainability and the Environment

None

RECOMMENDATION/S

- 4.0 This report recommends that the County Council is supportive of the proposed changes outlined by HMRC on the use of red diesel by agricultural vehicles and responds with the comments attached in Appendix A.

For any enquiries about this report please contact:

- 4.1 Clive Wood – Service Manager, Highway Policy and Development

Constitutional Comments [SHB.09.08.12]

- 4.2 Committee have power to decide the Recommendation.

Financial Comments [IC -13/08/2012]

- 4.3 There are no direct financial implications arising from the contents 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.

HMRC Use of rebated fuel for gritting in rural areas.

http://customs.hmrc.gov.uk/channelsPortalWebApp/channelsPortalWebApp.portal?_nfpb=true&_pageLabel=pageLibrary_ConsultationDocuments&propertyType=document&columns=1&id=HMCE_PROD1_032182

Electoral Division(s) and Member(s) Affected

All

Use of rebated fuel for gritting in rural areas.

Response by Nottinghamshire County Council

13th September 2012

Nottinghamshire County Council welcomes the opportunity to make comment on the matter of the use of rebated fuel for gritting in rural areas.

Prior to answering the specific questions that are asked within the consultation document it is useful to highlight the Council's current involvement in winter maintenance operations. The Council is responsible for the provision of winter maintenance on its network of publically maintained roads throughout the County. It does this using its own workforce and equipment which operate a dedicated service throughout the winter months. The Council does not operate on private roads or offer winter maintenance services to private organisations or businesses and it also does not use the services of any private contractors for gritting provision. It does have in place a number of local agreements with farmers for the provision of assistance with snow clearance only in adverse conditions.

Would it benefit rural communities if the law allowed the use of red diesel in vehicles being used for gritting that are not purpose-built or adapted for that purpose?

Whilst the County Council is not aware of any rural communities who utilise gritting activities provided by the use of agricultural vehicles it is the belief of the Council that for those communities that do then there would be a benefit.

Would such a change benefit gritting authorities?

The County Council believes that in certain circumstances such a change could benefit gritting authorities. An example is where owners of agricultural vehicles that use red diesel may not wish to provide gritting services on the authority's behalf or invitation because of the complexities of having to switch from red to white diesel. In these instances gritting authorities may not be able to provide gritting to isolated communities.

Should the change be confined to agricultural tractors or should it be extended to other exempted agricultural vehicles?

The understanding of the County Council is that there are vehicles other than tractors which are exempted and could be used for gritting operations. It would seem logical that with some control over the radius of operation that these vehicles should also be able to carry out gritting operation using red diesel.

Would the 15-mile restriction be too restrictive?

The logic of placing a 15-mile radius of operation based upon existing operational criteria for agricultural vehicles is clearly understood by the County Council. The only comment it would make is that for some vehicles which are either leased or part of a large organisation their true operational base may not be the same as the address to which they are registered.

Would the 15-mile restriction protect existing commercial contractors?

The County Council has no experience of commercial gritting contractors and would suggest that the answer to this question would probably be better served by the responses from those authorities that use such contractors and from the contractors themselves.

Would the additional demand for salt and grit cause a shortage?

The view of the County Council is that any additional gritting provision provided by the proposed concession would not add significantly to the demand for grit and salt.

Can you foresee any harm to your business if this proposal were adopted?

The County Council is not a business but does not foresee any harm to its winter maintenance operation from the proposals if they were adopted. Commercial operators will be able to voice their own opinions on this matter.

13th September 2012**Agenda Item:10****REPORT OF SERVICE DIRECTOR
HIGHWAYS****RESPONSE TO THE DFT'S CONSULTATION ON SPEED MANAGEMENT****Purpose of the Report**

- 1.0 The purpose of this report is to obtain approval to the County Council's response to the DfT's consultation on proposed revisions to its Speed Limit Circular.

Information and Advice**Other Options Considered**

- 2.0 The County Council as the Local Traffic Authority could choose not to respond to the invitation by the DfT but given the national importance of the Speed Limit Circular it is in the best interests of the County Council to make a response.

Reason/s for Recommendation/s

- 2.1 Government has recognised both the importance of setting appropriate and understandable speed limits as well as the desires of local communities to have safe streets which take account of the needs of all road users' especially vulnerable ones. It has also taken account of the need to allow flexibility to enable authorities to make decisions based upon local circumstances and in the light of their understanding of the needs and desires of the communities they serve.
- 2.2 The advice and guidance in the proposed document sets out the various aspects that Traffic Authorities should take into consideration in making decisions on speed limits including the importance of ensuring that they are realistic and understandable as well as being mainly self-enforcing. Those factors are particularly highlighted with respect to 20mph limits and zones and there should not be an expectation that the Police will enforce these limits or indeed other limits where they are not evidence led and have been inappropriately introduced.
- 2.3 The response to the consultation request forms Appendix A of this report. It answers four specific questions asked by the DfT as well as providing some

general comments. In general the proposed changes are welcomed and provide useful guidance and advice for Traffic Authorities. However it is noted that there are no proposals to change and simplify the existing legal processes that are required before a speed limit can be made or amended. Given that Government has identified that there is a need to reduce bureaucracy to authorities and other organisations in order to reduce costs and deliver solutions quickly it has been suggested that this is an area that should be reviewed again

Statutory and Policy Implications

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

Implications for Service Users

- 3.1 The response to the consultation is supportive of the proposed changes which if introduced will assist the County Council in introducing speed limits that are realistic for all road users and reflective of local needs.

Financial Implications

- 3.2 If the proposed changes are made there will be no adverse financial impacts on the Authority.

3.3 Crime and Disorder Implications

- 3.4 None

Human Rights Implications

- 3.5 None

Safeguarding of Children Implications

- 3.6 None

Human Resources Implications

None

3.7 Implications for Sustainability and the Environment

In being able to take account of local factors in determining speed limits the County Council will be able to consider sustainability and environmental issues.

RECOMMENDATION/S

- 4.0 This report recommends that the County Council is supportive of the proposed changes to the DfT's advice and guidance and responds with the comments attached in Appendix A.

For any enquiries about this report please contact:

- 4.1 Clive Wood – Service Manager, Highway Policy and Development

Constitutional Comments [SHB.09.08.12]

- 4.2 Committee have power to decide the Recommendation.

Financial Comments [IC -13/08/2012]

- 4.3 There are no direct financial implications arising from the contents 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.

Consultation on revision of DfT's speed limit circular
<http://www.dft.gov.uk/consultations/dft-2012-32/>

Electoral Division(s) and Member(s) Affected

All

**Consultation on revision of DfT's speed limit circular
Response by Nottinghamshire County Council**

13th September 2012

The following response is in relation to the request by the DfT in its letter of July 2012 to interested authorities, organisations and other interested parties in relation to the proposed revisions to Circular 01/.06, Setting Local Speed Limits.

The letter sets out five questions and the County Council has provided its response to each of these and trusts that these will be taken account of in the overall consultation.

Do you agree that this advice about introducing 20mph zones and limits provides useful guidance to traffic authorities considering speed management in urban areas? If not please explain your reasons.

The County Council welcomes the proposed advice that provides both clarity in setting out the overall national objectives of using 20 mph zones and limits as well as the various technical, social, environmental, enforcement and commercial considerations that need to be taken account of in any decision making process.

The County Council believes that the advice whilst setting the overall national frame-work for setting such limits also offers it the flexibility to deal with local situations where it can work with local communities and other interested groups to achieve a balanced approach to the introduction of 20mph zones and limits.

Do you agree that traffic authorities should be able to consider the implementation of 20mph limits over a number of roads where mean speeds at or below 24mph are already achieved? If not, please explain your reasons.

The view of the Authority is that it should be able to consider such implementation. Given the proposed advice that will be issued it will be possible for the County Council to effectively consider and deliver (where appropriate) local solutions over a wide area.

Do you agree that the recommendation to use the technical assessment tool should be withdrawn? If not, please explain your reasons.

In considering the technical assessment tool the County Council is of the belief that it was useful whilst carrying out the review of A and B road speed limits that was commenced in 2005 and enabled a priority to be set to the programme that took some years to complete. This work has been mainly completed and the view is that the tool will not be of use in future work on speed management issues. However there is an understanding that there needs to be some form of assessment of the benefits of introducing speed limits based upon the overall guidance and advice that the DfT issue so

that authorities can ensure that there is a consistency in their decision making. The proposal to make available a web based Speed Limit Appraisal Tool for authorities to use is therefore welcomed.

Do you agree that compliance with air quality limits could be a factor in the choice of speed made by local traffic authorities? If not, please explain your reasons.

Whilst not dis-agreeing that compliance with air quality limits could be a factor in the choice of speed limits made by local traffic authorities the County Council is of the view that this is not a major factor given that air quality can be adversely affected more by slower moving traffic in urban areas.

Do you have any other comments about the drafting of the revised circular?

The Authority is pleased to see that the proposed revised circular clearly clarifies many of the national aspects that need to be considered by Traffic Authorities in dealing with speed limits. There is however also the flexibility for Authorities to take account of local issues and desires within communities when deciding upon any changes to limits.

The one area that the County Council has concerns about is that given the Government's commitment to reducing the 'bureaucracy' that local authorities and other organisations are faced with in processing and introducing changes to such things as legal orders. There appears to be no reduction or simplification in the legal processes involved in introducing and making changes to speed limits. The present processes whilst being very robust are costly to administer in financial and resource terms and take far longer to process than communities see as being acceptable. The County Council hopes that consideration can be given to simplifying and shortening the legal processes involved.

13th September 2012**Agenda Item: 11****REPORT OF
SERVICE DIRECTOR, HIGHWAYS****Changes to Staff Structure of the Highways Division****Purpose of the Report**

1. To seek approval for the addition of two permanent posts to the staff structure of the Highways Division as an initial phase of the Highways Divisional Review.

Review of Highways Division

2. A review of the operation and organisation of the highways division is underway. To start the review an independent assessment of the current highways service was undertaken including consultation with staff and Councillors, customer satisfaction indicators and operation of the existing organisation has been completed in March 2012. The strategic objectives which service improvement were defined as
 - a. improving customer service
 - b. ensuring capital programme delivery to time and budget
 - c. improved contract management and management of new highways contract
 - d. providing better support for transport planning and development control.
3. A new proposed operating model for the Highways Division has been designed to meet these strategic objectives and improve the process efficiency by bringing together the following activities
 - a. forward planning
 - Local Transport Plan, Asset and Flood Risk Management, Rights of Way, Highways Development Control
 - *commissioning annual works programmes*
 - b. customer contact, highway and network management
 - customer enquiries, customer information, inspections, works coordination, parking enforcement, controlling access to the network
 - *designing and ordering routine repairs/seasonal maintenance, minor traffic improvements*
 - *revenue budget control for highway maintenance/traffic management*

- c. contract management
 - new highways works contract
 - professional services contract
 - support for various specialist contracts
 - development of service level agreement with in-house operations
 - d. highway safety, street lighting and traffic control
 - highway safety education and engineering, data analyses, independent safety audit
 - street lighting and traffic signal inspections and control
 - *designing and ordering minor repairs and renewals*
 - *revenue and capital budget control for these specialist areas*
 - e. capital programme design and delivery
 - *designing and ordering capital maintenance and improvement schemes*
 - *capital budget control for maintenance and improvement schemes*
 - f. highways operations
 - *in-house contractor delivering revenue and capital works*
4. Detailed staff briefings have been delivered to all highways non-operational staff in June 2012. A project board has now been established to deliver three work-streams – key business process re-engineering by 30th September 2012, organisational changes underway by 31st December 2012, and programme of continuous improvement for customer focus.

Proposed Phase 1 Changes to Organisation

5. A need has been identified to introduce two new posts into the organisation slightly ahead of the planned changes in December for the following reasons:
- a. The early appointment of a new Group Manager to lead the capital programme design and delivery group will assist the early preparation and effective delivery of the 2013/14 highways capital programme for which a provisional programme is being considered by this Committee today. It will also enable the new group manager to have the earliest possible involvement in the development of that group structure.
 - b. The early appointment of a new Team Manager to lead the Contract Management team, within the Highway Management group is essential to support the mobilisation of the new highways contract due to be awarded around Christmas this year to start on 1st April 2013. Again this will allow the new team manager to have the earliest possible involvement in the development of that team structure.
6. Both of these posts will be subject to the Council's job evaluation process to determine the appropriate grade and comply with the equal pay legislation. The Group Manager post will be advertised internally initially. As the Team Manager post will require specialist contract management skills and experience to avoid undue delay this post will be advertised externally but available to internal applicants.

7. The funding for these posts will be contained within the current Highways Division staff budget through the current vacancy management process and through the staff cost reductions to be identified in phase 2 of the organisational change planned to be underway by December 2012.
8. A further report will be brought to this Committee detailing the phase 2 organisational changes.

Other Options Considered

9. Deferral of the creation of these two new posts until the phase 2 organisational changes have been identified was considered but this would introduce additional risk to the delivery of the future highways capital programme and of works through the new highways contract.
10. Making no organisational changes was considered but the need for change was widely agreed by staff and Councillors during the assessment of the current service delivery at the start of the review process.

Reason/s for Recommendation/s

11. The recommendations are proposed to deliver the first phase of the organisational change in time to support delivery of the future highways capital programme and of works through the new highways contract.

Statutory and Policy Implications

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

RECOMMENDATION/S

13. It is recommended that the new permanent posts of

Group Manager Programme Design and Delivery
and
Team Manager Contract Management

are created in the organisational structure of the Highways Division and are recruited to at the earliest opportunity.

Andrew Warrington
Service Director, Highways

For any enquiries about this report please contact: Andrew Warrington ext. 74681

HR Comments

14. Both posts will be evaluated through the County Council job evaluation procedure. Recruitment of the post will be in accordance with the County Councils policies and procedures, including the vacancy protocol. [JD - 15/8/12].

Financial Comments [MA 15/08/12]

15. The costs of the two new posts, estimated at £135,000 (top of scale including on-costs), will be contained within the existing overall Highways employee budget.

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.

Electoral Division(s) and Member(s) Affected

All divisions

13th Sept 2012**Agenda Item:12****REPORT OF SERVICE DIRECTOR, HIGHWAYS****ESTABLISHMENT OF DRAINAGE OFFICER POSTS****Purpose of the Report**

1. The purpose of this report is to seek the approval for the establishment of the two posts of Drainage Officer in the Highway Asset and Flood Risk Management Team.

Information and Advice

2. From 6 April 2012 under the Flood and Water Management Act 2010, amendments were introduced which changed Section 23 and 25 of the Land Drainage Act 1991.
3. These changes mean that all consenting and enforcement activities on ordinary watercourses (outside Internal Drainage Board areas) transferred to the County Council as Lead Local Flood Authority from the Environment Agency and District Councils.
4. This means that the County Council is now responsible for consenting for any new culverts or modification to existing culverts, as well as sorting out blockages and problems on ordinary watercourses using these land drainage powers.
5. These powers and functions are particularly relevant in preventing unnecessary flooding by undertaking pro-active watercourse management. The two posts proposed by the report would also be utilised to undertake broader drainage and flooding investigations as part of the wider Flood Risk Management group of staff working for the Flood Risk Manager as shown on the proposed structure chart at Appendix A. The proposed Job Description showing the full range of planned duties for the proposed posts is shown at Appendix B.

Other Options Considered

6. Do Nothing – This would mean that existing staff would need to pick up the new duties and responsibilities, resulting in a reduced service provision in other areas and a reduced focus on land drainage and watercourse management. The DEFRA funding mentioned below is provided in order that Authorities can fulfil the new functions.

Reasons for Recommendations

7. The establishment of the Drainage Officers will minimise the risk to the County Council's reputation and ensure that new Land Drainage duties and powers are being met and exercised.
8. The new posts allow a pro-active approach to watercourse management and reduce the risk of flooding related to blocked watercourses.

Statutory and Policy Implications

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

Financial Implications

10. The funding for the posts are included in the revenue budget, as part of the DEFRA grant for flood risk management activities.

Implications for service users

11. There will be an improved follow-up response to flooding for land drainage investigations and a more pro-active approach to watercourse management and enforcement, as a result of the creation of these posts.

Human Resource implications (JD 14/08/12)

12. The grading of the posts has been determined through the Council's job evaluation procedure. Recruitment of the post will be in accordance with the County Councils Policies and procedures, including the vacancy protocol.

RECOMMENDATION/S

- 1) It is recommended that two posts of Drainage Officer in the Highway Asset and Flood Risk Management Team be established with immediate effect and the grade for the posts be established through the job evaluation process.

Gary Wood

Group Manager, Transport Policies and Programmes

For any enquiries about this report please contact:

Gary Wood, Group Manager, Transport Policies and Programmes

Constitutional Comments (KK 13/08/12)

13. The Transport and Highways Committee has authority to approve the recommendation set out in this report.

Financial Comments (IC 14/08/12)

14. The Drainage Officer posts will be remunerated at Grade 4 between the levels of £22,484 and £25,510 each (including on costs). Salary cost will be met from DEFRA grant funding.


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.

Nil

Electoral Division Affected

All

Job Description			
Title Drainage Officer	Department: Environment & Resources	Post Ref 402510	
Job Purpose To investigate drainage and flooding problems and to inspect and record information on watercourses.			
Key Responsibilities <div>1. To implement actions relating to flood risk management and drainage arising from recommendations from both within the county council, and arising from external reports and legislation such as the Flood and Water Management Act.</div> <div>2. To undertake programmed and ad-hoc inspections of surface water drainage systems and other bodies of water, ordering work to repair defects in accordance with pre determined policies, priorities and financial constraints in accordance with the council's responsibility as a Lead Local Flood Authority, advising the Flood Risk Manager on priorities to establish a programme of maintenance works.</div> <div>3. To check for compliance with the issue of land drainage consents on Ordinary Watercourses issued in accordance with the requirements of the Land Drainage Act.</div> <div>4. To undertake investigations of flooding identifying the cause and responsible authority specifically in accordance with the requirements of the Flood and Water Management Act, instructing contractors or other organisations as necessary to ensure the safety of the public, residential and business property is not compromised including responding outside</div>		Key Accountabilities <div>1. To assist in the development of the county council's strategy, action plans and performance management criteria to improve flood risk management and drainage infrastructure performance for Nottinghamshire</div> <div>2. To work closely with other partners and agencies to deliver a joined up approach and effective joint working to improve flood risk management and drainage participating in partnership groups and projects where required..</div> <div>3. To implement actions relating to flood risk management and drainage arising from recommendations from both within the county council, and arising from external reports and legislation such as the Flood and Water Management Act.</div> <div>4. To ensure compliance with relevant health and safety legislation in all aspects of work undertaken so that your own safety, and the safety of working colleagues and occasional visitors, is safeguarded so far as is reasonably practical.</div>	

<p>normal working hours.</p> <ol style="list-style-type: none"> 5. To prepare and maintain a drainage asset register of significant structures and features that have an impact on flood risk management in Nottinghamshire and a record of the state of repair and ownership of those structures and features. 6. To advise the line manager so that the council can maintain a register for public inspection and inform managers so that decisions about work programming and maintenance priorities can be established of council owned structures and features. 7. To advise line managers of structures and features that affect flooding that need to be designated in accordance with the requirements of the Flood and Water Management Act. 8. To serve notice on landowners in relation to the maintenance of watercourses ensuring that records are accurate, legal officers are consulted and procedures are in accordance with the requirements of the Land Drainage Act. 9. Carry out inspections and assessments of sustainable drainage systems and to undertake procedures and tasks arising from developing guidance in respect to the council's responsibilities under the Flood and Water Management Act. 10.To recommend to the Flood Risk Manager, drainage solutions for drainage projects and assist with project development and survey works. 11.To carry out inspections of pumping stations, identifying faults, instructing maintenance engineers as required responding to 	
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<p>call outs as necessary.</p> <p>12.To assist in the recording, management and improvement of highway drainage and other county council owned drainage assets</p> <p>13.To maintain accurate contemporary records of all works, responses to incidents and the like in order that the authority can make such records available in future insurance or litigious situations.</p>	
<p>The post holder will perform any duty or task that is appropriate for the role described</p>	

Person Specification

<p><i>Education and Knowledge</i></p> <ol style="list-style-type: none"> 1. A minimum of 5 GCSE's (Grade A-C) or equivalent including Maths and English. 2. Understanding of highway and drainage maintenance and design. 3. Knowledge of administrative techniques and systems 4. Understanding of budgets. 5. Knowledge of IT packages including Microsoft Office. 6. Knowledge of the Flood and Water Management Act 2010 and the Land Drainage Act 1991. 	<p><i>Personal skills and general competencies</i></p> <ol style="list-style-type: none"> 1. A high level of personal drive and commitment to excellent customer care and the ability to set an example for other staff. 2. Strong interpersonal skills to gain the agreement and acceptance of others including colleagues, senior managers and customers. 3. Ability to make decisions and solve problems to meet operational targets, involving devising solutions and prioritising the resources available. 4. The ability to work on own initiative; meet agreed objectives and targets, against a set brief through an effective use of
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<p>Experience</p> <ol style="list-style-type: none"> 1. A minimum of 12 months experience in highways or drainage related activity 	<p>resources.</p> <ol style="list-style-type: none"> 5. Ability to plan and prioritise work. 6. Ability to produce clear and accurate written information and reports. 7. Ability to communicate in a confident clear and concise manner. 8. Ability to negotiate and present information both orally and in writing. 9. Ability to work effectively as a member of a team and in a collaborative way across teams. 10. Ability to work with minimal supervision. 11. The ability to deal effectively with the public and organisations on drainage matters. 12. Willingness to broaden own knowledge, skills and experience. 13. Proven IT skills particularly relating to GIS and database software. 14. Full current UK/EU Driving Licence. 15. Be able to transport yourself throughout the Council area in a timely manner.
<p>Role Dimensions</p>	

The post holder will be part of a team responsible for reducing flood risk to all the communities of Nottinghamshire and as such will assist in the control all the county councils investment in drainage and flood alleviation which currently includes the £2.5 million highway drainage budget, and £0.5 million per year local levy funding. The post holder will assist in the management of the county capital drainage budget which is currently £0.5 million per year. The role will involve close working with staff from the Environment Agency, Severn Trent Water, District Councils and the 4 Internal drainage boards in Nottinghamshire to influence all drainage/flood alleviation investment in Nottinghamshire which could be in the region of £10 million per year. The post holder will work on our new land drainage duties

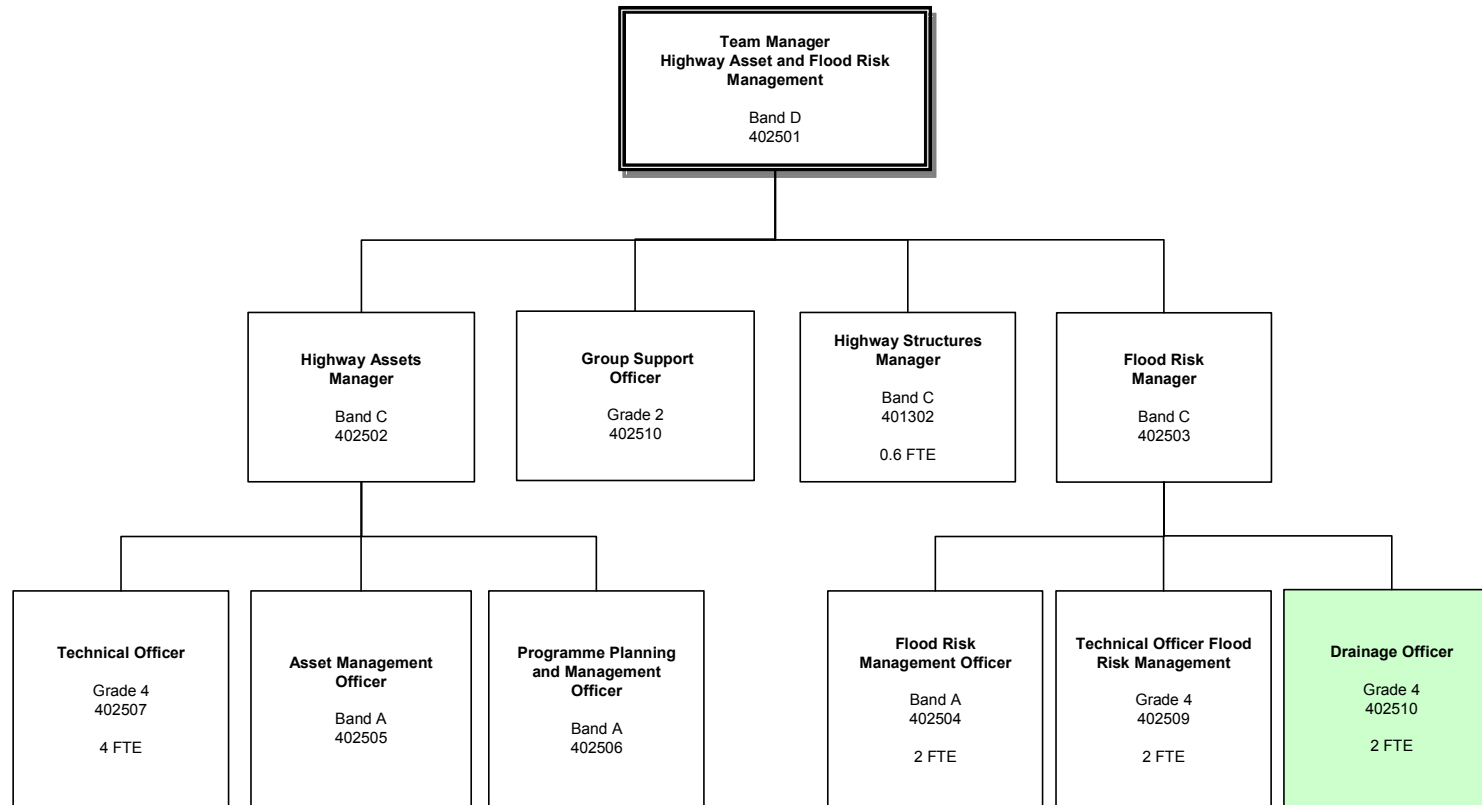
Projects will be managed and delivered through internal and external design consultants, and using staff employed directly by district councils and the internal drainage boards.

The section role is significant and covers highways and municipal engineering and representing all the authority's interests and responsibilities both as a highway authority, drainage authority and as a land and asset owner. The post will have an impact in reducing the potentially huge damage from flooding as occurred in 2007 as well as reducing the impact on people, homes and businesses

Please attach a structure chart

HIGHWAY ASSET AND FLOOD RISK MANAGEMENT

Post numbers shown are full time equivalent.



05/09/2012

Drainage Officer Revision

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13 September 2012**Agenda Item:13****REPORT OF SERVICE DIRECTOR HIGHWAYS****INTEGRATED TRANSPORT AND HIGHWAY MAINTENANCE CAPITAL
PROGRAMMES 2012/13****Purpose of the Report**

1. To seek Committee approval for the integrated transport and highways maintenance capital schemes which have not received previous approval (as detailed in paragraph 6 of this report)
2. To provide an update on the progress of the delivery of the integrated transport and highway maintenance capital programmes to be implemented during 2012/13.

Information and Advice

3. The funding for local transport improvements, such as addressing congestion or road safety, is called the integrated transport block. The integrated transport block and highways capital maintenance block allocations both benefit from capital grant funding from the Department for Transport.
4. The funding allocations are detailed below, and were approved by County Council at the meeting on the 23 February 2012. It should be noted that this includes £1m carried over from 2011/12 for potential Local Sustainable Transport Fund match funding and a contribution towards Elkesley A1 junction improvements being carried out by the Highways Agency (approved in November 2011); and an additional investment in road safety (£621k in 2012/13, £350k in 2013/14; and £350k in 2014/15).
5. The Autumn budget statement allocated an additional £50m for transport expenditure. The Authority's share of this pot was £823k and this will support the programmes detailed within this report and its appendices.

Block	Provisional allocations		
	2012/13	2013/14	2014/15
Integrated transport	£7.98m	£6.7m	£7.281m
Highways capital maintenance	£16.157m	£15.97m	£15.102m

6. The detailed integrated transport and capital maintenance programmes were approved at the 8 February 2012 Cabinet meeting. Further development work has, however, been undertaken on the two programmes and some additional schemes have been included as a result of completion of feasibility, design work, community concerns and recent deterioration. An additional 16 schemes have been included in the 2012/13 integrated transport programme (all of which have a forecast cost of less than £50k) and ten additional schemes have been included in the capital maintenance programme:

Schemes added to the integrated transport measures programme

- A6097/Greaves Lane HGV signing – following community concerns
- A638, Eaton pedestrian refuges – following community concerns
- A638/Holme Road, Rockley junction improvement – following community concerns
- B600 Watnall Road (near Back Lane), Nuthall zebra crossing – following community concerns
- Balderton footways footpath improvements – following community concerns
- Caudwell Drive, Mansfield street lighting improvement – following community concerns
- Collingham HGV signing – following community concerns
- Elton to Orston speed limit review – following community concerns
- Leake Road (Costock to East Leake) speed limit review – following community concerns
- Mansfield Woodhouse footpath 42/43 improvements – following community concerns
- Oak Tree Lane/Oakwood Road, Mansfield local safety scheme – following casualty investigations
- Pinford Lane, Elston contribution to new footway – following community concerns
- Plungar Road, Granby speed limit review – following community concerns
- Portland Road, Hucknall puffin crossing – following community concerns
- Smeath Lane, Clarborough environmental weight limit – following community concerns
- Willowbridge Lane, Sutton in Ashfield gating order/prohibition – following community concerns

Schemes added to the capital maintenance programme

- A17 Sleaford Road, Newark (from roundabout to county boundary) carriageway resurfacing – following completion of an adjacent safety scheme
- A611 Derby Road/B6039 Coxmoor Road Junction carriageway resurfacing for traffic loops – due to further deterioration
- B6040 Watson Road, Worksop (from canal bridge to Bridge Place) carriageway surfacing – due to further deterioration
- B6040 Bridge Place, Worksop (from canal bridge to Watson Road) carriageway surfacing – due to further deterioration
- Blyth Road, Worskop street lighting column replacement – due to further deterioration
- C27, Norwell Lane, Cromwell (east of level crossing) infill arch and pipe minor local improvement

- Cocker Beck Bridge, Church Lane, Lowdham parapet replacement – due to deterioration
 - Hillside Road, Blidworth carriageway surfacing – due to further deterioration
 - Trent Lane, Newark – to support adjacent investment
 - Radcliffe on Trent lighting column improvements – to enable festive decorations.
7. Other than schemes deferred until the 2013/14 financial year due to overprogramming,
High Street, Elkesley footway surfacing has been put on hold so that it can be combined with a carriageway scheme to be delivered next year and also to avoid conflict with works on the A1.
8. Three schemes that were previously included in the 2012/13 integrated transport measures programme and a further two from the capital maintenance programme will not be progressed:

Integrated transport measures that will not be progressed

- B6009 Watnall Road, Hucknall zebra crossing – withdrawn at the local Member's request due to location issues
- Chapel Lane, Ravenshead footway – abandoned due to very high costs and physical constraints which could not be overcome to make the scheme viable
- B6034 Church Lane, Edwinstowe footway – abandoned as the landowner is not prepared to relinquish the land required to build the scheme

Capital maintenance schemes that will not be progressed

- C34 Bagthorpe bridge waterproofing – abandoned due to issues with utilities on the bridge
 - River Ryton bridge, Scrooby waterproofing – withdrawn following discussions with local residents (the scheme will be delayed pending the outcome of a request for a road closure).
9. The integrated transport programme includes an allocation of £1m towards measures that would complement the Local Sustainable Transport Fund bid aimed at improving the economy and reducing carbon emissions in the four market towns of Mansfield, Newark, Retford and Worksop. Whilst the Local Sustainable Transport Fund bid for the four market towns was unsuccessful it is still proposed to use this funding to progress some of the planned schemes to improve the economy. It is proposed that the funding will be used to deliver:
- targeted residential and workplace travel planning to reduce congestion
 - car park signage improvements in Mansfield to reduce congestion
 - environmental improvements on Leeming Street, Mansfield to increase the night time economy
 - 'realtime' bus information in Mansfield and Worksop to support bus station improvements
 - small scale pedestrian and cycling improvements on routes to workplaces, and

- a contribution towards supporting the infrastructure requirements of the TITAN bus service review project (such as interchange improvements or a bus smartcard pilot scheme).

Progress on delivery of the programmes

10. Most schemes have now been scheduled for construction and these dates are included on the attached appendices. The remainder of the schemes will be scheduled as soon as possible once feasibility, design work etc. has been completed. Each County Council Member will, however, be provided with monthly bulletins to update them on the schemes planned within their ward including proposed construction dates.
11. Scheme development work is underway for future years' programmes as well as feasibility work on schemes which may be included as reserve schemes for the 2012/13 financial year's programme. Consequently an additional number of reserve schemes have been added to the 2012/13 programme. Reserve schemes could potentially be delivered during the 2012/13 financial year should other schemes become undeliverable or if other funding sources become available – these schemes can be identified on the attached appendices as 'Feasibility/design work only'.

Conclusions

12. The integrated transport block and highway capital maintenance block programmes, detailing the proposed schemes to be delivered during 2012/13 are attached as appendices 1 and 2 respectively to this report. Each of the schemes is subject to the necessary consultation, statutory undertakings and other issues arising from detailed scheme investigation, design and consultation.

Statutory and Policy Implications

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

RECOMMENDATION/S

- 1) It is recommended that Committee:
 - a) approve the proposed additional integrated transport and capital maintenance schemes as detailed in this report
 - b) approve the revised programmes as shown in the appendices.

Andrew Warrington

Service Director Highways

For any enquiries about this report please contact:

Sean Parks – Local Transport Plan manager or Mike Barnett - Highway Asset manager

Constitutional Comments (SHB.20.08.12)

14. Committee has power to decide the Recommendation.

Financial Comments (MA 21/08/2012)

15. The financial implications are as detailed in the report and appendices, and will be contained within the overall Transport & Highways Committee Capital Programme for 2012/13

Background Papers

Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
Nottinghamshire Local Transport Plan Implementation Plan 2011/12-2014/15
Nottinghamshire Local Transport Plan Evidence Base 2010

Electoral Division(s) and Member(s) Affected

All

Safety improvements	Area	LTP budget	Proposed construction date
<u>Local safety schemes</u>			
A38 / MARR (signing/lining)	Ashfield	≤ £50k	Quarter 2
A38 Alfreton Road/Pinxton Lane (junction warning signs)	Ashfield	≤ £50k	Quarter 2
A611 Newstead ByPass Northbound (Speed Limit)	Ashfield	≤ £50k	Quarter 4
B600 Bagthorpe (lighting)	Ashfield	≤ £50k	Quarter 3
B6018 Park Lane, Kirkby Woodhouse, bend adj The Hollies (signing)	Ashfield	≤ £50k	Quarter 3
Common Rd, Huthwaite (lighting)	Ashfield	≤ £50k	Quarter 4
Main Rd, Westwood (lighting)	Ashfield	≤ £50k	Quarter 3
A57 Broadgate, bend at lay by between East Markham & Darlton (signing)	Bassetlaw	≤ £50k	Quarter 3
A57 Worksop between High Grounds Rd & A60 (signing)	Bassetlaw	≤ £50k	Quarter 3
A631 near Gringley Grange (surface dressing and drainage)	Bassetlaw	≤ £50k	Scheme complete
A638 (north of Retford) (lining and contribution to surfacing)	Bassetlaw	£50-250k	Feasibility/design work only
A638 Arlington Way / Spital Hill, Retford (separate right turn signal)	Bassetlaw	≤ £50k	Quarter 4
A638 Great North Road (Randall Way to Sutton Crossroads), Retford	Bassetlaw	≤ £50k	Feasibility/design work only
B1403 Main St, Hayton bend west of Townend Bridge (rumble strips)	Bassetlaw	≤ £50k	Quarter 3
B6387 Haughton, bend east of Millhouse Farm (signing)	Bassetlaw	≤ £50k	Quarter 3
Bank End Road, Misson (speed limit reduction)	Bassetlaw	≤ £50k	Quarter 3
Bridge Place, Worksop (lighting)	Bassetlaw	≤ £50k	Quarter 3
High Hoe Road, Worksop (zebra crossing upgrade)	Bassetlaw	≤ £50k	Scheme complete
North Rd, Retford (lighting)	Bassetlaw	≤ £50k	Quarter 3
Old London Rd, S of Barnby Moor (contribution to lining scheme)	Bassetlaw	≤ £50k	Contribution only
Ollerton Rd, Ordsall (lighting)	Bassetlaw	≤ £50k	Quarter 3
Weston Road, Egmont (tree removal and safety fencing)	Bassetlaw	≤ £50k	Scheme complete
A608 Brinsley (interactives)	Broxtowe	≤ £50k	Quarter 3
B6006 Wollaton Road, Beeston (cameras)	Broxtowe	≤ £50k	Scheme complete
High Road, Chilwell (lighting)	Broxtowe	≤ £50k	Quarter 3
Nottingham Rd, Horsendale (lighting)	Broxtowe	≤ £50k	Quarter 3
Wollaton Rd, Beeston (lighting)	Broxtowe	≤ £50k	Quarter 3
Street Lighting MAP 12/13	Countywide	≤ £50k	Feasibility/design work only
B6386 Oxtan Rd, Calverton, bends adj Thorndale Plantation (signing & lining)	Gedling	≤ £50k	Quarter 3
Spring Lane, Lambley (contribution)	Gedling	≤ £50k	Contribution only
A6009 Rosemary Street / Ladybrook Lane, Mansfield (reduced speed limit)	Mansfield	≤ £50k	Quarter 3
A6117 Oak Tree Lane / Eakring Road, Mansfield (separate right turn signal)	Mansfield	≤ £50k	Quarter 3
A6117 Old Mill Lane/Barringer Road, Mansfield (junction improvement)	Mansfield	≤ £50k	Pending feasibility/design completion
A6117 Pump Hollow Rd/Coronation Dr, Forest Town (signing)	Mansfield	≤ £50k	Quarter 3
A617 Chesterfield Road North, Pleasley (interactives)	Mansfield	≤ £50k	Quarter 3
Netherfield Ln, Budby, bend adj Budby Pumping Station (signing)	Mansfield	≤ £50k	Quarter 3
Oak Tree Lane/Oakwood Road, Mansfield (signing and lining)	Mansfield	≤ £50k	Quarter 3
Old Mill Ln/Ellesmere Rd, Forest Town (signing & lining)	Mansfield	≤ £50k	Quarter 2
St Peters Way/St John St, Mansfield (signal modification)	Mansfield	≤ £50k	Quarter 3
A1133 Gainsborough Rd, bend adj lay by north of Spalford (signing & lining)	Newark & Sherwood	≤ £50k	Quarter 3
A17 Sleaford Rd, bend @ County Boundary, Barnby in Willows (signing)	Newark & Sherwood	≤ £50k	Quarter 3
A17 Sleaford Road / Newark Golf Club access (right turn lane and refuge)	Newark & Sherwood	> £250k	Quarter 1 and ongoing
A6075 Mansfield Rd, Ollerton (lining & marker posts)	Newark & Sherwood	≤ £50k	Quarter 2
A6097 east of Shelt Hill (carriageway reprofiling)	Newark & Sherwood	≤ £50k	Contribution only
A6097 Gunthorpe (lighting)	Newark & Sherwood	≤ £50k	Quarter 3
A6097 Safety Cameras	Newark & Sherwood	£50-250k	Quarter 3
A6097 South of Lowdham, (Speed Limit)	Newark & Sherwood	≤ £50k	Quarter 3
A614 / B6034, Rose Cottage (signalisation)	Newark & Sherwood	£50-250k	Quarter 3
A614 Speed Cameras (completion of camera scheme)	Newark & Sherwood	£50-250k	Scheme complete
A617 Kelham Bridge (signing)	Newark & Sherwood	≤ £50k	Quarter 3
B6030 Clipstone, bend east of entr to Sherwood Pines (signing)	Newark & Sherwood	≤ £50k	Quarter 3
Drove Ln, Newark, bend at Air Museum (surfacing)	Newark & Sherwood	≤ £50k	Quarter 2
Netherfield Lane, Perlethorpe, bend NE entr to Thorseby Hall (signing)	Newark & Sherwood	≤ £50k	Quarter 3
<u>Safer Routes to Schools</u>			
Annesley Road, Hucknall (high friction surfacing)	Ashfield	≤ £50k	Pending feasibility/design completion
Main Road, Stanton Hill (high friction surfacing and zebrings)	Ashfield	≤ £50k	Scheme complete
St Patrick's Rd/Roberts Ln, Hucknall (Hillside Primary) (TRO)	Ashfield	≤ £50k	Quarter 3
Whitehead Ln, Skegby (St Andrews Primary) (TRO/ kerbing & tactile)	Ashfield	≤ £50k	Quarter 3
London Road, Retford (Thrumpton School) (puffin)	Bassetlaw	≤ £50k	Scheme complete
Mornington Crescent, Nuthall (Mornington Primary) (dropped kerbs)	Broxtowe	≤ £50k	Scheme complete
Toton Ln, Stapleford (George Spencer) (toucan/puffin feasibility)	Broxtowe	≤ £50k	Pending feasibility/design completion
Gedling Rd/Blake Close (Arnold View Primary) (bollards)	Gedling	≤ £50k	Pending feasibility/design completion
Southdale Road, Carlton (speed management)	Gedling	≤ £50k	Quarter 2
Holly Rd, Forest Town (Holly Primary) (lining)	Mansfield	≤ £50k	Quarter 3
Sherwood Rd, Rainworth (Python Hill Primary) (bollards & lining)	Mansfield	≤ £50k	Pending feasibility/design completion
Brownlows Hill, Coddington (Coddington Primary (TRO & lining))	Newark & Sherwood	≤ £50k	Quarter 3
Boundary Rd, West Bridgford (signing & lining)	Rushcliffe	≤ £50k	Quarter 3
ITM block allocation		£1,250	

2012/13 Integrated transport measures programme

Speed management	Area	LTP budget	Proposed construction date
B6016 Selston Road, Jacksdale SW of Laverick Road (Interactive speed sign)	Ashfield	≤ £50k	Quarter 3
Cauldwell Road, Ashfield (barriers)	Ashfield	≤ £50k	Quarter 2
Papplewick Lane, Hucknall (speed limit)	Ashfield	≤ £50k	Pending feasibility/design completion
Willowbridge Lane, Sutton in Ashfield (gating/prohibition)	Ashfield	≤ £50k	Quarter 3
A161 Haxey Road, Misterton north of Old Haxey Road (Interactive speed sign)	Bassetlaw	≤ £50k	Scheme complete
A161 Stockwith Road, Walkeringham north of Mill Baulk Rd (Interactive speed sign)	Bassetlaw	≤ £50k	Pending feasibility/design completion
A634 Retford Road, Blyth SE of Ryton Fields (Interactive speed sign)	Bassetlaw	≤ £50k	Pending feasibility/design completion
A638/Holme Lane, Rockley (junction improvement)	Bassetlaw	≤ £50k	Quarter 3
Ashvale Road (speed limit)	Bassetlaw	≤ £50k	Scheme complete
Blyth (speed limit)	Bassetlaw	≤ £50k	Quarter 2
Cottam Lane, Treswell east of Townside Lane (Interactive speed sign)	Bassetlaw	≤ £50k	Pending feasibility/design completion
Retford Road, Woodbeck east of Fleming Drive (Interactive speed sign)	Bassetlaw	≤ £50k	Pending feasibility/design completion
A6007 Trowell Road, Stapleford N of Pasture Road (Interactive speed sign)	Broxtowe	≤ £50k	Pending feasibility/design completion
A608 Church Lane/Mansfield Road, Brinsley (Interactive speed sign)	Broxtowe	≤ £50k	Quarter 3
B6010, Moorgreen (speed limit reduction)	Broxtowe	≤ £50k	Quarter 4
Cossall Road, Trowell south of Ellesmere Drive (Interactive speed sign)	Broxtowe	≤ £50k	Quarter 3
Dovecote Lane / Devonshire Avenue, Beeston (TRO)	Broxtowe	≤ £50k	Quarter 2
Kimberley Road, Nuthall east of Larkfield Road (Interactive speed sign)	Broxtowe	≤ £50k	Pending feasibility/design completion
Thoresby Road, Bramcote SW of Rivergreen Crescent (Interactive speed sign)	Broxtowe	≤ £50k	Quarter 4
B683 Moor Road, Papplewick at 40mph sign (Interactive speed sign)	Gedling	≤ £50k	Quarter 3
Bank Hill, Woodborough at 30mph sign (Interactive speed sign)	Gedling	≤ £50k	Scheme complete
Longdale Lane, Ravenshead (speed limit)	Gedling	≤ £50k	Scheme complete
Vale Road, Colwick SW of Sands Close (Interactive speed sign)	Gedling	≤ £50k	Quarter 2
Caudwell Drive, Mansfield (street lighting improvements)	Mansfield	≤ £50k	Pending feasibility/design completion
Debdale Lane (speed limit)	Mansfield	≤ £50k	Quarter 3
Netherfield Lane, Church Warsop east of Rectory Road (Interactive speed sign)	Mansfield	≤ £50k	Quarter 3
A6075 Ollerton (speed limit)	Newark & Sherwood	≤ £50k	Scheme complete
A612 Church Street, Southwell (parking restrictions and footway widening)	Newark & Sherwood	≤ £50k	Scheme complete
A612, Bulcote (speed limit extension)	Newark & Sherwood	≤ £50k	Quarter 4
A616 Newark Road, Ompton SE of Flash Lane (Interactive speed sign)	Newark & Sherwood	≤ £50k	Pending feasibility/design completion
B6325 Great North Road, South Muskham north of Crow Lane (Interactive speed sign)	Newark & Sherwood	≤ £50k	Pending feasibility/design completion
C3 Kilvington outside Church (Interactive speed sign)	Newark & Sherwood	≤ £50k	Pending feasibility/design completion
Caythorpe (speed limit)	Newark & Sherwood	≤ £50k	Quarter 3
Cocket Lane, Farnsfield (speed limit)	Newark & Sherwood	≤ £50k	Quarter 2
Lambley (surfacing and lining)	Newark & Sherwood	≤ £50k	Quarter 3
Main Road, Boughton south of Thornhall Drive (Interactive speed sign)	Newark & Sherwood	≤ £50k	Pending feasibility/design completion
Southwell Road, Rainworth (speed limit)	Newark & Sherwood	≤ £50k	Scheme complete
20 mph pilot project (West Bridgford)	Rushcliffe	≤ £50k	Scheme complete
A60, Bunny (speed limit reduction)	Rushcliffe	≤ £50k	Scheme complete
A6006, Zouch (speed limit reduction)	Rushcliffe	≤ £50k	Quarter 4
A606, Upper Broughton (speed reduction measures)	Rushcliffe	≤ £50k	Quarter 4
Compton Acres, Compton Acres south of Orchid Close (Interactive speed sign)	Rushcliffe	≤ £50k	Quarter 2
Elton to Orston (speed limit review)	Rushcliffe	≤ £50k	Pending feasibility/design completion
Leake Road (Costock to East Leake) (speed limit)	Rushcliffe	≤ £50k	Quarter 4
Main Road, Shelford SE of Bosworth Close (Interactive speed sign)	Rushcliffe	≤ £50k	Quarter 3
Main Street, Stanford on Soar opposite St John's Church (Interactive speed sign)	Rushcliffe	≤ £50k	Pending feasibility/design completion
Normanton Lane, Keyworth NE of Rose Grove (Interactive speed sign)	Rushcliffe	≤ £50k	Quarter 3
Nottingham Road, Radcliffe on Trent NE of St Laurence Boulevard (Interactive speed sign)	Rushcliffe	≤ £50k	Quarter 3
Owthorpe Road, Cotgrave north of Saxon Way (Interactive speed sign)	Rushcliffe	≤ £50k	Quarter 3
Plungar Road, Granby (speed limit)	Rushcliffe	≤ £50k	Quarter 4
ITM block allocation		£400	

2012/13 Integrated transport measures programme

Access to local facilities	Area	LTP budget	Proposed construction date
<u>Footway improvements</u>			
Dropped kerb requests	Countywide	≤ £50k	Quarter 2
Wollaton Avenue, Gedling (turning circle imps)	Gedling	≤ £50k	Quarter 2
Clumber Street, Market Warsop (traffic management scheme)	Mansfield	≤ £50k	Quarter 3
Pinfold Lane, Elston (contribution to new footway)	Newark & Sherwood	≤ £50k	Pending feasibility/design completion
Ossington Road, Kneesall (discontinuous footway)	Newark & Sherwood	≤ £50k	Quarter 4
<u>Pedestrian crossings</u>			
B6021 Penny Emma Way / Kirkby Folly Road, Sutton in Ashfield (MOVA and pedestrian facilities)	Ashfield	£50-250k	Quarter 3
High Pavement, Sutton in Ashfield (pedestrian refuge)	Ashfield	≤ £50k	Quarter 3
Mansfield Road, Selston (zebra crossing or alternative)	Ashfield	£50-250k	Pending feasibility/design completion
Portland Road (near Yew Tree PH), Hucknall	Ashfield	≤ £50k	Feasibility/design work only
A638 Eaton (pedestrian refuges)	Bassetlaw	≤ £50k	Pending feasibility/design completion
Bridge Street, Worksop (pedestrian crossing)	Bassetlaw	£50-250k	Pending feasibility/design completion
High Hoe Road (near Bracebridge Avenue), Worksop (crossing upgrade)	Bassetlaw	≤ £50k	Scheme complete
Priorswell Road, Worksop (build outs)	Bassetlaw	≤ £50k	Scheme complete
B600 Watnall Road (near Back Lane), Nuthall (zebra crossing)	Broxtowe	≤ £50k	Pending feasibility/design completion
Kimberley Road, Nuthall (pedestrian refuges and bus lane removal)	Broxtowe	≤ £50k	Scheme complete
B684 Mapperley Plains north of Podder Lane, Mapperley (zebra crossing)	Gedling	≤ £50k	Quarter 2
Main Road northeast of Tennyson Avenue, Gedling (zebra crossing)	Gedling	≤ £50k	Quarter 2
Westdale Lane / Main Road, Gedling (MOVA and nearside pedestrian detection)	Gedling	£50-250k	Quarter 3
A60 / A6117, Mansfield Woodhouse (pedestrian facilities)	Mansfield	£50-250k	Quarter 3
B6030 Mansfield Road, Forest Town (pedestrian refuge)	Mansfield	≤ £50k	Quarter 3
The Ropewalk, Southwell (zebra crossing)	Newark & Sherwood	≤ £50k	Scheme complete
Westgate, Southwell (build outs)	Newark & Sherwood	≤ £50k	Quarter 2
Bridgford Road (near Loughborough Road), West Bridgford (pedestrian facilities)	Rushcliffe	≤ £50k	Scheme complete
Main Street east of Salisbury Avenue, East Leake (zebra crossing)	Rushcliffe	≤ £50k	Scheme complete
<u>Reserve / new schemes issued for advanced design</u>			
A60 Doncaster Road, Oldcotes (pedestrian refuge)	Bassetlaw	≤ £50k	Feasibility/design work only
B1164 Great North Road (Tuxford to West Markham) (footway)	Bassetlaw	≤ £50k	Feasibility/design work only
Serlby Road, Styrrup (footway)	Bassetlaw	≤ £50k	Feasibility/design work only
A60 / A6514, Arnold (pedestrian facilities)	Gedling	≤ £50k	Feasibility/design work only
Station Road (west of Elm Drive), Carlton (pedestrian crossing)	Gedling	≤ £50k	Feasibility/design work only
Station Road, between level crossing and sports pavilion, Burton Joyce (footway)	Gedling	≤ £50k	Feasibility/design work only
Woodthorpe Drive east of Grange Road, Woodthorpe (pedestrian refuge)	Gedling	≤ £50k	Feasibility/design work only
A60 / B6035 Sherwood Street / Wood Street, Market Warsop (pedestrian detection)	Mansfield	≤ £50k	Feasibility/design work only
B6030 Mansfield Road, Clipstone (parking)	Newark & Sherwood	≤ £50k	Feasibility/design work only
B6030 Mansfield Road, Clipstone (zebra crossing)	Newark & Sherwood	≤ £50k	Feasibility/design work only
Fishpool Road, Blidworth (footway)	Newark & Sherwood	≤ £50k	Feasibility/design work only
Forest Corner, Edwinstowe (dropped kerbs)	Newark & Sherwood	≤ £50k	Feasibility/design work only
A60 Loughborough Road (outside Balmore Country Rest Home), Ruddington (pedestrian refuge)	Rushcliffe	≤ £50k	Feasibility/design work only
Clifton Road, Ruddington (footway)	Rushcliffe	≤ £50k	Feasibility/design work only
Greythorn Drive, West Bridgford (pedestrian crossing)	Rushcliffe	≤ £50k	Feasibility/design work only
Market Street, Bingham (one way)	Rushcliffe	≤ £50k	Feasibility/design work only
Tithby Road (Cropwell Butler to Tithby) (footway)	Rushcliffe	≤ £50k	Feasibility/design work only
ITM block allocation		£1,000	
External funding		£45	
BLOCK TOTAL		£1,045	
Cycling, leisure and health	Area	LTP budget	Proposed construction date
Hamilton Road, Sutton in Ashfield (new footway)	Ashfield	≤ £50k	Quarter 3
Oddicroft Lane to Sheepwash Lane, Kirkby (CONTRIBUTION) [Footpath 64]	Ashfield	≤ £50k	Quarter 3
Park Street, Worksop (TRO)	Bassetlaw	≤ £50k	Scheme complete
Worksop bridleway 34 (bridleway improvements)	Bassetlaw	≤ £50k	Scheme complete
Cycle parking	Countywide	≤ £50k	Scheme complete
Rights of Way signing	Countywide	≤ £50k	Quarter 4
Rights of Way upgrades	Countywide	≤ £50k	Quarter 4
Midland Road, Carlton (cycle route improvements)	Gedling	≤ £50k	Scheme complete
Stoke Lock to Gunthorpe (footpath improvement) (CONTRIBUTION)	Gedling	≤ £50k	Scheme complete
Mansfield footpath 17 (footpath improvements)	Mansfield	≤ £50k	Quarter 2
Mansfield Woodhouse footpath 42/43 (footway improvements)	Mansfield	≤ £50k	Quarter 2
Meden Trail to Mansfield Woodhouse Station (route upgrade)	Mansfield	≤ £50k	Scheme complete
Balderton footways	Newark & Sherwood	≤ £50k	Scheme complete
Becher's Walk, Southwell (resurfacing)	Newark & Sherwood	≤ £50k	Quarter 3
Bilthorpe to Sherwood Pines Multi User Route	Newark & Sherwood	£50-250k	Quarter 3
North Collingham footpath13 (footpath improvements)	Newark & Sherwood	≤ £50k	Scheme complete
North Collingham footpath14 (footpath improvements)	Newark & Sherwood	≤ £50k	Scheme complete
Cotgrave Multi User Route	Rushcliffe	≤ £50k	Quarter 3
<u>Reserve schemes</u>			
Cycle route upgrades, Retford	Bassetlaw	≤ £50k	Feasibility/design work only
East Retford byway 43 and 46; and Laneham byway 9 (byway improvements)	Bassetlaw	£50-250k	Feasibility/design work only
Manton Forest Park Gateway (footpath improvements)	Bassetlaw	≤ £50k	Feasibility/design work only
A612 Nottingham Road, Burton Joyce (cycle path upgrade)	Gedling	≤ £50k	Feasibility/design work only
Cycle route upgrades, Newark	Newark & Sherwood	≤ £50k	Feasibility/design work only
Main Street, Zouch (footway)	Rushcliffe	≤ £50k	Feasibility/design work only
ITM block allocation		£450	
External funding		£57	
BLOCK TOTAL		£507	

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Smarter choices	Area	LTP budget	Proposed construction date
Smarter Choices projects including travel planning; TransAct; community travel support; publications; and Wheels to Work	Countywide	£50-250k	Not applicable
ITM block allocation		£155	

Capacity improvements	Area	LTP budget	Proposed construction date
Kirkby town centre - (Ellis Street two-way)	Ashfield	£50-250k	Awaiting land acquisition
Elkesley junction improvement (CONTRIBUTION)	Bassetlaw	£50-250k	Not applicable
Retford Market Place (TRO)	Bassetlaw	≤ £50k	Quarter 3
B600 Main Road / B6009 Narrow Lane, Watnall (mini roundabout)	Broxtowe	£50-250k	Quarter 2
B600 Main Road / B6009 Narrow Lane, Watnall (signalisation scheme prep)	Broxtowe	≤ £50k	Scheme complete
Traffic signal rephasing programme	Countywide	≤ £50k	Quarter 3
A6117 / Eakring Road, Mansfield (MOVA)	Mansfield	£50-250k	Quarter 3
A6191 / B6030, Mansfield (MOVA)	Mansfield	£50-250k	Quarter 2
A614 / B6034, Rose Cottage (signalisation)	Newark & Sherwood	> £250k	Quarter 3
A60 Rugby Road, West Bridgford (nearside pedestrian detection)	Rushcliffe	≤ £50k	Quarter 4
B679 Wilford Lane, West Bridgford (removal of pedestrian refuge)	Rushcliffe	≤ £50k	Scheme complete
Bridgford Road, West Bridgford (removal of bus lane)	Rushcliffe	≤ £50k	Quarter 4
<u>Reserve schemes</u>			
School Street, Kirkby in Ashfield (extension of one way scheme)	Ashfield	≤ £50k	Feasibility/design work only
A6075 Priory Road / Sherwood Street, Mansfield Woodhouse (MOVA)	Mansfield	≤ £50k	Feasibility/design work only
A614/A617 Lockwell Hill (junction improvements)	Newark & Sherwood	≤ £50k	Feasibility/design work only
Lower Kirklington Road/Maythorn Lane, Southwell (junction improvement)	Newark & Sherwood	≤ £50k	Feasibility/design work only
Boundary Road/Loughborough Road, West Bridgford (junction widening)	Rushcliffe	≤ £50k	Feasibility/design work only
ITM block allocation		£1,000	
External funding		£92	
BLOCK TOTAL		£1,092	

Environmental weight limits	Area	LTP budget	Proposed construction date
Smeath Lane, Claborough (EWL)	Bassetlaw	≤ £50k	Quarter 4
Mill Road / Greenhills Road, Eastwood (EWL)	Broxtowe	≤ £50k	Pending further consultation
The Lane, Awsworth (EWL)	Broxtowe	≤ £50k	Quarter 2
Town Street, Bramcote (EWL)	Broxtowe	≤ £50k	Quarter 3
Strategic review	Countywide	≤ £50k	Not applicable
B6030 Forest Road, Mansfield (EWL)	Mansfield	≤ £50k	Quarter 2
Cauldwell Road, Mansfield (EWL)	Mansfield	≤ £50k	Quarter 2
A6097/Greaves Lane, (EWL)	Mansfield	≤ £50k	Quarter 2
Alverton, Kilvington and Orston EWL	Newark & Sherwood	≤ £50k	Quarter 3
Bathley / Caunton / Norwell (EWL)	Newark & Sherwood	≤ £50k	Scheme complete
Collingham (signing)	Newark & Sherwood	≤ £50k	Quarter 2
Main Street, Carlton on Trent (EWL)	Newark & Sherwood	≤ £50k	Quarter 2
Main Street, Cromwell (EWL)	Newark & Sherwood	≤ £50k	Quarter 2
Rabbithill Road, Spalford (EWL)	Newark & Sherwood	≤ £50k	Quarter 2
Cotgrave / Tollerton (EWL)	Newark & Sherwood	≤ £50k	Scheme complete
Hickling (EWL)	Rushcliffe	≤ £50k	Scheme complete
Keyworth / Plumtree (EWL)	Rushcliffe	≤ £50k	Quarter 2
Shelford / Newton / Radcliffe-on-Trent (EWL)	Rushcliffe	≤ £50k	Scheme complete
<u>Reserve schemes</u>			
Mushroom Farm industrial estate, Eastwood (HGV route signing)	Broxtowe	≤ £50k	Feasibility/design work only
Fairfield Street, Bingham (Air Quality Management Area)	Rushcliffe	≤ £50k	Feasibility/design work only
ITM block allocation		£150	

Local centre improvements	Area	LTP budget	Proposed construction date
Robin Hood Drive, Hucknall (environmental improvements)	Ashfield	£50-£250k	Scheme complete
Bridge Place, Worksop (town centre improvements) (phase 1)	Bassetlaw	≤ £50k	Scheme complete
Bridge Street, Worksop (improvements to pedestrianised area)	Bassetlaw	≤ £50k	Scheme complete
Edinburgh Road, Worksop (environmental improvements)	Bassetlaw	£50-250k	Scheme complete
Central Avenue, Beeston (environmental improvements)	Broxtowe	£50-250k	Quarter 2
Derby Road, Bramcote (environmental improvement)	Broxtowe	≤ £50k	Quarter 2
Front Street (pedestrianised area), Arnold (TRO amendments)	Gedling	≤ £50k	Quarter 3
Somersby Road, Woodthorpe (environmental improvements)	Gedling	£50-250k	Quarter 3
Market Place, Newark (access improvements) (CONTRIBUTION)	Newark & Sherwood	£50-250k	Quarter 3
Station Road, Rolleston (TRO)	Newark & Sherwood	≤ £50k	Quarter 4
<u>Reserve schemes</u>			
Market Street, Huthwaite (pedestrianisation)	Ashfield	≤ £50k	Quarter 3
Nottingham Road, Bramcote (environmental improvements)	Broxtowe	≤ £50k	Feasibility/design work only
Flatts Lane, Calverton (environmental improvements)	Gedling	≤ £50k	Feasibility/design work only
St Wilfred's Square, Calverton (environmental improvements)	Gedling	≤ £50k	Feasibility/design work only
Westdale Lane / Main Road, Gedling (environmental improvements)	Gedling	≤ £50k	Feasibility/design work only
Bowbridge Road, Newark (environmental improvements)	Newark & Sherwood	≤ £50k	Feasibility/design work only
Bullpit Road, Newark (environmental improvements)	Newark & Sherwood	≤ £50k	Feasibility/design work only
ITM block allocation		£550	
External funding		£85	
BLOCK TOTAL		£635	

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Residents' parking	Area	LTP budget	Proposed construction date
Church Street, Sutton in Ashfield (residents' parking scheme)	Ashfield	≤ £50k	Quarter 2
Douglas Road area, Sutton in Ashfield (residents' parking scheme review)	Ashfield	≤ £50k	Quarter 3
King Edward Street/Bolsover Street, Hucknall (residents' parking scheme)	Ashfield	≤ £50k	Quarter 4
North Street area, Huthwaite (residents' parking scheme review)	Ashfield	≤ £50k	Quarter 3
Park Street area, Sutton in Ashfield (residents' parking scheme review)	Ashfield	≤ £50k	Quarter 3
Phoenix Street area, Sutton in Ashfield (residents' parking scheme review)	Ashfield	≤ £50k	Quarter 3
Sherwood Business Park (waiting restrictions)	Ashfield	≤ £50k	Scheme complete
Blyth (residents' parking scheme review and waiting restrictions)	Bassetlaw	≤ £50k	Quarter 3
Coronation Street area, Retford (residents' parking scheme review)	Bassetlaw	≤ £50k	Quarter 2
Worksop (residents' parking scheme review)	Bassetlaw	≤ £50k	Quarter 2
Attenborough (waiting restrictions)	Broxtowe	≤ £50k	Quarter 3
Bilborough College residents' parking scheme	Broxtowe	≤ £50k	Quarter 3
Castle College, Beeston	Broxtowe	≤ £50k	Quarter 2
Stapleford Residents' Parking Scheme	Broxtowe	≤ £50k	Quarter 4
Strategic review	Countywide	≤ £50k	Not applicable
Whittingham Road, Mapperley (residents' parking scheme)	Gedling	≤ £50k	Pending feasibility/design completion
North Green, Calverton (residents' parking scheme review)	Gedling	≤ £50k	Quarter 4
Birding Street area, Mansfield (residents' parking scheme review)	Mansfield	≤ £50k	Scheme complete
Oak Tree Road (residents' parking scheme review)	Mansfield	≤ £50k	Quarter 2
Appleton Gate, Newark (residents' parking scheme review)	Newark & Sherwood	≤ £50k	Quarter 3
Newark town centre parking review	Newark & Sherwood	≤ £50k	Quarter 3
Bridge Grove (residents' parking scheme review)	Rushcliffe	≤ £50k	Scheme complete
Gordon Road, West Bridgford (waiting restrictions)	Rushcliffe	≤ £50k	Pending feasibility/design completion
Stratford Road, West Bridgford (residents' parking scheme)	Rushcliffe	≤ £50k	Quarter 2
Richmond Road, West Bridgford (residents' parking scheme review)	Rushcliffe	≤ £50k	Scheme complete
<u>Reserve schemes</u>			
Davies Road, West Bridgford (parking)	Rushcliffe	≤ £50k	Feasibility/design work only
ITM block allocation		£170	

Rail improvements	Area	LTP budget	Proposed construction date
Rail improvements	Countywide	£50-250k	Not applicable
ITM block allocation		£100	

Bus improvements	Area	LTP budget	Proposed construction date
Ashfield - urban (inc. Selston, Jacksdale & Brinsley)	Ashfield	£50-250k	Quarter 1 and ongoing
AVL TLP, Beeston and Bramcote	Broxtowe	≤ £50k	Quarter 3
Eastwood - Nottingham corridor	Broxtowe	£50-250k	Quarter 4
Nuthall bus gate (enforcement camera)	Broxtowe	≤ £50k	Pending feasibility/design completion
Bissell/True Form pole replacement	Countywide	≤ £50k	Pending feasibility/design completion
Bus stop clearway programme	Countywide	≤ £50k	Quarter 3
GN Real Time information (Growth Point)	Countywide	£50-250k	Ongoing to be completed in quarter 3
Passenger information systems	Countywide	≤ £50k	Quarter 3
Real time information	Countywide	≤ £50k	Quarter 3
Shelter lighting programme (includes solar power trial)	Countywide	≤ £50k	Quarter 3
Shelter replacement	Countywide	£50-250k	Pending procurement
Wooden shelter upgrades and protection	Countywide	≤ £50k	Pending procurement
A60 Mansfield Road, Arnold (bus priority)	Gedling	£50-250k	Quarter 3
Morris Street, Netherfield (kerb realignment and TRO amendments)	Gedling	≤ £50k	Quarter 3
Mansfield SQBP	Mansfield	£50-250k	Quarter 4
Rushcliffe (bus stop improvement programme)	Rushcliffe	£50-250k	Quarter 3
<u>Reserve schemes</u>			
Gedling (bus stop improvement programme)	Gedling	≤ £50k	Feasibility/design work only
Mansfield (bus stop improvement programme)	Mansfield	≤ £50k	Feasibility/design work only
Newark & Sherwood (bus stop improvement programme)	Newark & Sherwood	≤ £50k	Feasibility/design work only
Central Avenue, West Bridgford (bus stops)	Rushcliffe	≤ £50k	Feasibility/design work only
ITM block allocation		£700	
External funding		£549	
BLOCK TOTAL		£1,249	

Public transport interchanges	Area	LTP budget	Proposed construction date
Retford rail station	Bassetlaw	£50-250k	Pending feasibility/design completion
Worksop bus station	Bassetlaw	£50-250k	Feasibility/design work only
Beeston bus station	Broxtowe	≤ £50k	Feasibility/design work only
Newark bus stations	Newark & Sherwood	≤ £50k	Scheme complete
ITM block allocation		£200	

2012/13 Integrated transport measures programme

Management & monitoring	Area	LTP budget	Proposed construction date
Advanced design	Countywide	£50-250k	Not applicable
LTP programme management	Countywide	£50-250k	Not applicable
Monitoring	Countywide	£50-250k	Not applicable
ITM block allocation		£350	

Local Sustainable Transport Fund	Area	LTP budget	Proposed construction date
Residential and workplace travel planning	Bassetlaw	£50-250k	Quarter 4
Realtime bus infrastructure	Bassetlaw	£50-250k	Quarter 4
Pedestrian and cycling infrastructure improvements	Bassetlaw	£50-250k	Pending feasibility/design completion
Residential and workplace travel planning	Mansfield	£50-250k	Quarter 4
Improved car park signing	Mansfield	≤ £50k	Pending feasibility/design completion
Leeming Street environmental improvements	Mansfield	≤ £50k	Pending feasibility/design completion
Realtime bus infrastructure (to support the bus station)	Mansfield	£50-250k	Quarter 4
Pedestrian and cycling infrastructure improvements	Mansfield	£50-250k	Pending feasibility/design completion
Workplace travel planning	Newark & Sherwood	≤ £50k	Quarter 4
TITAN infrastructure improvements	Newark & Sherwood	£50-250k	Pending feasibility/design completion
ITM block allocation		£1,000	

ITM allocation	£7,975
Contribution to footway enhancements budget	-£500
Available ITM budget	£7,475
External funding	£828
PROGRAMME TOTAL (ITM budget plus external funding)	£8,303

2012/13 Highway capital maintenance programme

Bridges	Area	Capital budget	Proposed construction date
C34 Bagthorpe Bridge - 4401B (Waterproofing)	Ashfield	≤ £50k	Scheme cancelled
A638 Millington Hill - 1224B (Waterproofing and trief kerbing)	Bassetlaw	£50-250k	Scheme complete
A638 Scrooby Bridge over River Ryton - 1231B (Waterproofing)	Bassetlaw	£50-250k	Scheme complete
B6045 Mattersey Flood Culvert - 1312B (Parapet replacement)	Bassetlaw	≤ £50k	Scheme complete
C7 St Martins Drive, North Leverton - 1440B (Culvert lining)	Bassetlaw	£50-250k	Scheme complete
River Ryton Bridge, Scrooby - 1518B (Waterproofing)	Bassetlaw	≤ £50k	Scheme cancelled
Various (Miscellaneous works on bridges and culverts)	Bassetlaw	≤ £50k	Over the financial year
Various (Advance design for reserve schemes or those for completion on 2013/14)	Countywide	≤ £50k	Feasibility/design only
Various (General bridge repairs)	Countywide	£50-250k	Over the financial year
Various (Minor bridge painting)	Countywide	≤ £50k	Over the financial year
Various (Principal inspections)	Countywide	£50-250k	Over the financial year
C72 Dover Beck, Woodborough - 7406C (Waterproofing and parapet protection)	Gedling	≤ £50k	Quarter 3
Various (Miscellaneous works on bridges and culverts)	Mansfield	≤ £50k	Over the financial year
Beck Dyke, New Road, Fiskerton - 3415B (Waterproofing)	Newark & Sherwood	≤ £50k	Scheme complete
C27 Norwell Lane - 3442C (Replace distorted arch section)	Newark & Sherwood	£50-250k	Quarter 3
C27 Norwell Lane - 3434C (Infill arch and pipe)	Newark & Sherwood	≤ £50k	Quarter 3
C3 Bow Bridge - 3406C (Waterproofing and parapet upgrade)	Newark & Sherwood	≤ £50k	Scheme complete
C53 Boat Lane, Hoveringham - 3448C (Saddle)	Newark & Sherwood	£50-250k	Quarter 2
C53 Cocker Beck - 3413B (Parapet replacement)	Newark & Sherwood	≤ £50k	Quarter 3
C81 Gibbet Bridge, Thorney - 3417B (Waterproofing)	Newark & Sherwood	≤ £50k	Quarter 2
C93 West Potters Hill - 3474C (Culvert replacement)	Newark & Sherwood	£50-250k	Scheme complete
Halloughton Road - 3539C (Waterproofing)	Newark & Sherwood	≤ £50k	Scheme complete
Ollerton Mill - 3542B (Waterproofing)	Newark & Sherwood	≤ £50k	Quarter 4
Cocker Beck Bridge, Church Lane, Lowdham - 3502B (Parapet replacement)	Newark & Sherwood	≤ £50k	Quarter 4
C55 Grimms Bridge, Granby - 8431C (Safety fencing replacement)	Rushcliffe	≤ £50k	Scheme cancelled
School Green, East Leake (Waterproofing)	Rushcliffe	≤ £50k	Scheme complete
Various (Miscellaneous works on bridges and culverts)	Rushcliffe	≤ £50k	Over the financial year
Reserves - any scheme could be brought forward depending on budget			
A60 Oldcotes Bridge - 1210B (Waterproofing)	Bassetlaw	£50-250k	
A6005 Toton Arches - 5224B (Parapet replacement (advance design only as this would be a 2013/14 scheme)	Broxtowe	NA	
A60 Red Hill Cutting Retaining Wall - 7207R (Masonry repairs and vegetation clearance)	Gedling	£50-250k	
C72 Dover Beck, Woodborough - 7406C (Waterproofing and parapet protection)	Gedling	£50-250k	
Ouse Dyke, Lambley Lane - 7504B (Infill disused arch)	Gedling	≤ £50k	
Sookholme Lane - 2507C (Culvert infill with pipe)	Mansfield	≤ £50k	
A6097 Marlock Bridge over Cocker Beck - 3432C (Waterproofing)	Newark & Sherwood	≤ £50k	
B1164 Old Crow Park Rly Bridge - 3501B (Concrete repairs (advance design only as this would be a 2013/14 scheme)	Newark & Sherwood	NA	
B680 Old Packmans Dyke - 8303C (Infill disused arch)	Rushcliffe	≤ £50k	
C26 East of West Leake - 8407B (Waterproofing)	Rushcliffe	≤ £50k	
Culvert south of Radcliff on Soar - 8506C (Parapet replacement)	Rushcliffe	≤ £50k	
Block allocation		£1,200	

Carriageway maintenance - Principal Classified Road Network (A roads)	Area	Capital budget	Proposed construction date
A608 Mansfield Road - From A611 to the first island (Structural patching)	Ashfield	≤ £50k	Quarter 2
A611 Derby Road - From B6021 Shoulder of Mutton Hill to A608 Mansfield Road (Reconstruction and structural patching)	Ashfield	£50-250k	Quarter 4
A611 Derby Road / B6039 Coxmoor Road Junction Area (Resurfacing for traffic loops)	Ashfield	≤ £50k	Quarter 4
A161, Beckingham - North exit and entry to roundabout (Reconstruction)	Bassetlaw	£50-250k	Scheme complete
A57 - Dunham Village (Reconstruction)	Bassetlaw	£50-250k	Quarter 3
A620 - Bend at Ranby (Structural patching)	Bassetlaw	≤ £50k	Quarter 3
A638 - Sutton Bridge (Structural patching)	Bassetlaw	≤ £50k	Quarter 3
A638 North Road, Retford (Reconstruction)	Bassetlaw	£50-250k	Scheme complete
A6005 Queens Road, Beeston - From new development to Waverley Avenue (Structural Patching)	Broxtowe	≤ £50k	Scheme complete
A608 Mansfield Road, Brinsley - From Farmhouse Pub to 105 (Resurfacing/Reconstruction)	Broxtowe	£50-250k	Quarter 3
A608 Mansfield Road, Eastwood - From Kelham Way to Greenhills Road (Resurfacing/Reconstruction)	Broxtowe	≤ £50k	Quarter 3
A60 Mansfield Road, Ravenshead - From Longdale Lane to Blidworth Waye - phased depending on budget (Resurfacing)	Gedling	£50-250k	Scheme complete
A6075 Peafield Lane - From Rick Brick House to Bridge (Resurfacing)	Mansfield	£50-250k	Quarter 3
A6117 Oak Tree Lane, Mansfield - From Oakwood Close to Longshaw Road (Surface retexturing)	Mansfield	≤ £50k	Quarter 3
A6075 Forest Road, Ollerton - From A616 roundabout to Tesco roundabout (Resurfacing/Patching)	Newark & Sherwood	£50-250k	Quarter 2
A612 Southwell Road, Gonalston - From Farm shop to Harrisons (Resurfacing/Patching)	Newark & Sherwood	£50-250k	Quarter 2
A17 Sleaford Road, Newark - On entrance to Golf Club as part of Safety Scheme (Resurfacing/Patching)	Newark & Sherwood	≤ £50k	Scheme complete
A17 Sleaford Road, Newark - County boundary to roundabout (Resurfacing/Patching)	Newark & Sherwood	£50-250k	Quarter 4 continuing into 2013/14
A60 Bradmore Lane, Bradmore - From Bradmore Lane junction to Pendock Lane (Resurfacing and Anti-Skid)	Rushcliffe	≤ £50k	Quarter 3
A60 Loughborough Road, Bunny - From Farmer Street to Fairham Brook Lane phased over 3 years (Resurfacing)	Rushcliffe	£50-250k	Quarter 4
Reserves - any scheme could be brought forward depending on budget			
A611 Derby Road - 200m section from A608 roundabout to bus stop (Resurfacing)	Ashfield	≤ £50k	
A161 - Walkeringham to Misterton (Reconstruction)	Bassetlaw	£50-250k	
A60 Mansfield Road, Ravenshead - Continuation of section from Blidworth Waye to Kighill Lane (Resurfacing)	Gedling	£50-250k	
A614 Old Rufford Road, Calverton - Longdale Lane to Haywood Oaks (Resurfacing)	Gedling	> £250k	
A6075 Mansfield Road, Edwinstowe - Adjacent to NCN6 (Resurfacing)	Newark & Sherwood	£50-250k	
A617 - Winkburn Junction (Plane and Overlay)	Newark & Sherwood	£50-250k	
A617 Kirklington Road near Bilsthorpe - Cockett Lane to Brackner Road (Resurfacing/Patching)	Newark & Sherwood	£50-250k	
A60 Loughborough Road, West Bridford - From Wilford Road to Sandringham Avenue (Resurfacing)	Rushcliffe	£50-250k	
A606 Melton Road, Stanton - From Browns Lane to Laming Gap Lane (Resurfacing)	Rushcliffe	£50-250k	
A606 Melton Road, Stanton - From Browns Lane to Roehoe Brook (Resurfacing)	Rushcliffe	£50-250k	
Block allocation		£1,400	

Carriageway maintenance - Non Principal Classified Road Network (B and C roads)	Area	Capital budget	Proposed construction date
B6009 Watnall Road, Hucknall - From Westville to Olympus (Reconstruction)	Ashfield	≤ £50k	Quarter 2
B6020 Chapel Street, Kirkby in Ashfield - From Greenwood Drive to school (Reconstruction)	Ashfield	≤ £50k	Quarter 4
B6020 Diamond Avenue, Kirkby in Ashfield - From Welbeck Street to 100m past Nest Avenue (Reconstruction)	Ashfield	≤ £50k	Quarter 3
B6021 Lowmoor Road, Kirkby in Ashfield - On junction with Byron Avenue only (Reconstruction)	Ashfield	≤ £50k	Quarter 4
B6023 Lammass Road, Sutton in Ashfield - From Hack Lane to Devonshire Island (Reconstruction)	Ashfield	≤ £50k	Quarter 2
B6028 Stoneyford Road, Sutton in Ashfield - From junction with Bath Street to Quarrydale Road (Reconstruction)	Ashfield	≤ £50k	Quarter 4
C145 Hamilton Road - From junction with MARR to Hermitage Lane (Reconstruction)	Ashfield	£50-250k	Quarter 4
C221 High Street, Hucknall - From Watnall Road to Station Road (Reconstruction)	Ashfield	≤ £50k	Quarter 2
C221 Nottingham Road, Hucknall - From Shelton Avenue for 500m to island (Reconstruction)	Ashfield	≤ £50k	Quarter 4
B1403 Clayworth Common - From bend at Hayton for 1km (Structural patching and geogrid)	Bassetlaw	£50-250k	Quarter 2
B6024 Newcastle Avenue, Worksop (Reconstruction)	Bassetlaw	£50-250k	Quarter 4 - Continue into 2013/14
B6040 Watson Road, Worksop - From Canal Bridge to Bridge Place (Reconstruction)	Bassetlaw	≤ £50k	Quarter 4
B6040, Manton Wood - From B6079 to A57 (Structural patching)	Bassetlaw	≤ £50k	Scheme complete
B6463 Main Street, Harworth (Reconstruction)	Bassetlaw	£50-250k	Scheme complete
C154 Woodsetts Road - From A57 to County Boundary (Overlay)	Bassetlaw	≤ £50k	Scheme complete
B6040, Bridge Place, Worksop - Between Canal Bridge past Watson Road junction (Reconstruction)	Bassetlaw	≤ £50k	Quarter 4
C2 Gainsborough Road, Sturton le Steeple - From village to power station (Plane and Overlay)	Bassetlaw	£50-250k	Scheme complete
C205 Sparken Hill - Ollerton Road junction (Reconstruction)	Bassetlaw	≤ £50k	Quarter 4
C156 Sandy Lane/B6040 Gateford Road junction, Worksop	Bassetlaw	≤ £50k	On hold until 2013/14
B600 Main Road, Watnall - From Fernwoods to Newdigate Road (Resurfacing/Reconstruction)	Broxtowe	£50-250k	Quarter 3
C132 Kimberley Road, Kimberley - From A610 slip to junction with B600 Watnall Road (Resurfacing - ties in with bus lane removal scheme)	Broxtowe	£50-250k	Scheme complete
C8 Maws Lane, Kimberley - From Eastwood Road to Cliff Boulevard (Resurfacing/Reconstruction)	Broxtowe	≤ £50k	Quarter 3
C169 Westdale Lane, Carlton - PART - work need to be phased (Resurfacing)	Gedling	£50-250k	Quarter 3
C142 Littleworth, Mansfield - From Bath Street to Great Central Road (Reconstruction)	Mansfield	≤ £50k	Quarter 3
B6166 Lincoln Road, Newark on Trent - Brunel Drive Traffic Signal Junction (Reconstruction)	Newark & Sherwood	£50-250k	Quarter 2
C111 Weston Road, Egmont - East of Hagg Lane (Overlay (in conjunction with A1U scheme)	Newark & Sherwood	≤ £50k	Scheme complete
C13 Carlton Road, Carlton on Trent - From Sutton Road near 'The Grange' to Hill Farm access road (Haunch and Overlay)	Newark & Sherwood	£50-250k	Quarter 3
C17 Station Road, Bleasby - From level crossing to Orchard Close (Resurfacing following drainage works)	Newark & Sherwood	£50-250k	Scheme complete
C23 Oaks Lane, Oxtou - From A614 to A6097 (Resurfacing)	Newark & Sherwood	£50-250k	Scheme complete
C25 Kirklington Road, Eakring - From Church Lane to Brail Lane (Resurfacing)	Newark & Sherwood	£50-250k	Scheme complete
C3 Kilvington - Bends at Kilvington (Haunching and embankment strengthening)	Newark & Sherwood	£50-250k	Quarter 3
C50 Mickledale Lane, Bilsthorpe - From Eakring Road to Strawsons Farm (Resurfacing)	Newark & Sherwood	£50-250k	Quarter 2
C102 Longhedge Lane - From Orston to Flintham - phased over next financial year (Reconstruction)	Rushcliffe	£50-250k	Quarter 3
C115 Bingham Road, Radcliffe on Trent - From Shelford Road to A52 - (Resurfacing)	Rushcliffe	£50-250k	On hold until 2013/14 - 2013/14
C43 Main Street, Radcliffe on Trent - From St Lawrence Boulevard to Shelford Road roundabout - (Resurfacing)	Rushcliffe	£50-250k	Quarter 3
C28 A52 to Harby (Structural Patching)	Rushcliffe	£50-250k	Quarter 2
C33 Gotham Lane, Bunny - From A60 for 1km west (Resurfacing)	Rushcliffe	£50-250k	Quarter 3
C74 Plumtree Lane, Cotgrave - The Cross to Woodgate (Resurfacing)	Rushcliffe	£50-250k	Quarter 3
<u>Reserves - any scheme could be brought forward depending on budget</u>			
B6034 Ollerton Road - Carburton crossroads to District Boundary (Overlay)	Bassetlaw	£50-250k	
B6041 - From Raymoth Lane to traffic lights (Reconstruction)	Bassetlaw	£50-250k	
C114 Cockshutt Lane, Nether Langwith (Structural patching)	Bassetlaw	≤ £50k	
B6003 Toton Lane, Stapleford - From Derby Road to Blake Road (Resurfacing)	Broxtowe	£50-250k	
B6386 Oxtou Road/Nottingham Road - Winbush Lane to A6097 (Resurfacing)	Gedling	> £250k	
B683 Blidworth Way, Papplewick - From A60 to Moor Road (Overlay)	Gedling	> £250k	
B683 Moors Road, Bestwood - The Spiney to Old Mill Close (Resurfacing)	Gedling	> £250k	
B684 Plains Road, Mapperley - Sommersby Road to Westdale Lane (Resurfacing)	Gedling	£50-250k	
B684 Woodborough Road, Mapperley - Westdale Lane to Breckhill Road (Resurfacing)	Gedling	> £250k	
B686 Carlton Hill, Carlton Hill - Carlton Square to First Avenue - will need to be phased	Gedling	£50-250k	
C168 Station Road, Carlton - Carlton Square to Conway Road - will need to be phased (Resurfacing)	Gedling	> £250k	
C39 Winbush Lane, Calverton - Longdale Lane to Oxtou Road - will need to be phased	Gedling	> £250k	
Moor Road, Calverton - Outside caravan park (Resurfacing)	Gedling	£50-250k	
B6020 Mansfield Road, Blidworth - From New Lane to Warsop Lane (Resurfacing)	Newark & Sherwood	£50-250k	
C119 Epperstone Road, Lowdham - Ton Lane to A6097 (Resurfacing)	Newark & Sherwood	£50-250k	
C25 Southwell Road, Kirklington - Moor Farm to Station Lane (Resurfacing)	Newark & Sherwood	£50-250k	
C83 Main Street, Coddington - Brownlows Hill to C208 (Resurfacing)	Newark & Sherwood	£50-250k	
C126 Clifton Lane, Ruddington - Pasture Lane to Boundary (Resurfacing)	Rushcliffe	≤ £50k	
C33 - Bunny to East Leake (Recycling carriageway works - continuation of 2011-12 works if required)	Rushcliffe	≤ £50k	
C4 Gotham Road, East Leake - From Main Street to bridge over stream (Resurfacing)	Rushcliffe	≤ £50k	
C43 Main Street, Radcliffe on Trent - From Main Street to Bingham Road - Phased over 3 years (Resurfacing)	Rushcliffe	£50-250k	
Block allocation		£3,400	

Carriageway maintenance - Unclassified Road Network	Area	Capital budget	Proposed construction date
Banks Avenue, Kirkby in Ashfield (Resurfacing)	Ashfield	≤ £50k	Quarter 3
Church Lane, Sutton in Ashfield - On junction with Church Street (Resurfacing)	Ashfield	≤ £50k	Quarter 3
Church Street, Sutton in Ashfield - From Church Hill to Hack Lane (Resurfacing)	Ashfield	≤ £50k	Quarter 3
Conniston Road, Kirkby in Ashfield - From Beacon Drive to Carburton Way (Resurfacing)	Ashfield	≤ £50k	Quarter 3
Co-operative Avenue, Hucknall (Resurfacing)	Ashfield	≤ £50k	Quarter 3
George Street, Sutton in Ashfield - From junction with Sutton Road to end (Reconstruction)	Ashfield	≤ £50k	Quarter 3
Hibbert Crescent, Sutton in Ashfield - Between numbers 21 and 51 (Resurfacing)	Ashfield	≤ £50k	Quarter 3
Laughton Road, Hucknall - From Ruffs Drive to Robin Hood Drive (Resurfacing)	Ashfield	≤ £50k	Quarter 3
Outram Street, Sutton in Ashfield - From Forest Street to Northern Bridge (Reconstruction)	Ashfield	≤ £50k	Quarter 3
Regent Street, Kirkby in Ashfield - From Wilson Avenue to Cedar Avenue (Surface course overlay)	Ashfield	≤ £50k	Quarter 3
Ruffs Drive, Hucknall - From Watnall Road to Harrow Road (Reconstruction)	Ashfield	≤ £50k	Quarter 2
Skegby Road, Kirkby Woodhouse - From Main Street to Felley Avenue (Reconstruction)	Ashfield	≤ £50k	Quarter 4
Baulk Lane, Torworth (Structural Patching)	Bassetlaw	≤ £50k	Quarter 2
Bolham Lane, Retford - Depot to end (Structural Patching and geogrid)	Bassetlaw	≤ £50k	Quarter 2
Bracebridge Avenue, Worksop (Reconstruction)	Bassetlaw	≤ £50k	Scheme complete
Main Street, Laneham (Reconstruction)	Bassetlaw	£50-250k	Quarter 3
Manton Wood Enterprise Park (Resurfacing/Patching)	Bassetlaw	£50-250k	Scheme complete
Millbalk Road, Walkeringham (Overlay and rekerb)	Bassetlaw	£50-250k	Scheme complete
Station Road, Ranskill (Reconstruction)	Bassetlaw	£50-250k	Scheme complete
The Crescent, Beckingham (Resurfacing)	Bassetlaw	≤ £50k	Scheme complete
Station Road / Town Street junction, Sutton Cum Lound (Resurfacing)	Bassetlaw	≤ £50k	Quarter 3
Baker Road, Giltbrook - From Stamford Street to Main Street (Reconstruction (including footway works))	Broxtowe	£50-250k	Quarter 2
Darkey Lane, Stapleford - From Toton Lane to number 97 (Reconstruction)	Broxtowe	≤ £50k	Scheme complete
Peters Close, Newthorpe (Carry over from 2011-12)	Broxtowe	≤ £50k	Scheme complete
Valley Drive, Newthorpe - From number 45 to Dunsmore Road (Reconstruction (including footway works))	Broxtowe	£50-250k	Quarter 4
Georges Lane, Calverton - Wood Farm - to St Georges Cottage (Overlay and drainage works)	Gedling	> £250k	Scheme complete
Lingwood Lane, Woodborough - From Main Street to village hall entrance (Resurfacing)	Gedling	≤ £50k	Scheme complete
Bellamy Road, Mansfield - From Wilford Road to Thorpe Road (Reconstruction)	Mansfield	≤ £50k	Quarter 3
Buxton Road, Mansfield (Resurfacing)	Mansfield	≤ £50k	Quarter 3
Canterbury Close, Mansfield Woodhouse (Resurfacing)	Mansfield	≤ £50k	Quarter 2
Church Hill Avenue, Mansfield (Resurfacing)	Mansfield	≤ £50k	Quarter 3
Leedale Crescent, Mansfield Woodhouse (Reconstruction)	Mansfield	≤ £50k	Scheme complete
Portland Crescent, Mansfield Woodhouse (Reconstruction)	Mansfield	≤ £50k	Scheme complete
Rufford Avenue, Mansfield (Reconstruction)	Mansfield	≤ £50k	Scheme complete
Burgage Green, Southwell - Whole Length (Resurfacing)	Newark & Sherwood	≤ £50k	Quarter 2
Franklin Road, Lowdham - From Main Street to Ridge Hill (Resurfacing)	Newark & Sherwood	£50-250k	Quarter 4
Hillside Road, Blidworth (Resurfacing)	Newark & Sherwood	≤ £50k	Quarter 4
South Avenue, Rainworth - From Python Hill to no 57 (Resurfacing)	Newark & Sherwood	≤ £50k	Quarter 4 into 2013/14
Kirklington Road, Bilsthorpe - From Meadow Grove to Brackner Lane (Resurfacing)	Newark & Sherwood	£50-250k	Quarter 3
Kirklington Road, Southwell - Whole Length (Resurfacing)	Newark & Sherwood	£50-250k	Scheme complete
Lime Grove, Newark - From London Road to Jubilee Street, remainder to be completed 2013/14 (Resurfacing)	Newark & Sherwood	£50-250k	Quarter 3
Manor Close, Bleasby - Whole Length (Resurfacing)	Newark & Sherwood	≤ £50k	Quarter 3
Ross Close, Coddington - Whole Length (Resurfacing)	Newark & Sherwood	≤ £50k	Scheme complete
Thorpe Close, Coddington - Whole Length (Resurfacing)	Newark & Sherwood	≤ £50k	Scheme complete
Whinney Lane, Ollerton - From A6075 to Dukeries school (Resurfacing)	Newark & Sherwood	£50-250k	Quarter 3
Bridgegate Lane, Hickling (Patching/Haunch - Surface Dressing in 2013-14)	Rushcliffe	£50-250k	Scheme complete
Davis Road, West Bridgford - Part - phased over next financial year (Reconstruction)	Rushcliffe	£50-250k	Quarter 2
Fox Road, West Bridgford (Resurfacing)	Rushcliffe	≤ £50k	Quarter 4
Lombard Street, Orson - Part - remaining section left due to building works (Resurfacing and drainage works)	Rushcliffe	≤ £50k	Quarter 3
Shelford Hill, Shelford (Overlay)	Rushcliffe	£50-250k	Scheme complete
The Banks, Bingham (Resurfacing)	Rushcliffe	£50-250k	Scheme complete

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2012/13 Highway capital maintenance programme

<u>Unclassified roads reserves - any scheme could be brought forward depending on budget</u>			
Hamilton Road, Sutton in Ashfield (Carriageway reprofiling - in conjunction with flood risk alleviation works)	Ashfield	≤ £50k	
Lower Beauvale, Newthorpe - From Lynncroft to Brunel Avenue (Reconstruction)	Broxtowe	≤ £50k	
Cantley Avenue, Gedling (Resurfacing)	Gedling	≤ £50k	
Collier Road, Calverton - Seely Avenue to Main Road - scheme will need to be phased (Resurfacing)	Gedling	£50-250k	
Cromwell Street, Carlton - Foxhill Road to Carlton Hill (Resurfacing)	Gedling	£50-250k	
Fraser Road, Carlton (Resurfacing)	Gedling	£50-250k	
Hollyoak Road, Mapperley (Resurfacing)	Gedling	≤ £50k	
Kirkley Gardens, Arnold - From Coppice Road to end (Micro Asphalt overlay)	Gedling	≤ £50k	
Lambley Avenue, Mapperley - Westdale Lane to Digby Avenue (Resurfacing)	Gedling	≤ £50k	
Main Street, Burton Joyce - Work will need to be phased (Resurfacing)	Gedling	£50-250k	
Moor Road, Carlton - Westdale Lane to Porchester Road (Resurfacing)	Gedling	£50-250k	
Oakdale Road, Arnold - Killisick Road to Hawthorn Crescent (Resurfacing - footway scheme required if undertaken)	Gedling	£50-250k	
Oxengate, Bestwood (Micro Asphalt overlay)	Gedling	≤ £50k	
Park Road, East Calverton - Mansfield Lane to Main Street (Resurfacing)	Gedling	£50-250k	
Pierrepoint Avenue, Gedling (Resurfacing)	Gedling	≤ £50k	
Southcliffe Road, Mapperley (Micro Asphalt overlay)	Gedling	≤ £50k	
Southdale Road, Carlton - Carlton Hill to District Boundary (Micro Asphalt overlay)	Gedling	≤ £50k	
Clarke Avenue, Newark on Trent - Whole Length (Resurfacing)	Newark & Sherwood	£50-250k	
Cross Street, Newark on Trent - Whole Length (Resurfacing)	Newark & Sherwood	£50-250k	
Lansbury Road, Edwinstowe - From A6075 to bend (Resurfacing)	Newark & Sherwood	£50-250k	
Spring Lane, Balderton - Whole Length (Resurfacing)	Newark & Sherwood	≤ £50k	
A453 - Soar to Thrumpton (Micro Asphalt overlay)	Rushcliffe	≤ £50k	
Abbey Lane, Aslockton (Patching and Micro Asphalt) - included in original programme, further design/investigation required before works are briefed	Rushcliffe	≤ £50k	
Back Lane, Cropwell Butler (Patching - Followed by Surface Dressing or Micro Asphalt in 2013-14)	Rushcliffe	≤ £50k	
Bailey Lane, Radcliffe on Trent (Patching and Micro Asphalt)	Rushcliffe	≤ £50k	
Barton Lane, Thrumpton (Micro Asphalt overlay)	Rushcliffe	≤ £50k	
Brown Lane, Barton in Fabis (Patching and Micro Asphalt) - included in original programme, further design/investigation required before works are briefed	Rushcliffe	≤ £50k	
Butler Close, Cropwell Butler (Micro Asphalt overlay)	Rushcliffe	≤ £50k	
Chatsworth Road, Bingham (Patching and Micro Asphalt)	Rushcliffe	≤ £50k	
Chestnut Lane, Barton in Fabis (Patching and Micro Asphalt) - included in original programme, further design/investigation required before works are briefed	Rushcliffe	≤ £50k	
Church Lane, Barton in Fabis (Patching and Micro Asphalt) - included in original programme, further design/investigation required before works are briefed	Rushcliffe	≤ £50k	
Church Lane, Thrumpton (Patching and Micro Asphalt) - included in original programme, further design/investigation required before works are briefed	Rushcliffe	≤ £50k	
Church Street, Shelford (Patching - Followed by Surface Dressing or Micro Asphalt in 2013-14)	Rushcliffe	≤ £50k	
East Street, Bingham (Resurfacing)	Rushcliffe	≤ £50k	
Main Road, Barnstone (Patching - Followed by Surface Dressing or Micro Asphalt in 2013-14)	Rushcliffe	≤ £50k	
Main Road, Shelford (Patching and Micro Asphalt) - included in original programme, further design/investigation required before works are briefed	Rushcliffe	≤ £50k	
Manor Road, Barton in Fabis (Patching and Micro Asphalt) - included in original programme, further design/investigation required before works are briefed	Rushcliffe	≤ £50k	
Musters Road, Bingham (Patching and Micro Asphalt)	Rushcliffe	≤ £50k	
Orchard Close, Branstone (Patching - Followed by Surface Dressing or Micro Asphalt in 2013-14)	Rushcliffe	≤ £50k	
Park Road, Barnstone (Patching - Followed by Surface Dressing or Micro Asphalt in 2013-14)	Rushcliffe	≤ £50k	
Porchester Road, Bingham (Patching and Micro Asphalt)	Rushcliffe	≤ £50k	
Rectory Place, Barton in Fabis (Patching and Micro Asphalt) - included in original programme, further design/investigation required before works are briefed	Rushcliffe	≤ £50k	
Stanstead Avenue, Tollerton (Resurfacing)	Rushcliffe	≤ £50k	
Tithby Road, Cropwell Butler (Redesign of carriageway and footway)	Rushcliffe	≤ £50k	
West Street, Shelford (Patching - Followed by Surface Dressing or Micro Asphalt in 2013-14)	Rushcliffe	≤ £50k	
Works Lane, Barnstone (Patching - Followed by Surface Dressing or Micro Asphalt in 2013-14)	Rushcliffe	≤ £50k	
Block allocation		£2,989	

Appendix 2

2012/13 Highway capital maintenance programme

Footway maintenance	Area	Capital budget	Proposed construction date
Bestwood Road, Hucknall - From Clumber Street to Nottingham Road (Reconstruction)	Ashfield	≤ £50k	Quarter 2
Church Street, Kirkby in Ashfield - From Chapel Street to Orchard Walk (Reconstruction)	Ashfield	≤ £50k	Scheme complete
Crescent Road, Selston - From Green Farm Road to farm entrance (Reconstruction)	Ashfield	≤ £50k	Scheme complete
Glebe Street, Kirkby Woodhouse - From Wesley Street to 100, past Sherwood Street (Reconstruction)	Ashfield	≤ £50k	Scheme complete
Mowland Close, Sutton in Ashfield - Between numbers 21 and 51 (Reconstruction)	Ashfield	≤ £50k	Scheme complete
Stanton Crescent, Sutton in Ashfield - Odd side only replacing slabs (Reconstruction)	Ashfield	≤ £50k	Quarter 2
Story Gardens, Hucknall - From Beacon Drive to Carburton Way (Reconstruction)	Ashfield	≤ £50k	Quarter 2
Carr Hill Way, Retford (Overlay)	Bassetlaw	≤ £50k	Scheme complete
Coronation Avenue, Misson (Resurfacing)	Bassetlaw	≤ £50k	Scheme complete
High Hoe Road, Worksop (Resurfacing)	Bassetlaw	≤ £50k	Scheme complete
High Street, Beckingham (Resurfacing)	Bassetlaw	≤ £50k	Scheme complete
High Street, Elkesley - Waltons Lane to Nelson Lane (Resurface)	Bassetlaw	≤ £50k	On hold until 2014/15 (to tie in with future carriageway scheme)
Stockwith Road, Walkeringham (Resurfacing)	Bassetlaw	≤ £50k	Quarter 2
The Grove, Beckingham (Overlay)	Bassetlaw	≤ £50k	Scheme complete
Blake Road, Stapleford - From Turner Road to Toton Lane (Reconstruction)	Broxtowe	£50-250k	Quarter 2
Hillside Road, Beeston - From end to cemetery to Kendal Drive (Reconstruction)	Broxtowe	≤ £50k	Quarter 3
Kendal Drive, Beeston - Done in conjunction with Hillside Road (Reconstruction)	Broxtowe	≤ £50k	Quarter 3
Lawrence Drive, Brinsley (Reconstruction)	Broxtowe	≤ £50k	Scheme complete
Rydal Drive, Beeston - Done in conjunction with Hillside Road (Reconstruction)	Broxtowe	≤ £50k	Quarter 3
Turner Close, Stapleford - From Blake Road to end (Reconstruction)	Broxtowe	≤ £50k	Quarter 3
Lee Road, Carlton (Reconstruction and kerbing)	Gedling	£50-250k	Scheme complete
Vernon Avenue, Carlton - From Blackhill Drive to number 15 (Reconstruction and kerbing)	Gedling	≤ £50k	Scheme complete
Ashwell Avenue, Mansfield Woodhouse - From A60 Leeming Lane North to end (Resurfacing)	Mansfield	≤ £50k	On hold until 2013/14
Burwood Avenue, Mansfield - From Pump Hollow Lane to End (Resurfacing)	Mansfield	≤ £50k	Scheme complete
Garth Road, Mansfield - From High Oakham Hill to Waverley Road o/s 2/36 (Resurfacing)	Mansfield	≤ £50k	Quarter 4
Leadale Crescent, Mansfield Woodhouse (Resurfacing)	Mansfield	≤ £50k	Scheme complete
Linby Avenue, Mansfield - From Winthorpe Street to Ladybrook Lane (Resurfacing)	Mansfield	≤ £50k	Scheme complete
North Park, Mansfield (Resurfacing)	Mansfield	≤ £50k	On hold until 2013/14
West Bank Link, Mansfield - From West Bank Avenue to West Bank Lea (Resurfacing)	Mansfield	≤ £50k	On hold until 2013/14
Coging Close, Balderton - Whole Length (Resurfacing)	Newark & Sherwood	≤ £50k	On hold until 2013/14
Main Street, North Muskham - From Waltons Lane to Nelson Lane (Resurfacing)	Newark & Sherwood	≤ £50k	Scheme complete
Swinton Copse, Boughton - Between numbers 4 to 12 (Resurfacing)	Newark & Sherwood	≤ £50k	Scheme complete
The Crescent, Bilsthorpe - Whole Length (Resurfacing)	Newark & Sherwood	£50-250k	Scheme complete
Water Lane, Oxtun - From Sunnyside to Lilac Farm Cottage (Resurfacing)	Newark & Sherwood	≤ £50k	Quarter 3
Abbey Close, Aslockton (Patch and Slurry Seal)	Rushcliffe	≤ £50k	Quarter 2
Abbey Lane, Aslockton (Patch and Slurry Seal)	Rushcliffe	≤ £50k	Quarter 2
Cliffhill Lane, Aslockton (Patch and Slurry Seal)	Rushcliffe	≤ £50k	Quarter 2
Fields Drive, Aslockton (Patch and Slurry Seal)	Rushcliffe	≤ £50k	Quarter 2
Fox Road, West Bridgford (Reconstruction)	Rushcliffe	≤ £50k	Quarter 4
Glenmore Road, West Bridgford - Part - scheme phased over financial years (Reconstruction, replace slabs with bituminous material)	Rushcliffe	≤ £50k	Quarter 4
Harburton Drive, West Bridgford (Reconstruction)	Rushcliffe	≤ £50k	Quarter 3
Meadow Close, Aslockton (Patch and Slurry Seal)	Rushcliffe	≤ £50k	Quarter 2
The Stackyard, Aslockton (Patch and Slurry Seal)	Rushcliffe	≤ £50k	Quarter 2
<u>Reserves - any scheme could be brought forward depending on budget</u>			
Farndale Close, Sutton in Ashfield - Various section (Patching)	Ashfield	≤ £50k	
Rufford Close, Sutton in Ashfield - Various section (Patching)	Ashfield	≤ £50k	
A631 Flood Road, Beckingham (Embankment strengthening and footway reconstruction)	Bassetlaw	£50-250k	
Serlby Avenue, Newthorpe (Reconstruction)	Broxtowe		
Ashford Drive, Ravenshead (Patch and Slurry Seal)	Gedling	≤ £50k	
Bestwood Village - Various - streets off Park Road (Patch and Slurry Seal)	Gedling	£50-250k	
Burton Joyce - Various - Willow Wong Estate (Patch and Slurry Seal)	Gedling	≤ £50k	
Forest Road, Calverton (Reconstruction and kerbing)	Gedling	£50-250k	
Oakdale Road, Arnold - From Killisick Road to Hawthorn Crescent (Reconstruction and kerbing)	Gedling	≤ £50k	
Rowan Avenue, Ravenshead (Patch and Slurry Seal)	Gedling	≤ £50k	
Southcliffe Road, Carlton (Reconstruction and kerbing)	Gedling	≤ £50k	
Bakewell Close, Balderton - Whole Length (Resurfacing)	Newark & Sherwood	≤ £50k	
Cromwell Road, Newark on Trent - From Barnby Gate to Wright Street (Resurfacing)	Newark & Sherwood	≤ £50k	
Falstone Avenue, Newark on Trent - Whole Length (Resurfacing)	Newark & Sherwood	≤ £50k	
Fourth Avenue, Edwinstowe - From First Avenue to spur adjacent number 39 (Resurfacing)	Newark & Sherwood	≤ £50k	
Avondale, Cotgrave (Patch and Slurry Seal)	Rushcliffe	≤ £50k	
Blakeney Road, Radcliffe on Trent (Reconstruction)	Rushcliffe	≤ £50k	
Browns Lane, Barton in Fabis (Patch and Slurry Seal)	Rushcliffe	≤ £50k	
Carter Avenue, Radcliffe on Trent (Reconstruction)	Rushcliffe	≤ £50k	
Church Lane Thrumpton (Patch and Slurry Seal)	Rushcliffe	≤ £50k	
Church Street, Whatton (Patch and Slurry Seal)	Rushcliffe	≤ £50k	
Covert Crescent, Radcliffe on Trent (Reconstruction)	Rushcliffe	≤ £50k	
Dawns Lane, Aslockton (Patch and Slurry Seal)	Rushcliffe	≤ £50k	
Deans Court, Cotgrave (Patch and Slurry Seal)	Rushcliffe	≤ £50k	
Hazlewood, Cotgrave (Patch and Slurry Seal)	Rushcliffe	≤ £50k	
Hillside Road, Radcliffe on Trent (Reconstruction)	Rushcliffe	≤ £50k	
Johns Road, Radcliffe on Trent (Reconstruction)	Rushcliffe	≤ £50k	
Lingford, Cotgrave (Patch and Slurry Seal)	Rushcliffe	≤ £50k	
Main Street, Whatton (Patch and Slurry Seal)	Rushcliffe	≤ £50k	
Marl Road, Radcliffe on Trent (Reconstruction)	Rushcliffe	≤ £50k	
Morkinshire Crescent, Cotgrave (Patch and Slurry Seal)	Rushcliffe	≤ £50k	
Morkinshire Lane, Cotgrave (Patch and Slurry Seal)	Rushcliffe	≤ £50k	
New Road, Barton in Fabis (Patch and Slurry Seal)	Rushcliffe	≤ £50k	
Old Grantham Road, Whatton (Patch and Slurry Seal)	Rushcliffe	≤ £50k	
Rectory Place, Barton in Fabis (Patch and Slurry Seal)	Rushcliffe	≤ £50k	
Rivermead, Cotgrave (Patch and Slurry Seal)	Rushcliffe	≤ £50k	
Woodland Close, Radcliffe on Trent (Reconstruction)	Rushcliffe	≤ £50k	
Block allocation		£1,000	

2012/13 Highway capital maintenance programme

Flood risk management	Area	Capital budget	Proposed construction date
Beckland Hill, East Markham (Culvert replacement and associated flood alleviation works)	Bassetlaw	£50-250k	Quarter 4
Welham Road Pumping Station, Retford (Pumping Station upgrade - continuation from 2011-12 scheme)	Bassetlaw	> £250k	Scheme complete
Local Flood Risk Management Strategy (LFRMS) Consultancy Fees	Countywide	≤ £50k	Not applicable
Strategic Environmental Assessment for LFRMS	Countywide	≤ £50k	Not applicable
Sherwood Road/Kirklington Road, Rainworth (Highway drainage system repairs and upgrade - likely to continue into 2013-14)	Newark & Sherwood	£50-250k	Quarter 3
<i>Reserves - any scheme could be brought forward depending on budget</i>			
Hamilton Road, Sutton in Ashfield	Ashfield	≤ £50k	
Clarlborough (Culvert replacement in conjunction with Bassetlaw District Council)	Bassetlaw	≤ £50k	
Scrooby Road, Harworth (Highway drainage system repairs)	Bassetlaw	≤ £50k	
A612 Nottingham Road, Burton Joyce - Various (Replacement of outfall)	Gedling	≤ £50k	
Ravenshead - Various (General works to soakaways)	Gedling	≤ £50k	
Balderton - Various (Highway drainage system repairs and upgrade)	Newark & Sherwood	≤ £50k	
Main Street, Morton (Highway drainage system repairs and upgrade)	Newark & Sherwood	≤ £50k	
Morgans Close, Coddington (Highway drainage system repairs and upgrade)	Newark & Sherwood	≤ £50k	
Block allocation		£500	

Highway drainage	Area	Capital budget	Proposed construction date
Ashfield - Various	Ashfield	£50-250k	Over the financial year
Bassetlaw - Various	Bassetlaw	≤ £50k	Over the financial year
Broxtowe - Various	Broxtowe	£50-250k	Over the financial year
Countywide (For pumping station maintenance)	Countywide	≤ £50k	Over the financial year
Gedling - Various	Gedling	£50-250k	Over the financial year
Mansfield - Various	Mansfield	£50-250k	Over the financial year
Newark - Various	Newark & Sherwood	£50-250k	Over the financial year
Rushcliffe - Various (Columns - 1 to 4)	Rushcliffe	£50-250k	Over the financial year
* NB: The works are developed through the year as problems are encountered, liaison takes place with Flood Risk Manager on larger schemes/issues to ensure a co-ordinated approach			
Block allocation		£600	

Surface dressing - 1 of 3	Area	Capital budget	Proposed construction date
Central Avenue, Hucknall	Ashfield	≤ £50k	2012/13 Surface dressing programme is complete
Clumber Street, Kirkby-in-Ashfield	Ashfield	≤ £50k	
Edgewood Drive, Hucknall	Ashfield	≤ £50k	
Fackley Road, Sutton-in-Ashfield	Ashfield	≤ £50k	
Gladstone Street, Kirkby-in-Ashfield	Ashfield	≤ £50k	
Glebe Street, Kirkby-in-Ashfield	Ashfield	≤ £50k	
Greenland Road, Sutton-in-Ashfield	Ashfield	≤ £50k	
Longhill Rise, Kirkby-in-Ashfield	Ashfield	≤ £50k	
Main Street, Kirkby-in-Ashfield	Ashfield	≤ £50k	
Maple Drive, Hucknall	Ashfield	≤ £50k	
Marlborough Road, Kirkby-in-Ashfield	Ashfield	≤ £50k	
Middlebeck Road, Underwood	Ashfield	≤ £50k	
Milner Street, Sutton-in-Ashfield	Ashfield	≤ £50k	
Milton Street, Kirkby-in-Ashfield	Ashfield	≤ £50k	
Overdale Avenue, Sutton-in-Ashfield	Ashfield	≤ £50k	
Priestsic Road, Sutton-in-Ashfield	Ashfield	≤ £50k	
Salterford Road, Hucknall	Ashfield	≤ £50k	
School Road, Underwood	Ashfield	≤ £50k	
Welbeck Street, Kirkby-in-Ashfield	Ashfield	≤ £50k	
Wesley Street, Kirkby-in-Ashfield	Ashfield	≤ £50k	
Wheatfield Way, Sutton-in-Ashfield	Ashfield	≤ £50k	
Arundel Drive, Ranskill	Bassetlaw	≤ £50k	
B6387 (A1 To Bothamsall), Bothamsall	Bassetlaw	≤ £50k	
Blacksmith Lane, Tonworth	Bassetlaw	≤ £50k	
Brickyard Lane, Walkeringham	Bassetlaw	≤ £50k	
Brooke Close, Worksop	Bassetlaw	≤ £50k	
Browning Close, Worksop	Bassetlaw	≤ £50k	
C12 Ladywell Lane Grove (Grove Road To Nether Headon), Grove	Bassetlaw	≤ £50k	
C24 Beckland Hill (Mark Lane To High Street), East Markham	Bassetlaw	≤ £50k	
C37 Norton To Carburton (Corunna Lodge To Norton Village), Norton	Bassetlaw	≤ £50k	
Carr Hill Way, Retford	Bassetlaw	≤ £50k	
Cherry Tree Avenue, Shireoaks	Bassetlaw	≤ £50k	
Church Street, Beckingham	Bassetlaw	≤ £50k	
Coleridge Road, Worksop	Bassetlaw	≤ £50k	
Cowper Close, Worksop	Bassetlaw	≤ £50k	
Elmtree Close, Shireoaks	Bassetlaw	≤ £50k	
Finkell Street, Gringley	Bassetlaw	≤ £50k	
Fox Covert Lane, Misterton	Bassetlaw	≤ £50k	
Goosemoor Lane, Retford	Bassetlaw	≤ £50k	
Graves Walk, Torworth	Bassetlaw	≤ £50k	
Highfield Close, Worksop	Bassetlaw	≤ £50k	
Holds Lane, Torworth	Bassetlaw	≤ £50k	
Huntsman Place, Torworth	Bassetlaw	≤ £50k	
Idle View, Retford	Bassetlaw	≤ £50k	
Kilton Close, Worksop	Bassetlaw	≤ £50k	
Kingsway, Worksop	Bassetlaw	≤ £50k	
Kipling Close, Worksop	Bassetlaw	≤ £50k	
Laycock Avenue, Gringley	Bassetlaw	≤ £50k	
Lifton Avenue, Retford	Bassetlaw	≤ £50k	
Little Lane, Gringley	Bassetlaw	≤ £50k	
Low Street, Torworth	Bassetlaw	≤ £50k	
Macauley Close, Worksop	Bassetlaw	≤ £50k	
Main Street, West Stockwith	Bassetlaw	≤ £50k	
Manvers Road, Retford	Bassetlaw	≤ £50k	

Surface dressing - 2 of 3	Area	Capital budget	Proposed construction date
Marlowe Gardens, Worksop	Bassetlaw	≤ £50k	2012/13 Surface dressing programme is complete
Merton Avenue, Retford	Bassetlaw	≤ £50k	
Nash Close, Worksop	Bassetlaw	≤ £50k	
North Moor Drive, Walkeringham	Bassetlaw	≤ £50k	
Oaks Close, Ranskill	Bassetlaw	≤ £50k	
Osberton View, Worksop	Bassetlaw	≤ £50k	
Pitt Lane, Gringley	Bassetlaw	≤ £50k	
Queensway, Worksop	Bassetlaw	≤ £50k	
River Close, Retford	Bassetlaw	≤ £50k	
Scott Close, Worksop	Bassetlaw	≤ £50k	
Smeath Lane (Tiln Lane To Claborough), Claborough	Bassetlaw	≤ £50k	
South Parade, Worksop	Bassetlaw	≤ £50k	
Stevenson Road, Worksop	Bassetlaw	≤ £50k	
Sunfield Avenue, Worksop	Bassetlaw	≤ £50k	
Sunnybank, Worksop	Bassetlaw	≤ £50k	
Tennyson Drive, Worksop	Bassetlaw	≤ £50k	
The Crescent, Beckingham	Bassetlaw	≤ £50k	
The Grove, Beckingham	Bassetlaw	≤ £50k	
The Meadows, Beckingham	Bassetlaw	≤ £50k	
The Oval, Worksop	Bassetlaw	≤ £50k	
The Paddocks, Beckingham	Bassetlaw	≤ £50k	
Tiln Court, Retford	Bassetlaw	≤ £50k	
Underwood Avenue, Torworth	Bassetlaw	≤ £50k	
Walnut Avenue, Shireoaks	Bassetlaw	≤ £50k	
West Court, Retford	Bassetlaw	≤ £50k	
Woodside Road, Shireoaks	Bassetlaw	≤ £50k	
Abbey Drive (From Abbey Road to End), Beeston	Broxtowe	≤ £50k	
Abbey Road (From Wollaton Road to Hetley Road), Beeston	Broxtowe	≤ £50k	
Bayswater Road (From Seamer Road to End), Kimberley	Broxtowe	≤ £50k	
Brinsley Hill (From Main Street to Boundary), Brinsley	Broxtowe	≤ £50k	
Broad Lane (From Church Street to Main Street), Brinsley	Broxtowe	≤ £50k	
Cavendish Place (From Devonshire Drive to End), Beeston	Broxtowe	≤ £50k	
Chaworth Avenue (From Main Road to Farnsworth Close), Watnall	Broxtowe	≤ £50k	
Church Road (From Narrow Lane to Moorgreen), Greasley	Broxtowe	≤ £50k	
Coatsby Road (From Holly Road to End), Kimberley	Broxtowe	≤ £50k	
Cow Lane (From Town Street to A52), Bramcote	Broxtowe	≤ £50k	
Elm Avenue (From Newcastle Ave to End), Beeston	Broxtowe	≤ £50k	
Farnsworth Close (From Chaworth Avenue to End), Watnall	Broxtowe	≤ £50k	
Flixton Road (From Coatsby Road to End), Kimberley	Broxtowe	≤ £50k	
Heard Crescent (From Abbey Road to End), Beeston	Broxtowe	≤ £50k	
Ivy Close (From Chaworth Avenue to End), Watnall	Broxtowe	≤ £50k	
Main Street (From Bridle Way to Boundary), Strelley	Broxtowe	≤ £50k	
Main Street (From Broad Lane to Brinsley Hill), Brinsley	Broxtowe	≤ £50k	
Markham Road (From Sandy Lane to End), Bramcote	Broxtowe	≤ £50k	
Moorgreen (From Church Road to Engine Lane), Moorgreen	Broxtowe	≤ £50k	
Moorgreen (Junction Engine), Moorgreen	Broxtowe	≤ £50k	
Moorgreen, Greasley	Broxtowe	≤ £50k	
Moray Court (From Coatsby Road to End), Kimberley	Broxtowe	≤ £50k	
Roxton Court (From Coatsby Road to End), Kimberley	Broxtowe	≤ £50k	
Seamer Road (From Coatsby Road to End), Kimberley	Broxtowe	≤ £50k	
Pre-patching for 2013-14 Surface Dressing Sites - Actual locations determined as part of Autumn review to accommodate any further deterioration, member or customer requests	Countywide	> £250k	
A60, Mansfield Road (Longdale Lane to Larch Farm), Ravenshead	Gedling	≤ £50k	
Chapel Lane, Ravenshead	Gedling	≤ £50k	
Linby Lane, Papplewick	Gedling	≤ £50k	
Main Road (From Chapel Lane to Summercourt Drive), Ravenshead	Gedling	≤ £50k	
Main Road, Papplewick	Gedling	≤ £50k	
Sheepwalk Lane, Ravenshead	Gedling	≤ £50k	
Baker Road, Mansfield Woodhouse	Mansfield	≤ £50k	
Braemar Road, Forest Town	Mansfield	≤ £50k	
Brick Kiln Lane (Ladybrook Lane to Darlton Street), Mansfield	Mansfield	≤ £50k	
Chilton Crescent, Mansfield Woodhouse	Mansfield	≤ £50k	
Cottage Lane, Warsop	Mansfield	≤ £50k	
Greenway, Forest Town	Mansfield	≤ £50k	
Harlow Close, Mansfield Woodhouse	Mansfield	≤ £50k	
Jubilee Way North, Mansfield	Mansfield	≤ £50k	
Kingsley Avenue, Mansfield Woodhouse	Mansfield	≤ £50k	
Ladybrook Lane (Browning Street to Winkburn Road), Mansfield	Mansfield	≤ £50k	
Ladybrook Lane (Number 116 to Leverton Road), Mansfield	Mansfield	≤ £50k	
Ley Lane, Mansfield Woodhouse	Mansfield	≤ £50k	
Melbourne Street, Mansfield	Mansfield	≤ £50k	
Nursery Street, Mansfield	Mansfield	≤ £50k	
Parkway, Forest Town	Mansfield	≤ £50k	
Robin Hood Avenue, Warsop	Mansfield	≤ £50k	
Rufford Avenue, Mansfield	Mansfield	≤ £50k	
Shelley Avenue, Mansfield Woodhouse	Mansfield	≤ £50k	
Silverdale Avenue, Mansfield Woodhouse	Mansfield	≤ £50k	
Terrace Road, Mansfield	Mansfield	≤ £50k	
Watson Avenue, Mansfield	Mansfield	≤ £50k	
Windmill Lane, Mansfield	Mansfield	≤ £50k	
Windsor Road, Mansfield	Mansfield	≤ £50k	
Wordsworth Avenue, Mansfield Woodhouse	Mansfield	≤ £50k	

Appendix 2

2012/13 Highway capital maintenance programme

Surface dressing - 3 of 3	Area	Capital budget	Proposed construction date
A616 (From Kneesal to Kersall Crossroads)	Newark & Sherwood	≤ £50k	2012/13 Surface dressing programme is complete
B6034, Rufford Road (near Center Parcs)	Newark & Sherwood	≤ £50k	
Brackner Lane, Bilsthorpe	Newark & Sherwood	≤ £50k	
C25 (From Eakring to Wellow)	Newark & Sherwood	≤ £50k	
C3 (Various Locations)	Newark & Sherwood	≤ £50k	
C48, Mill Lane, Edwinstowe	Newark & Sherwood	≤ £50k	
Church Street, Old Ollerton	Newark & Sherwood	≤ £50k	
Gainsborough Road, Winthorpe	Newark & Sherwood	≤ £50k	
Gordon Close, Farnsfield	Newark & Sherwood	≤ £50k	
Gravelly Lane, Fiskerton	Newark & Sherwood	≤ £50k	
Gregory Gardens, Farnsfield	Newark & Sherwood	≤ £50k	
Haywood Oaks, Blidworth	Newark & Sherwood	≤ £50k	
Hereford Avenue, Ollerton	Newark & Sherwood	≤ £50k	
Kirklington Road, Bilsthorpe	Newark & Sherwood	≤ £50k	
Newark Road, Coddington	Newark & Sherwood	≤ £50k	
Norwell to Bathley Road	Newark & Sherwood	≤ £50k	
Oaklands, Collingham	Newark & Sherwood	≤ £50k	
Quaker Lane, Farnsfield	Newark & Sherwood	≤ £50k	
Station Close, Collingham	Newark & Sherwood	≤ £50k	
Station Road, Ollerton	Newark & Sherwood	≤ £50k	
The Spinney, Winthorpe	Newark & Sherwood	≤ £50k	
Vicarage Close, Collingham	Newark & Sherwood	≤ £50k	
Wyke Lane, Farndon	Newark & Sherwood	≤ £50k	
A60 (From Rempstone to County Boundary), Rempstone	Newark & Sherwood	≤ £50k	
Back Lane, Willoughby	Rushcliffe	≤ £50k	
College Street, Sutton Bonington	Rushcliffe	≤ £50k	
Lordship Lane (Mill Lane section), Orston	Rushcliffe	≤ £50k	
Main Street, Sheldon	Rushcliffe	≤ £50k	
Nottingham Road, Gotham	Rushcliffe	£50-250k	
Station Road, Orston	Rushcliffe	≤ £50k	
Station Road, Upper Broughton	Rushcliffe	≤ £50k	
Sutton Lane, Granby	Rushcliffe	≤ £50k	
Block allocation		£2,600	

Part-night lighting - Revised programme September 2012

Electoral Division	Parish/Town	County-wide dimming	Implementation
Newark	Farnsfield & Lowdham	Dec-12	Nov-12
Newark	Farnsfield & Lowdham		
Newark	Farnsfield & Lowdham		
Newark	Farnsfield & Lowdham		
Newark	Farnsfield & Lowdham		
Newark	Farnsfield & Lowdham		
Newark	Farnsfield & Lowdham		
Newark	Farnsfield & Lowdham		
Newark	Farnsfield & Lowdham		
Newark	Farnsfield & Lowdham		
Newark	Farnsfield & Lowdham		
Newark	Farnsfield & Lowdham		
Newark	Farnsfield & Lowdham		
Newark	Farnsfield & Lowdham		
Newark	Farnsfield & Lowdham		
Newark	Farnsfield & Lowdham		
Newark	Farnsfield & Lowdham		
Newark	Blidworth		Dec-12
Newark	Blidworth		
Newark	Blidworth		Feb-13
Newark	Rufford		
Newark	Rufford		
Newark	Rufford		
Newark	Ollerton		
Newark	Ollerton		
Newark	Ollerton		
Newark	Ollerton		
Gedling	Newstead	Mar-13	Nov-12
Gedling	Newstead		
Gedling	Newstead		
Gedling	Newstead		
Gedling	Newstead		Jan-13
Gedling	Calverton		
Gedling	Calverton		
Gedling	Calverton		

Street lighting - Replacement/upgrades - 1 of 2	Area	Capital budget	Proposed construction date
Angela Avenue, Annesley Woodhouse (Columns - 1 to 3)	Ashfield	≤ £50k	Quarter 4
Beacon Hill Drive, Hucknall (Columns - 1 to 9)	Ashfield	≤ £50k	Quarter 2
Beech Avenue, Hucknall (Columns - 1 to 4)	Ashfield	≤ £50k	Quarter 2
Charles Street, Hucknall (Columns - 1 to 6)	Ashfield	≤ £50k	Quarter 2
Chillon Way, Hucknall (Columns - 1 to 3)	Ashfield	≤ £50k	Quarter 2
Footpath Albany Close to Hollythorpe Close, Hucknall (Columns - 1)	Ashfield	≤ £50k	Quarter 2
Herbert Road, Annesley Woodhouse (Columns - 1 to 3)	Ashfield	≤ £50k	Quarter 4
Hollythorpe Place, Hucknall (Columns - 1 to 3)	Ashfield	≤ £50k	Quarter 2
Ladycroft Avenue, Hucknall (Columns - 1 to 4)	Ashfield	≤ £50k	Quarter 2
Linby Avenue, Hucknall (Columns - 1 to 3)	Ashfield	≤ £50k	Quarter 4
Linby Grove, Hucknall (Columns - 1, 2)	Ashfield	≤ £50k	Quarter 4
Linby Road, Hucknall (Columns - 1 to 28)	Ashfield	≤ £50k	Quarter 4
Midfield Road, Annesley Woodhouse (Columns - 1 to 16)	Ashfield	≤ £50k	Quarter 4
Milton Rise, Hucknall (Columns - 1 to 4)	Ashfield	≤ £50k	Quarter 2
Nixon Rise, Hucknall (Columns - 1 to 3)	Ashfield	≤ £50k	Quarter 2
Norfolk Close, Hucknall (Columns - one)	Ashfield	≤ £50k	Quarter 2
Ogle Street, Hucknall (Columns - 1 to 13)	Ashfield	≤ £50k	Quarter 2
Papplewick Lane, Hucknall (Columns - 1 to 53, 32A)	Ashfield	£50-250k	Quarter 4
Paschall Road, Annesley Woodhouse (Columns - 1- 4, 6 - 8)	Ashfield	≤ £50k	Quarter 4
Rolleston Close, Hucknall (Columns - 1 to 3)	Ashfield	≤ £50k	Quarter 2
Scotts Way, Annesley Woodhouse (Columns - 1 to 5)	Ashfield	≤ £50k	Quarter 4
Suffolk Avenue, Hucknall (Columns - 1, 2)	Ashfield	≤ £50k	Quarter 2
Westfield Road, Annesley Woodhouse (Columns - 1 to 3)	Ashfield	≤ £50k	Quarter 4
Wordsworth Avenue, Hucknall (Columns - 1 to 4)	Ashfield	≤ £50k	Quarter 2
Arundel Drive, Carlton in Lindrick (Columns - 1 to 10)	Bassetlaw	≤ £50k	Quarter 3
Balmoral Close, Carlton in Lindrick (Columns - 1 to 4, 16)	Bassetlaw	≤ £50k	Quarter 3
Carisbrook Road, Carlton in Lindrick (Columns - 1 to 4)	Bassetlaw	≤ £50k	Quarter 3
Conway Drive, Carlton in Lindrick (Columns - 1 to 4, 14)	Bassetlaw	≤ £50k	Quarter 3
Craigston Road, Carlton in Lindrick (Columns - 1 to 4)	Bassetlaw	≤ £50k	Quarter 3
Craithie Road, Carlton in Lindrick (Columns - 1 to 4)	Bassetlaw	≤ £50k	Quarter 3
Footpath Craigston Road to Windsor Gardens, Carlton in Lindrick (Columns - 3)	Bassetlaw	≤ £50k	Quarter 3
Footpath Warwick Avenue to Windsor Road, Carlton in Lindrick (Columns - 2)	Bassetlaw	≤ £50k	Quarter 3
Glamis Road, Carlton in Lindrick (Columns - 1 to 4, 8)	Bassetlaw	≤ £50k	Quarter 3
Kenilworth Drive, Carlton in Lindrick (Columns - 1, 21)	Bassetlaw	≤ £50k	Quarter 3
Pembroke Drive, Carlton in Lindrick (Columns - 1 to 4, 10)	Bassetlaw	≤ £50k	Quarter 3
Richmond Road, Carlton in Lindrick (Columns - 1 to 5)	Bassetlaw	≤ £50k	Quarter 3
Stirling Drive, Carlton in Lindrick (Columns - 1 to 4, 6)	Bassetlaw	≤ £50k	Quarter 3
Strathavon Road, Carlton in Lindrick (Columns - 1 to 4, 18)	Bassetlaw	≤ £50k	Quarter 3
Strathmore Drive, Carlton in Lindrick (Columns - 1 to 4)	Bassetlaw	≤ £50k	Quarter 3
Warwick Avenue, Carlton in Lindrick (Columns - 1 to 8)	Bassetlaw	≤ £50k	Quarter 3
Windsor Gardens, Carlton in Lindrick (Columns - 1, 2, 4)	Bassetlaw	≤ £50k	Quarter 3
Windsor Road footpath, Carlton in Lindrick (Columns - 1, 2, 3, 5, 7, 9, 11, 13, 15, 17, 20, 22)	Bassetlaw	≤ £50k	Quarter 3
Windsor Road, Carlton in Lindrick (Columns - 1 to 51)	Bassetlaw	£50-250k	Quarter 3
Carr Hill Way, Retford (Columns - 1 to 6)	Bassetlaw	≤ £50k	Quarter 2
Tiln Court, Retford (Columns - 1 to 2)	Bassetlaw	≤ £50k	Quarter 2
Idle View, Retford (Columns - 1 to 3)	Bassetlaw	≤ £50k	Quarter 2
River Close, Retford (Replace 5 columns)	Bassetlaw	≤ £50k	Quarter 2
Water Lane, Retford	Bassetlaw	≤ £50k	Quarter 2
Blyth Road, Worksop	Bassetlaw	£50-250k	Quarter 4
Baskin Lane, Chilwell (Columns - 1 to 6)	Broxtowe	≤ £50k	Quarter 4
Footpath Cemetery Road to Cliffe Hill Avenue, Stapleford (Columns - 4)	Broxtowe	≤ £50k	Quarter 4
Forester Close, Chilwell (Columns - 1 to 4)	Broxtowe	≤ £50k	Quarter 4
Greenland Crescent, Chilwell (Columns - 1 to 12)	Broxtowe	≤ £50k	Quarter 4
Harris Road, Chilwell (Columns - 1 to 9)	Broxtowe	≤ £50k	Quarter 4
Lawrence Avenue, Eastwood (Columns - 1 to 11)	Broxtowe	≤ £50k	Quarter 2
Leamington Drive, Chilwell (Columns - 1 to 13)	Broxtowe	≤ £50k	Quarter 4
Letchworth Crescent, Chilwell (Columns - 1 to 7)	Broxtowe	≤ £50k	Quarter 4
Marton Road, Chilwell (Columns - 1 to 9)	Broxtowe	≤ £50k	Quarter 4
Oakdale Drive, Chilwell (Columns - 1 to 5)	Broxtowe	≤ £50k	Quarter 4
Plumtre Close, Eastwood (Columns - 1 to 3)	Broxtowe	≤ £50k	Quarter 2
Plumtre Way, Eastwood (Columns - 1 to 37, 1A)	Broxtowe	£50-250k	Quarter 2
Redland Close, Chilwell (Columns - 1, 2)	Broxtowe	≤ £50k	Quarter 4
Redland Drive, Chilwell (Columns - 1 to 16)	Broxtowe	≤ £50k	Quarter 4
Royal Mews, Chilwell (Columns - 1 to 3)	Broxtowe	≤ £50k	Quarter 4
Part Night Lighting (Various - in line with agreed programme with project board)	Countywide	> £250k	
Arthur Crescent, Carlton (Columns - 3, 4)	Gedling	≤ £50k	Quarter 3
Beck Street, Carlton (Columns - 1 to 4)	Gedling	≤ £50k	Quarter 3
Burton Avenue, Carlton (Columns - 1 to 10)	Gedling	≤ £50k	Quarter 4
Calverton Avenue, Carlton (Columns - 1 to 9)	Gedling	≤ £50k	Quarter 3
Carnarvon Grove, Carlton (Columns - 1 to 8)	Gedling	≤ £50k	Quarter 3
Cromwell Street, Carlton (Columns - 1 to 3)	Gedling	≤ £50k	Quarter 3
Deep Furrow Avenue, Carlton (Columns - 1 to 6)	Gedling	≤ £50k	Quarter 3
Fourth Avenue, Carlton (Columns - 2 - 4)	Gedling	≤ £50k	Quarter 4
Foxhill Road East, Carlton (Columns - 41 to 59)	Gedling	≤ £50k	Quarter 3
Freda Close, Carlton (Columns - 1 to 6)	Gedling	≤ £50k	Quarter 3
Garden City, Carlton (Columns - 1 to 6)	Gedling	≤ £50k	Quarter 3
Gladstone Street, Carlton (Columns - 1 to 5)	Gedling	≤ £50k	Quarter 3
Hooton Road, Carlton (Columns - 3, 4, 6 - 10, 13, 16)	Gedling	≤ £50k	Quarter 3
Ivy Grove, Carlton (Columns - 1 to 6)	Gedling	≤ £50k	Quarter 2
Kenia Close, Carlton (Columns - 1 to 7)	Gedling	≤ £50k	Quarter 3
Kighill Lane, Ravenshead (Columns - 1 to 8)	Gedling	≤ £50k	Quarter 2
Radcliffe Gardens, Carlton (Columns - 1 to 13)	Gedling	≤ £50k	Quarter 3
Third Avenue, Carlton (Columns - 2 - 4, 6 - 9)	Gedling	≤ £50k	Quarter 4
Worth Street, Carlton (Columns - 1, 3, 4)	Gedling	≤ £50k	Quarter 3
Albion Street, Mansfield (Columns - 1 to 7)	Mansfield	≤ £50k	Quarter 2
Alport Place, Mansfield (Columns - 1 to 3)	Mansfield	≤ £50k	Quarter 4
Bakewell Walk, Mansfield (Columns - 1 to 15)	Mansfield	≤ £50k	Quarter 3
Bamford Drive, Mansfield (Columns - 1 to 7)	Mansfield	≤ £50k	Quarter 3
Barrow Hill Walk, Mansfield (Columns - 1 to 8)	Mansfield	≤ £50k	Quarter 3
Baslow Way, Mansfield (Columns - 1 to 5)	Mansfield	≤ £50k	Quarter 3

2012/13 Highway capital maintenance programme

Street lighting - Replacement/upgrades - 2 of 2	Area	Capital budget	Proposed construction date
Beeley Close, Mansfield (Columns - 1 to 5)	Mansfield	≤ £50k	Quarter 3
Beighton Court, Mansfield (Columns - 2)	Mansfield	≤ £50k	Quarter 3
Bonsal Court, Mansfield (Columns - 1, 2)	Mansfield	≤ £50k	Quarter 3
Bradforth Avenue, Mansfield (Columns - 1 to 8)	Mansfield	≤ £50k	Quarter 4
Brailsford Court, Mansfield (Columns - 1, 2)	Mansfield	≤ £50k	Quarter 3
Burnaston Road, Mansfield (Columns - 1 to 10)	Mansfield	≤ £50k	Quarter 3
Cannon Street, Mansfield (Columns - 1)	Mansfield	≤ £50k	Quarter 2
Carisbrook Avenue, Mansfield (Columns - 1 to 6)	Mansfield	≤ £50k	Quarter 4
Eakring Road, Mansfield (Columns - 1 - 33, 36, 38 - 40, 42 - 67, 69, 70)	Mansfield	£50-250k	Quarter 4
Fairlawns, Mansfield (Columns - 1 to 7)	Mansfield	≤ £50k	Quarter 4
Footpath Albion Street to Broomhill Lane, Mansfield (Columns - 3)	Mansfield	≤ £50k	Quarter 2
Mount Street, Mansfield (Columns - 1 to 6)	Mansfield	≤ £50k	Quarter 2
Paulsons Drive, Mansfield (Columns - 1 to 8)	Mansfield	≤ £50k	Quarter 2
Stainsby Drive, Mansfield (Columns - 1 to 6)	Mansfield	≤ £50k	Quarter 4
Caunton Road, Hockerton (Columns - 1 to 4, 8)	Newark & Sherwood	≤ £50k	Quarter 4
Eakring Road, Wellow (Columns - 1 to 16)	Newark & Sherwood	≤ £50k	Quarter 3
Epperstone Bypass, Lowdham (Columns - 42 - 45, 47 - 53, 55, 57, 58)	Newark & Sherwood	≤ £50k	Quarter 4
Haven Close, Clipstone (Columns - 1, 2)	Newark & Sherwood	≤ £50k	Quarter 4
Lowdham Bypass, Lowdham (Columns - 1 - 10, 59 - 63)	Newark & Sherwood	≤ £50k	Quarter 4
Maypole Road, Wellow (Columns - 1A, 1)	Newark & Sherwood	≤ £50k	Quarter 3
Newark Road, Wellow (Columns - 1 to 19)	Newark & Sherwood	≤ £50k	Quarter 3
Potter Lane, Wellow (Columns - 1 to 4)	Newark & Sherwood	≤ £50k	Quarter 3
The Grange, North Muskham (Columns - 1 to 10)	Newark & Sherwood	≤ £50k	Quarter 2
Bingham Road/Main Road, Radcliffe on Trent (Columns to be determined)	Rushcliffe	≤ £50k	Quarter 3
Earlwood Drive, Edwalton (Columns - 1 to 6)	Rushcliffe	≤ £50k	Quarter 3
Footpath Mount Pleasant to The Ridings, Keyworth (Columns - 1)	Rushcliffe	≤ £50k	Quarter 3
Haileybury Crescent, West Bridgford (Columns - 1 to 3)	Rushcliffe	≤ £50k	Quarter 4
Haileybury Road, West Bridgford (Columns - 1 to 9)	Rushcliffe	≤ £50k	Quarter 4
Harrow Road, West Bridgford (Columns - 1 to 27)	Rushcliffe	≤ £50k	Quarter 4
Malvern Crescent, West Bridgford (Columns - 1, 2)	Rushcliffe	≤ £50k	Quarter 4
Malvern Road, West Bridgford (Columns - 1 to 13)	Rushcliffe	≤ £50k	Quarter 4
Musters Road, West Bridgford (Columns - 1 - 25, 28 - 31, 35 - 37, 42, 43, 45, 47 - 53, 55 - 71, 69A)	Rushcliffe	£50-250k	Quarter 4
Orchard Close, Sutton Bonington (Columns - 1 to 5)	Rushcliffe	≤ £50k	Quarter 2
Patrick Road, West Bridgford (Columns - 1 to 11)	Rushcliffe	≤ £50k	Quarter 4
Repton Road, West Bridgford (Columns - 1 to 28)	Rushcliffe	≤ £50k	Quarter 4
Sharphill Road, Edwalton (Columns - 1 to 3)	Rushcliffe	≤ £50k	Quarter 3
The Ridings, Keyworth (Columns - 1 to 4)	Rushcliffe	≤ £50k	Quarter 3
Block allocation		£2,100	

Traffic signal renewal	Area	Capital budget	Proposed construction date
Mansfield Road / Outram Street Junction, Sutton in Ashfield	Ashfield	≤ £50k	Pending feasibility/design
Mansfield Road / Stoneyford Road Junction, Sutton in Ashfield	Ashfield	≤ £50k	Pending feasibility/design
Forest Street / Albion Road Junction, Sutton in Ashfield	Ashfield	≤ £50k	Pending feasibility/design
Bridge Place / Watson Road Junction, Sutton in Ashfield	Ashfield	≤ £50k	Scheme complete
Ollerton Road / Lime Lane Junction, Redhill	Gedling	≤ £50k	Pending feasibility/design
Mansfield Road / West Street / Church Street Junction, Edwinstowe	Newark & Sherwood	≤ £50k	Pending feasibility/design
Block allocation		£350	

Safety fencing	Area	Capital budget	Proposed construction date
A610 - Between M1 and Ikea Junction (various sections to be renewed) Further works dependant upon countywide condition survey	Countywide	> £250k	Pending feasibility/design
Block allocation		£518	

13 September 2012**Agenda Item:14****REPORT OF SERVICE DIRECTOR HIGHWAYS****INTEGRATED TRANSPORT AND HIGHWAY MAINTENANCE CAPITAL
PROGRAMMES 2013/14****Purpose of the Report**

1. To seek Committee approval for the provisional integrated transport and highway maintenance capital programmes to be implemented during 2013/14. The proposed schemes are detailed in the appendices to this report.

Information and Advice

2. The Nottinghamshire Local Transport Plan and its accompanying Implementation Plan sets out the County Council's long term transport strategy and how it will be implemented. The funding for local transport improvements, such as addressing congestion or road safety, is called the integrated transport block. The integrated transport block and highway capital maintenance block allocations both benefit from capital grant funding from the Department for Transport.
3. A balanced range of integrated transport measures has been developed that contribute to delivering the County Council's Strategic Plan 2011-2014 and Sustainable Communities Strategy 2010-2020; national transport priorities; and the local transport goals and objectives. These packages of measures and the programme detailed in the appendices reflect a balance of member, public and stakeholder requests and priorities, evidence of need, value for money and delivery of the County Council's vision and transport objectives.
4. The highway capital maintenance block is used to carry out planned structural maintenance across a range of highways assets. 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/judgement, customer enquiry information, inspection history, reactive maintenance costs, utility works and any other relevant information. This analysis is being integrated through the implementation and development of Confirm, the Authority's highway asset management system.

5. Actual allocations for integrated transport and highway capital maintenance will be determined at the 28 February 2013 County Council meeting but the provisional 2013/14 allocations , as set out in the County Council Budget Book, are:
- Integrated transport £6.7m
 - Highway capital maintenance £15.987m
 - Additional road safety £0.35m.
6. The proposed capital spending levels for different integrated transport and highway maintenance sub-headings based on the provisional 2013/14 allocations are set out in the table below.

	2013/14 provisional allocation
Funding block	(£m)
Access to local facilities (e.g. footway improvements and new crossings)	1.000
Bus improvements (e.g. bus stop infrastructure and bus stop clearways)	0.700
Capacity improvements (e.g. traffic signal and junction improvements)	1.000
Cycling, leisure and health (e.g. multi user routes and cycle parking)	0.500
Environmental weight limits (e.g. HGV weight limits and HGV route signing)	0.150
Local centre improvements (e.g. environmental improvements to improve vitality)	0.150
Traffic monitoring and advanced design of future schemes	0.350
Public transport interchanges (e.g. bus station and rail station improvements)	0.300
Rail improvements (e.g. improvements to services and stations)	0.100
Parking (e.g. review of parking in town centres, and delivery and review of new residents' parking schemes)	0.150
Safety improvements (e.g. local safety schemes and safer routes to school)	1.100
Smarter choices (e.g. community transport support and support for businesses developing travel plans)	0.150
Speed Management (e.g. addressing local speed concerns and interactive signs)	0.300
Contribution to footway maintenance	0.750
Total integrated transport measures allocation	6.700
Carriageway maintenance	7.850
Surface dressing (including pre-patching)	2.500
Footway maintenance (includes £500k from ITM block)	1.000
Bridges	1.000
Street lighting renewal	1.500
Street lighting – part night lighting project	0.887
Traffic signal renewal	0.350
Flood alleviation and drainage	1.100
Safety Fencing	0.300
Total highways capital maintenance allocation	16.487
Additional road safety	0.350

7. Construction is well underway on the new Mansfield Passenger Transport Interchange with the scheme programmed to open in March 2013. Work is underway on land assembly and feasibility design for a new bus station located on Queen Street, Worksop. A public exhibition will be held in early October with a

planning application submission to follow later in the year. A report on the scheme seeking a capital funding allocation for its development and implementation will be reported to the appropriate Committee during Autumn 2012.

8. A public exhibition on the proposed changes to the Hucknall Town Centre Improvement scheme was held on 6-8 September in Hucknall. A new planning application is being prepared for submission later this year. Negotiations to acquire private land required for the scheme are ongoing. The scheme is currently programmed to open in 2016.

Conclusions

9. The provisional integrated transport and highway capital maintenance programmes, detailing the proposed schemes to be delivered during 2013/14 are attached as appendices 1 and 2 respectively to this report. The programmes are subject to capital budget approvals at this meeting and 28 February 2013 County Council meeting. Each of the schemes is also subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, design and consultation.
10. The proposed capital programmes include:
 - Continued investment in the highway maintenance programmes including additional funding for footway maintenance
 - Further investment in highway safety improvements including at the A612 Mile End road junction
 - Further investment in the popular interactive speed sign programme
 - 13 new or improved pedestrian crossings, including a puffin crossing on Derby Road, Stapleford and new zebra crossings on Watnall Road, Nuthall and Musters Road, West Bridgford
 - Capacity improvements to help make journey times more reliable including improvements to the A614/A617 Lockwell Hill roundabout
 - Continued investment in improving local centres including Central Avenue, Beeston and Tuxford town centre
 - The introduction of bus transport hubs across the county to support the TITAN bus service review.
11. Approval at this Committee meeting and at this time is required to allow detailed design and necessary consultations to start. A further report will be presented to the 6 February 2013 Transport and Highways Committee meeting to seek approval of the final 2013/14 integrated transport block and highways capital maintenance block programmes.

Statutory and Policy Implications

12. This report has been compiled after consideration of implications in respect of finance, equal opportunities, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using

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

RECOMMENDATION/S

- 1) It is recommended that Committee:
 - a) approve the proposed integrated transport block programme for implementation as contained in paragraphs 6 above and detailed in Appendix 1 of this report
 - b) approve the proposed highway capital maintenance programme for implementation as contained in paragraphs 6 above and detailed in Appendix 2 of this report.

Andrew Warrington
Service Director Highways

For any enquiries about this report please contact:

Sean Parks – Local Transport Plan manager or Mike Barnett - Highway Asset manager

Constitutional Comments (SHB.20.08.12)

13. Committee has power to decide the Recommendation.

Financial Comments (MA 21/08/2012)

14. The financial implications are as detailed in the report and appendices, with final Capital Programme allocations confirmed by Council when the budget is approved in February 2013.

Background Papers

Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
Nottinghamshire Local Transport Plan Implementation Plan 2011/12-2014/15
Nottinghamshire Local Transport Plan Evidence Base 2010

Electoral Division(s) and Member(s) Affected

All

Provisional 2013/14 Integrated transport measures programme

Safety improvements	Area	LTP budget
<u>Local safety schemes</u>		
Brand Lane, Stanton Hill (cycle safety scheme)	Ashfield	≤ £50k
Kirkby Road, Sutton (interactive speed signs)	Ashfield	≤ £50k
Nuncargate, Kirkby (surfacing)	Ashfield	≤ £50k
Salmon Lane, Annesley (surfacing)	Ashfield	≤ £50k
Station Rd / Newark Rd, Sutton (speed management scheme)	Ashfield	≤ £50k
Washdyke Lane, Hucknall (kerb re-alignment)	Ashfield	≤ £50k
Watnall Rd / Nabbs Lane, Hucknall (mini roundabout)	Ashfield	≤ £50k
A632 Nether Langwith (surfacing)	Bassetlaw	≤ £50k
A638 North of Retford (surfacing & lining)	Bassetlaw	£50-250k
B6045 Hodsock, Blyth (surfacing)	Bassetlaw	≤ £50k
Bridgegate, Retford (pedestrian improvement)	Bassetlaw	≤ £50k
Priorswell Rd, Worksop (contribution speed management scheme)	Bassetlaw	≤ £50k
Retford Rd, Worksop (cycle safety scheme)	Bassetlaw	≤ £50k
Spittal Hill, Retford (interactive speed signs)	Bassetlaw	≤ £50k
A6002 Bilborough Road (speed management scheme)	Broxtowe	≤ £50k
Awsorth by-pass, Newton Lane (surfacing)	Broxtowe	≤ £50k
Newmanleys Road - A610, Eastwood (surfacing & signing)	Broxtowe	≤ £50k
A612 Mile End Road, Colwick (junction works)	Gedling	£50-250k
Breck Hill Rd, Woodthorpe (surfacing & signing)	Gedling	≤ £50k
Forest Lane, Papplewick (speed management scheme)	Gedling	≤ £50k
Longdale Lane, nr Rigg Lane, Blidworth Bottoms (surfacing)	Gedling	≤ £50k
A38 Sutton Rd / Hermitage Ln, Mansfield (seperate signal right turn)	Mansfield	£50-250k
A60 Leeming Ln, N of Peafield Ln (interactive speed signs)	Mansfield	≤ £50k
A60 West Notts Collge (traffic light re-phasing)	Mansfield	≤ £50k
A6097 Lowdham to Gunthorpe Bridge (speed management scheme)	Newark & Sherwood	£50-250k
Stragglethorpe Ln Cotgrave (surfacing)	Rushcliffe	≤ £50k
<u>Safer Routes to Schools</u>		
Church Lane, Kirkby (pedestrian improvement)	Ashfield	≤ £50k
Toton Lane, Stapleford (pedestrian crossing facility)	Broxtowe	£50-250k
Southdale Road, Carlton (pedestrian improvements)	Gedling	≤ £50k
Ethel Wainwright, Harrop White Rd (school crossing patrol site upgrade)	Mansfield	≤ £50k
Intake Farm, Armstrong Rd (school crossing patrol site upgrade)	Mansfield	≤ £50k
Davis Rd, West Bridgford (pedestrian improvements)	Rushcliffe	≤ £50k
Kneeton Rd, East Bridgford (Traffic Regulation Order)	Rushcliffe	≤ £50k
ITM block allocation		1,100
Speed management	Area	LTP budget
B6022 Newark Road, Sutton in Ashfield (extension of 30mph limit)	Ashfield	≤ £50k
Pond Street, Kirkby (traffic management scheme)	Ashfield	≤ £50k
Bawtry Road (east of Coronation Ave), Misson (interactive speed sign)	Bassetlaw	≤ £50k
Town Street or Station Rd or Mattersey Rd, Sutton cum Lound (interactive speed sign)	Bassetlaw	≤ £50k
West Drayton (new 30mph limit)	Bassetlaw	≤ £50k
A6007 Ilkeston Road (SE of Rowan Ave), Stapleford (interactive speed sign)	Broxtowe	≤ £50k
Hickings Lane (NE of Grenville Dr), Stapleford (interactive speed sign)	Broxtowe	≤ £50k
A632 Main Street (east of Queen's Walk), Nether Langwith (interactive speed sign)	Countywide	≤ £50k
B6011 Forest Lane & B683 Moor Lane, Papplewick (extension of existing 30mph zone)	Gedling	≤ £50k
Old Mill Lane, Mansfield Woodhouse (extension of existing 30mph zone)	Mansfield	≤ £50k
Brake Road, Walesby (new 30mph limit)	Newark & Sherwood	≤ £50k
Lodge Lane, Elston (extension of 30mph speed limit)	Newark & Sherwood	≤ £50k
Costock Road (west of Meeting House Close), East Leake (interactive speed sign)	Rushcliffe	≤ £50k
Fern Road (west of Pasture Lane), Cropwell Bishop (interactive speed sign)	Rushcliffe	≤ £50k
Musters Road (north of Sherbourne Road), West Bridgford (interactive speed sign)	Rushcliffe	≤ £50k
Selby Road, Keyworth (40mph buffer zone)	Rushcliffe	≤ £50k
<u>Reserve Schemes</u>		
Tiln Lane / Smeath Lane, Claborough (speed limit reduction)	Bassetlaw	≤ £50k
ITM block allocation		300

Provisional 2013/14 Integrated transport measures programme

Access to local facilities	Area	LTP budget
Nottingham Road, Selston (puffin crossing)	Ashfield	£50-250k
Watnall Road (near Nabbs Lane), Hucknall (crossing)	Ashfield	£50-250k
A60 Doncaster Road, Oldcotes (pedestrian refuge)	Bassetlaw	≤ £50k
Priorswell Road, Worksop (traffic calming)	Bassetlaw	≤ £50k
Serlby Road, Styrrup (footway)	Bassetlaw	£50-250k
B600 Watnall Road (near Back Lane), Nuthall (zebra crossing)	Broxtowe	£50-250k
Derby Road, Stapleford (north of Alexandra Street o/s Wetherspoons) (puffin crossing)	Broxtowe	£50-250k
Meadow Lane / High Road, Chilwell (pedestrian refuge)	Broxtowe	≤ £50k
Meadow Road / Longlands Lane, Beeston (refuge)	Broxtowe	≤ £50k
Dropped kerb requests	Countywide	≤ £50k
A60 / A6514, Arnold (pedestrian facilities)	Gedling	≤ £50k
Station Road, between level crossing and sports pavilion, Burton Joyce (footway)	Gedling	£50-250k
Woodthorpe Drive east of Grange Road, Woodthorpe (pedestrian refuge)	Gedling	≤ £50k
A60 / B6035 Sherwood Street / Wood Street, Market Warsop (pedestrian detection)	Mansfield	£50-250k
Wood Street, Mansfield (build-outs)	Mansfield	≤ £50k
B6030 Mansfield Road, Clipstone (parking)	Newark & Sherwood	≤ £50k
Fishpool Road, Blidworth (footway)	Newark & Sherwood	£50-250k
Main Street, Fiskerton (footway)	Newark & Sherwood	£50-250k
A60 Loughborough Road (outside Balmore Country Rest Home), Ruddington (pedestrian refuge)	Rushcliffe	≤ £50k
Musters Road, West Bridgford (zebra crossing)	Rushcliffe	≤ £50k
<u>Reserve schemes</u>		
Chapel Street/The Hill, Kirkby in Ashfield (pedestrian crossing)	Ashfield	£50-250k
Boughton Ind Est to Kirton (footway improvements)	Newark & Sherwood	≤ £50k
Kegworth Road, Kingston on Soar (footway)	Rushcliffe	£50-250k
Keyworth Road, Widmerpool (footway)	Rushcliffe	£50-250k
Tithby Road (Cropwell Butler to Tithby) (footway)	Rushcliffe	£50-250k
ITM block allocation		1,000

Cycling, leisure and health	Area	LTP budget
Amcott Way roundabout, Retford (cycle route improvements)	Bassetlaw	≤ £50k
Langold / Firbeck (footpath & cycle route improvements)	Bassetlaw	≤ £50k
London Road, Retford (cycle route improvements)	Bassetlaw	≤ £50k
Manton Forest Park Gateway (footpath & cycle route improvements)	Bassetlaw	≤ £50k
North Road, Retford (cycle route improvements)	Bassetlaw	≤ £50k
Cycle parking	Countywide	≤ £50k
Rights of Way signing	Countywide	≤ £50k
Rights of Way upgrades	Countywide	≤ £50k
Oxclose Woods to Bull Farm, Mansfield (bridleway resurfacing)	Mansfield	≤ £50k
Bilthorpe to Clipstone Greenway	Newark & Sherwood	≤ £50k
London Road, Newark (cycle route improvements)	Newark & Sherwood	≤ £50k
Newark area (miscellaneous cycle route improvements)	Newark & Sherwood	≤ £50k
Southwell Trail Access	Newark & Sherwood	≤ £50k
Cotgrave Greenway	Rushcliffe	≤ £50k
Thoroton FP4	Rushcliffe	£50-250k
<u>Reserve schemes</u>		
B1164 Great North Road (Tuxford to West Markham) (footway)	Bassetlaw	£50-250k
Eastwood / Kimberley (cycle route improvements)	Broxtowe	≤ £50k
Calverton Greenway	Gedling	≤ £50k
Gedling Colliery	Gedling	≤ £50k
William Wood Lane, Warsop	Mansfield	≤ £50k
Radcliffe access links	Rushcliffe	≤ £50k
ITM block allocation		500

Smarter choices	Area	LTP budget
Smarter Choices projects including travel planning; TransACT; community transport support; publications; and 'Wheels to Work'	Countywide	£50-250k
ITM block allocation		150

Provisional 2013/14 Integrated transport measures programme

Capacity improvements	Area	LTP budget
Kirkby town centre - (Ellis Street two-way)	Ashfield	£50-250k
School Street, Kirkby (extension to one-way system)	Ashfield	£50-250k
B6045 Blyth Rd/Kilton Hill, Worksop (MOVA)	Bassetlaw	≤ £50k
Traffic signal rephasing programme	Countywide	≤ £50k
A60/ Nottingham Rd/Berry Hill Rd/Atkin Lane, Mansfield (MOVA)	Mansfield	£50-250k
A6075 Priory Road / Sherwood Street, Mansfield Woodhouse (MOVA)	Mansfield	≤ £50k
A614/A617, Lockwell Hill (junction improvements)	Newark & Sherwood	£50-250k
Lower Kirklington Road/Maythorne Lane, Southwell (junction improvement)	Newark & Sherwood	£50-250k
Boundary Road/Loughborough Road, West Bridgford (junction widening)	Rushcliffe	£50-250k
Market Street, Bingham (one way)	Rushcliffe	≤ £50k
<u>Reserve schemes</u>		
A1133 High St/Station Rd/Bell Ln, Collingham (MOVA)	Newark & Sherwood	≤ £50k
A6075 Mansfield Rd/West Ln/High St/Church St, Ollerton Rd, Edwinstowe (MOVA)	Newark & Sherwood	£50-250k
ITM block allocation		1,000

Environmental weight limits	Area	LTP budget
Bagthorpe/Jacksdale/Underwood/Westwood area	Ashfield	≤ £50k
Chesterfield Road, Huthwaite	Ashfield	≤ £50k
A161 Marsh Lane, Misterton (low bridge signing)	Bassetlaw	≤ £50k
Goosemoor Lane/Whitehouses Road, Ordsall	Bassetlaw	≤ £50k
Mill Road / Greenhills Road, Eastwood	Broxtowe	≤ £50k
Calverton/Woodborough/Lambley area	Gedling	≤ £50k
Brackner Lane, Bilsthorpe	Newark & Sherwood	≤ £50k
Drove Lane (Coddington to Winthorpe)	Newark & Sherwood	≤ £50k
<u>Reserve schemes</u>		
Albert Road/Cobwell Road, Retford	Bassetlaw	≤ £50k
Sutton Lane, Babworth	Bassetlaw	≤ £50k
Ollerton Road / Trent Lane / Kelham Lane, Kelham OR Southwell/Farnsfield/Lowdham area	Newark & Sherwood	≤ £50k
Main Street, Normanton on Soar	Rushcliffe	≤ £50k
ITM block allocation		150

Local centre improvements	Area	LTP budget
Market Street, Huthwaite (pedestrianisation)	Ashfield	£50-250k
Central Avenue, Beeston (environmental improvements)	Broxtowe	£50-250k
Tuxford town centre (environmental improvements)	Newark & Sherwood	£50-250k
<u>Reserve schemes</u>		
Nottingham Road, Bramcote (environmental improvements)	Broxtowe	≤ £50k
St. Wilfred's Square, Calverton (environmental improvements)	Gedling	£50-250k
Westdale Lane / Main Road, Gedling (environmental improvements) (Phase 1)	Gedling	£50-250k
A60 Nottingham Rd, Mansfield (environmental improvements)	Mansfield	≤ £50k
Boughton Road, Ollerton (environmental improvements)	Newark & Sherwood	≤ £50k
ITM block allocation		150

Provisional 2013/14 Integrated transport measures programme

Parking	Area	LTP budget
Eastgate, Worksop (residents' parking scheme)	Bassetlaw	≤ £50k
Manvers Street, Worksop scheme (amendments to existing scheme)	Bassetlaw	≤ £50k
Spicer's Court, Retford (residents' parking scheme)	Bassetlaw	≤ £50k
Strategic parking review	Countywide	≤ £50k
North Green, Calverton (residents' parking scheme review)	Gedling	≤ £50k
Lichfield Avenue, Mansfield (residents' parking scheme)	Mansfield	≤ £50k
William Street, Newark (residents' parking scheme)	Newark & Sherwood	≤ £50k
<u>Reserve schemes</u>		
Beeston Development Impact Review potential controlled parking schemes (t.b.c)	Broxtowe	≤ £50k
Easthorpe Street, Ruddington (residents' parking scheme)	Rushcliffe	≤ £50k
ITM block allocation		150
Rail improvements	Area	LTP budget
Rail improvements (e.g. improvements to services and stations)	Countywide	£50-250k
ITM block allocation		100
Bus improvements	Area	LTP budget
Nuthall bus gate	Broxtowe	≤ £50k
Automatic Vehicle Location TLP	Countywide	≤ £50k
Bus stop clearway programme	Countywide	£50-250k
Enforcement cameras	Countywide	≤ £50k
Passenger information displays	Countywide	≤ £50k
Pole replacement programme	Countywide	£50-250k
Raised kerb programme	Countywide	£50-250k
Reactive programme	Countywide	£50-250k
Real Time display installation	Countywide	£50-250k
Shelter replacement programme	Countywide	£50-250k
Smart card development	Countywide	£50-250k
Solar lighting programme	Countywide	≤ £50k
TITAN infrastructure upgrades	Countywide	£50-250k
TITAN transport hubs	Countywide	£50-250k
TROs/traffic management	Countywide	≤ £50k
Voluntary car schemes	Countywide	£50-250k
Wooden shelter upgrades	Countywide	≤ £50k
Mansfield SQBP	Mansfield	≤ £50k
ITM block allocation		700
Public transport interchanges	Area	LTP budget
Retford rail station	Bassetlaw	£50-250k
Worksop bus station	Bassetlaw	£50-250k
ITM block allocation		300
Traffic monitoring and advanced design of future schemes	Area	LTP budget
Advanced design of future schemes	Countywide	£50-250k
Traffic monitoring	Countywide	£50-250k
Programme management	Countywide	£50-250k
ITM block allocation		350
ITM allocation		£6,700
Contribution to footway enhancements budget		-£750
Available ITM budget		£5,950

Provisional 2013/14 capital maintenance programme

Bridges	Area	Capital budget
Green Lane, Treswell - 1402R (Retaining wall extension)	Bassetlaw	≤ £50k
Middlebridge Road, Gringley on the Hill - 1542C (Dukes drain replacement)	Bassetlaw	£50-250k
North Moor Road, Walkeringham - 1572C (Culvert replacement)	Bassetlaw	£50-250k
A6005 Nottingham Road, Toton - 5224B (Parapet replacement)	Broxtowe	£50-250k
Various (General repair works)	Countywide	£50-250k
Various (Minor bridge painting)	Countywide	≤ £50k
Ouse Dyke, Lambley Lane, Gedling - 7504B (Infill disused arch)	Gedling	≤ £50k
Sookholme Lane, Warsop - 2507C (Infill with pipe)	Mansfield	≤ £50k
Various (Miscellaneous works on bridges and culverts)	Mansfield	≤ £50k
A6097 Marlock Bridge over Cocker Beck (Waterproofing)	Newark	£50-250k
B680 Wilford Road, Ruddington - 8303C (Old Packmans Dyke infill disused arch)	Rushcliffe	≤ £50k
C26 West Leake Road, East Leake - 8407B (Waterproofing)	Rushcliffe	≤ £50k
C55 Grimms Bridge, Granby - 8431B (Safety fence) - carry over from 2012/13	Rushcliffe	≤ £50k
Various (Miscellaneous works on bridges and culverts)	Rushcliffe	≤ £50k
<u>Reserves - any scheme could be brought forward depending on budget</u>		
A60 Oldcotes Bridge - 1210B (Waterproofing)	Bassetlaw	£50-250k
A60 Red Hill Cutting Retaining Wall - 7207R (Masonry repairs and vegetation clearance)	Gedling	£50-250k
C72 Dover Beck, Woodborough - 7406C (Waterproofing and parapet protection)	Gedling	£50-250k
B1164 Old Crow Park Rly Bridge - 3501B (Concrete repairs- advance design only as this would be a 2013/14 scheme)	Newark & Sherwood	NA
Culvert south of Radcliff on Soar - 8506C (Parapet replacement)	Rushcliffe	≤ £50k
Block allocation		£1,000

Carriageway maintenance - Principal Classified Road Network (A roads)	Area	Capital budget
A38 Sutton in Ashfield - From Station Road to Coxmoor Road (resurfacing/patching)	Ashfield	£50-250k
A6075 Tuxford - extents to be confirmed (structural patching, to be surface dressed in 2014/15)	Bassetlaw	£50-250k
A60 Mansfield Road, Ravenshead - extents to be confirmed (resurfacing)	Gedling	£50-250k
A6191 Chesterfield Road North, Pleasley - extents to be confirmed (resurfacing)	Mansfield	£50-250k
A6191 Chesterfield Road South - from Civic Centre to Bould Street (resurfacing)	Mansfield	£50-250k
A17 Sleaford Road, Newark - County boundary to roundabout (Resurfacing/patching)	Newark & Sherwood	£50-250k
A6075 Main Street, Kirton - From Glebe Farm to Egmontan Road (resurfacing)	Newark & Sherwood	£50-250k
A606 Melton Road, Stanton on the Wolds - extents to be confirmed (structural patching for surface dressing in 2014/15)	Rushcliffe	£50-250k
<u>Reserves - any scheme could be brought forward depending on budget</u>		
A611 Derby Road - 200m section from A608 roundabout to bus stop (resurfacing)	Ashfield	≤ £50k
A161 - Walkeringham to Misterton (reconstruction)	Bassetlaw	£50-250k
A60 Mansfield Road, Ravenshead - Continuation of section from Blidworth Waye to Kighill Lane (resurfacing)	Gedling	£50-250k
A614 Old Rufford Road, Calverton - Longdale Lane to Haywood Oaks (resurfacing)	Gedling	> £250k
A6075 Mansfield Road, Edwinstowe - Adjacent to NCN6 (resurfacing)	Newark & Sherwood	£50-250k
A617 Hockerton to Kirklington - Winkburn Junction (plane and overlay)	Newark & Sherwood	£50-250k
A617 Kirklington Road near Bilsthorpe - Cockett Lane to Brackner Road (resurfacing/patching)	Newark & Sherwood	£50-250k
A617 Rainworth Bypass - on roundabout near filling station (reconstruction)	Newark & Sherwood	£50-250k
A60 Loughborough Road, West Bridgford - From Wilford Road to Sandringham Avenue (resurfacing)	Rushcliffe	£50-250k
A606 Melton Road, Stanton - From Browns Lane to Laming Gap Lane (resurfacing)	Rushcliffe	£50-250k
A606 Melton Road, Stanton - From Browns Lane to Roehoe Brook (resurfacing)	Rushcliffe	£50-250k
Block allocation		£1,400

Carriageway maintenance - Non Principal Classified Road Network (B and C roads)	Area	Capital budget
Annesley Road, Hucknall - from Washdyke Lane to Spring Street (resurfacing)	Ashfield	≤ £50k
B6009 Watnall Road, Hucknall - from Olympus Court to boundary (patching)	Ashfield	≤ £50k
B6020 Chapel Street, Kirkby in Ashfield - extents to be confirmed (resurfacing)	Ashfield	≤ £50k
B6026 Blackwell Road, Huthwaite (resurfacing)	Ashfield	≤ £50k
Chesterfield Road, Huthwaite - extents to be confirmed (resurfacing)	Ashfield	≤ £50k
Dalestorth Road, Sutton in Ashfield - extents to be confirmed (resurfacing)	Ashfield	≤ £50k
Sutton Back Lane - extents to be confirmed (resurfacing)	Ashfield	≤ £50k
B6024 Newcastle Avenue, Worksop (reconstruction) - carry over from 2012/13	Bassetlaw	£50-250k
B6034 Ollerton Road, Carburton - from cross roads to district boundary (overlay)	Bassetlaw	£50-250k
B6040 Gateford Road/C156 Sandy Lane junction, Worksop (resurfacing) - carry over from 2012/13	Bassetlaw	£50-250k
C132 Main Street, Kimberley - from Green Lane roundabout to A610 slip (resurfacing)	Broxtowe	£50-250k
B683 Moor Road, Bestwood - extents to be confirmed (resurfacing)	Gedling	≤ £50k
B6030 Clipstone Road West, Clipstone - from Holly Road to post office (resurfacing)	Mansfield	≤ £50k
C17 Fiskerton Road, Bleasby - from Gibsmere to Fiskerton (structural patching)	Newark & Sherwood	≤ £50k
C25 Lower Kirklington Road, Southwell - Kirklington Road to Springfield Road (resurfacing)	Newark & Sherwood	£50-250k
C25 Southwell Road, Kirklington - from Moor Farm to Station Lane (resurfacing)	Newark & Sherwood	£50-250k
C3 Bowbridge Road, Newark - from Boundary Road to Carlton Road (resurfacing)	Newark & Sherwood	£50-250k
C44 Stapleford Road, Coddington - from A17 to bend (structural patching)	Newark & Sherwood	≤ £50k
C50 Mickledale Lane, Bilsthorpe - from A614 to Strawsons Farm (overlay) - continuation of 2012/13 scheme	Newark & Sherwood	£50-250k
C58 Lodge Lane, Elson - from new A46 to The Pinfold (patch and overlay)	Newark & Sherwood	≤ £50k
C68 Dale Lane, Blidworth - outside Jolly Friar pub (resurfacing)	Newark & Sherwood	≤ £50k
C83 Balderton Lane, Coddington - from Main Street to derestricted section (resurfacing)	Newark & Sherwood	£50-250k
C83 Main Street, Coddington - from Brownlows Hill to C208 (resurfacing)	Newark & Sherwood	£50-250k
C102 Longhedge Lane - extents to be confirmed (patching for surface dressing in 2014/15)	Rushcliffe	≤ £50k
C115 Bingham Road, Radcliffe on Trent - From Shelford Road to A52 - (resurfacing)	Rushcliffe	£50-250k
C126 Clifton Lane, Ruddington - from Pasture Lane to boundary (resurfacing)	Rushcliffe	≤ £50k
C28 Langar - extents to be confirmed (structural patching)	Rushcliffe	£50-250k
C4 Gotham Road, East Leake - From Main Street to bridge over stream (resurfacing)	Rushcliffe	≤ £50k
<i>Reserves - any scheme could be brought forward depending on budget</i>		
B6003 Toton Lane, Stapleford - extents to be confirmed (resurfacing)	Broxtowe	≤ £50k
B6386 Oxtan Road/Nottingham Road - Winbush Lane to A6097 (resurfacing)	Gedling	> £250k
B683 Blidworth Way, Papplewick - From A60 to Moor Road (overlay)	Gedling	> £250k
B684 Plains Road, Mapperley - Sommersby Road to Westdale Lane (resurfacing)	Gedling	£50-250k
B684 Woodborough Road, Mapperley - Westdale Lane to Breckhill Road (resurfacing)	Gedling	> £250k
B686 Carlton Hill, Carlton Hill - Carlton Square to First Avenue - will need to be phased	Gedling	£50-250k
C168 Station Road, Carlton - Carlton Square to Conway Road - will need to be phased (resurfacing)	Gedling	> £250k
C39 Winbush Lane, Calverton - Longdale Lane to Oxtan Road - will need to be phased	Gedling	> £250k
Moor Road, Calverton - Outside caravan park (resurfacing)	Gedling	£50-250k
B6020 Mansfield Road, Blidworth - From New Lane to Warsop Lane (resurfacing)	Newark & Sherwood	£50-250k
B6034 High Street, Edwinstowe - from A6075 to West Lane	Newark & Sherwood	≤ £50k
C119 Epperstone Road, Lowdham - from Ton Lane to A6097 (patch and resurface)	Newark & Sherwood	≤ £50k
C207 Boundary Road, Newark - from Bowbridge Road to albert Street	Newark & Sherwood	£50-250k
C58 Brecks Lane, Elston - from Mill Road to district boundary	Newark & Sherwood	£50-250k
Block allocation		£3,500

Carriageway maintenance - Unclassified Road Network	Area	Capital budget
Ashfield Drive, Kirkby in Ashfield (resurfacing)	Ashfield	≤ £50k
Beechdale Crescent, Sutton in Ashfield (resurfacing)	Ashfield	≤ £50k
Chancery Close, Skegby (resurfacing)	Ashfield	≤ £50k
Duke Street, Huthwaite (resurfacing)	Ashfield	≤ £50k
Howard Street, Sutton in Ashfield (resurfacing)	Ashfield	≤ £50k
King Street, Huthwaite (resurfacing)	Ashfield	≤ £50k
Skegby Road, Annesley (resurfacing)	Ashfield	≤ £50k
Truman Drive, Hucknall (resurfacing)	Ashfield	≤ £50k
Fulford Avenue, Retford - from junction with North Road for 100m (resurfacing)	Bassetlaw	≤ £50k
Headland Avenue, Elkesley - from high street to school (resurfacing)	Bassetlaw	≤ £50k
Kingsmead, Retford (resurfacing)	Bassetlaw	≤ £50k
Westgate, Worksop - from Park Street to Slack Walk (resurfacing)	Bassetlaw	≤ £50k
Windsor Road, Carlton - extents to be confirmed (structural patching, surface dressed in 2014/15)	Bassetlaw	£50-250k
Brynsmoor Drive, Brinsley (resurfacing)	Broxtowe	≤ £50k
Canalside, Beeston Rylands (resurfacing)	Broxtowe	≤ £50k
Jubilee Street, Kimberley (resurfacing)	Broxtowe	≤ £50k
Poplar Crescent, Nuthall - from junction with Oak Drive to Woodside (resurfacing)	Broxtowe	≤ £50k
Queens Drive, Brinsley (resurfacing)	Broxtowe	≤ £50k
South Street, Eastwood (resurfacing)	Broxtowe	≤ £50k
Oakdale Road, Arnold - from Killisick Road to Hawthorn Crescent (resurfacing)	Gedling	£50-250k
Cromer Close, Mansfield - from Delamere Drive to end (resurfacing)	Mansfield	≤ £50k
Edgar Avenue, Mansfield (resurfacing)	Mansfield	≤ £50k
Greenwood Avenue, Mansfield Woodhouse - from Vale Road to Lawrence Avenue (resurfacing)	Mansfield	≤ £50k
Outgang Lane, Mansfield Woodhouse - from Leeming Lane North to number 12 (resurfacing)	Mansfield	≤ £50k
Parkland Close, Mansfield - from Chestnut Drive to Highland Road (resurfacing)	Mansfield	≤ £50k
Shirburn Avenue, Mansfield - from Bath Lane to end (resurfacing)	Mansfield	≤ £50k
Southwell Road East, Mansfield - service road (resurfacing)	Mansfield	≤ £50k
Brunel Drive, Newark - Jessop Way roundabout (resurfacing)	Newark & Sherwood	£50-250k
Cross Street, Newark (resurfacing)	Newark & Sherwood	£50-250k
Greaves Lane, Edingley (structural patching)	Newark & Sherwood	≤ £50k
Lansbury Road, Edwinstowe - from A6075 to bend (resurfacing)	Newark & Sherwood	£50-250k
Lime Grove, Newark - extents to be confirmed (resurfacing) - continuation of 2012/13 scheme	Newark & Sherwood	£50-250k
Malt Kiln Lane, Newark - from Trent Lane to limits of adoption (subject to further investigation/developments and possible tie in with footway scheme)	Newark & Sherwood	≤ £50k
Manvers View, Boughton including various side roads (resurfacing)	Newark & Sherwood	£50-250k
Moor Lane, East Stoke - from old A46 to new bridge (resurfacing)	Newark & Sherwood	≤ £50k
Pelham Street, Newark (resurfacing)	Newark & Sherwood	£50-250k
South Avenue, Rainworth - from Python Hill to no 57 (resurfacing)	Newark & Sherwood	≤ £50k
Bridgford Road, West Bridgford - extents to be confirmed (resurfacing)	Rushcliffe	≤ £50k
Davis Road, West Bridgford - extents to be confirmed (resurfacing) - continuation of 2013/14 scheme	Rushcliffe	£50-250k
East Street, Bingham (resurfacing)	Rushcliffe	≤ £50k
Exchange Road, West Bridgford - extents to be confirmed (resurfacing)	Rushcliffe	£50-250k
Paget Crescent, Ruddington (resurfacing)	Rushcliffe	≤ £50k
Rugby Road, West Bridgford - extents to be confirmed (resurfacing)	Rushcliffe	£50-250k
Stanstead Avenue, Tollerton (resurfacing)	Rushcliffe	≤ £50k
Wilford Crescent, Ruddington (resurfacing)	Rushcliffe	≤ £50k

Provisional 2013/14 capital maintenance programme

<u>Unclassified Roads Reserves - any scheme could be brought forward depending on budget</u>		
Lower Beauvale, Newthorpe - From Lynncroft to Brunel Avenue (reconstruction)	Broxtowe	≤ £50k
Cantley Avenue, Gedling (resurfacing)	Gedling	≤ £50k
Collier Road, Calverton - Seely Avenue to Main Road phasing required (resurfacing)	Gedling	£50-250k
Cromwell Street, Carlton - Foxhill Road to Carlton Hill (resurfacing)	Gedling	£50-250k
Fraser Road, Carlton (resurfacing)	Gedling	£50-250k
Hollyoak Road, Mapperley (resurfacing)	Gedling	≤ £50k
Kirkley Gardens, Arnold - From Coppice Road to end (micro asphalt overlay)	Gedling	≤ £50k
Lambley Avenue, Mapperley - Westdale Lane to Digby Avenue (resurfacing)	Gedling	≤ £50k
Main Street, Burton Joyce - Work will need to be phased (resurfacing)	Gedling	£50-250k
Moor Road, Carlton - Westdale Lane to Porchester Road (resurfacing)	Gedling	£50-250k
Oxengate, Bestwood (micro asphalt overlay)	Gedling	≤ £50k
Park Road East, Calverton - Mansfield Lane to Main Street (resurfacing)	Gedling	£50-250k
Pierrepont Avenue, Gedling (resurfacing)	Gedling	≤ £50k
Southcliffe Road, Mapperley (micro asphalt overlay)	Gedling	≤ £50k
Southdale Road, Carlton - Carlton Hill to District Boundary (micro asphalt overlay)	Gedling	≤ £50k
Whittington Road, Mapperley - extents to be confirmed	Gedling	≤ £50k
Barnby Gate, Newark - extents to be confirmed, phasing required (resurfacing)	Newark & Sherwood	£50-250k
Beanford Lane, Oxtun - adjacent Ford (resurfacing)	Newark & Sherwood	≤ £50k
Chatsworth Avenue, Southwell (resurfacing/retread)	Newark & Sherwood	≤ £50k
Church Lane, Kirklington (resurfacing)	Newark & Sherwood	≤ £50k
Clarke Avenue, Newark on Trent - Whole Length (resurfacing)	Newark & Sherwood	£50-250k
Coopers Rise, Rainworth (resurfacing)	Newark & Sherwood	≤ £50k
Danethorpe Lane, Danethorpe (structural patching/retread)	Newark & Sherwood	≤ £50k
Gainsborough Drive, Newark (resurfacing)	Newark & Sherwood	£50-250k
Gonalston Lane, Gonalston - from A612 to level crossing (resurfacing)	Newark & Sherwood	≤ £50k
Hawsworth Road, Syserton - from Moor Lane to the Forge (resurfacing)	Newark & Sherwood	≤ £50k
Hill Crest, Southwell (resurfacing/retread)	Newark & Sherwood	≤ £50k
Honeyknab Lane, Oxtun (structural patching/retread)	Newark & Sherwood	≤ £50k
Lowdham Lane, Lowdham - from High Winds to the Grange (resurfacing)	Newark & Sherwood	≤ £50k
Main Street, Egmont - near to church (resurfacing)	Newark & Sherwood	≤ £50k
Main Street, Epperstone - from A6097 to Old School House (resurfacing)	Newark & Sherwood	≤ £50k
Main Street, Walesby (resurfacing)	Newark & Sherwood	≤ £50k
Milner Street, Newark (resurfacing)	Newark & Sherwood	£50-250k
Moor Lane, South Scarle - from Church Lane to Folly Farm (orevlay/retread)	Newark & Sherwood	≤ £50k
Moor Lane, Syserton - from Hawksworth Road to Low Farm (resurfacing)	Newark & Sherwood	≤ £50k
Northgate, Newark (resurfacing)	Newark & Sherwood	≤ £50k
Rainworth Water Road, Rainworth (resurfacing)	Newark & Sherwood	≤ £50k
Spring Lane, Balderton - Whole Length (resurfacing)	Newark & Sherwood	≤ £50k
The Grange, North Muskham - entrance only (resurfacing)	Newark & Sherwood	≤ £50k
Thoresby Road, Rainworth (resurfacing)	Newark & Sherwood	≤ £50k
Woodland View, Southwell (resurfacing/retread)	Newark & Sherwood	≤ £50k
A453 - Soar to Thrumpton (micro asphalt overlay)	Rushcliffe	≤ £50k
Abbey Lane, Aslockton (patching and micro asphalt)	Rushcliffe	≤ £50k
Back Lane, Cropwell Butler (patching - followed by surface dressing or micro asphalt in 2013-14)	Rushcliffe	≤ £50k
Bailey Lane, Radcliffe on Trent (patching and micro asphalt)	Rushcliffe	≤ £50k
Barton Lane, Thrumpton (micro asphalt overlay)	Rushcliffe	≤ £50k
Brown Lane, Barton in Fabis (patching and micro asphalt)	Rushcliffe	≤ £50k
Butler Close, Cropwell Butler (micro asphalt overlay)	Rushcliffe	≤ £50k
Chatsworth Road, Bingham (patching and micro asphalt)	Rushcliffe	≤ £50k
Chestnut Lane, Barton in Fabis (patching and micro asphalt)	Rushcliffe	≤ £50k
Church Lane, Barton in Fabis (patching and micro asphalt)	Rushcliffe	≤ £50k
Church Lane, Thrumpton (patching and micro asphalt)	Rushcliffe	≤ £50k
Church Street, Shelford (patching - followed by surface dressing or micro asphalt in 2013-14)	Rushcliffe	≤ £50k
Main Road, Barnstone (patching - followed by surface dressing or micro asphalt in 2013-14)	Rushcliffe	≤ £50k
Main Road, Shelford (patching and micro asphalt)	Rushcliffe	≤ £50k
Manor Road, Barton in Fabis (patching and micro asphalt)	Rushcliffe	≤ £50k
Musters Road, Bingham (patching and micro asphalt)	Rushcliffe	≤ £50k
Orchard Close, Branstone (patching - followed by surface dressing or micro asphalt in 2013-14)	Rushcliffe	≤ £50k
Park Road, Barnstone (patching - followed by surface dressing or micro asphalt in 2013-14)	Rushcliffe	≤ £50k
Porchester Road, Bingham (patching and micro asphalt)	Rushcliffe	≤ £50k
Rectory Place, Barton in Fabis (patching and micro asphalt)	Rushcliffe	≤ £50k
Tithby Road, Cropwell Butler (Redesign of carriageway and footway)	Rushcliffe	£50-250k
West Street, Shelford (patching - followed by surface dressing or micro asphalt in 2013-14)	Rushcliffe	≤ £50k
Works Lane, Barnstone (patching - followed by surface dressing or micro asphalt in 2013-14)	Rushcliffe	≤ £50k
Block allocation		£2,950

Provisional 2013/14 capital maintenance programme

Footway maintenance	Area	Capital budget
Bestwood Road, Hucknall (resurfacing)	Ashfield	≤ £50k
Fackley Road, Stanton Hill (resurfacing)	Ashfield	≤ £50k
Mansfield Road, Selston (resurfacing)	Ashfield	≤ £50k
Palmerston Street, Jacksdale (resurfacing)	Ashfield	≤ £50k
Smeath Road, Underwood (resurfacing)	Ashfield	≤ £50k
Sutton Road, Kirkby in Ashfield - near to school (resurfacing)	Ashfield	≤ £50k
Idle View Road, Retford (resurfacing)	Bassetlaw	≤ £50k
North Moor Drive, Walkeringham (resurfacing)	Bassetlaw	≤ £50k
Cyprus Avenue, Beeston (resurfacing)	Broxtowe	≤ £50k
Fylde Close, Toton (resurfacing)	Broxtowe	≤ £50k
Serlby Avenue, Newthorpe (resurfacing)	Broxtowe	≤ £50k
Oakdale Road, Arnold - from Killisick Road to Hawthorn Crescent (resurfacing to tie in with carriageway scheme)	Gedling	≤ £50k
Ashwell Avenue, Mansfield Woodhouse - From A60 Leeming Lane North to end (resurfacing) - carry over from 2012/13	Mansfield	≤ £50k
Garth Road, Mansfield - From High Oakham Hill to Waverley Road o/s 2/36 (resurfacing) - carry over from 2012/13	Mansfield	≤ £50k
Linby Avenue, Mansfield - From Winthorpe Street to Ladybrook Lane (resurfacing) - carry over from 2012/13	Mansfield	≤ £50k
North Park, Mansfield (resurfacing)	Mansfield	≤ £50k
West Bank Link, Mansfield - From West Bank Avenue to West Bank Lea (resurfacing) - carry over from 2012/13	Mansfield	≤ £50k
A612 Nottingham Road, Southwell - between Park Lane and Brackenhurst College (reconstruction)	Newark & Sherwood	≤ £50k
Coging Close, Balderton (resurfacing) - carry over from 2012/13	Newark & Sherwood	≤ £50k
Malt Kiln Lane, Newark - from Trent Lane to limits of adoption (subject to further investigation/developments and possible tie in with carriageway scheme)	Newark & Sherwood	≤ £50k
Staythorpe Road, Rolleston - from Goodwins Court to Fiskerton Road (resurfacing)	Newark & Sherwood	£50-250k
Wolsey Road, Newark - from Meering Avenue to Fleming Drive on southside only (resurfacing)	Newark & Sherwood	≤ £50k
Church Street, Whatton (resurfacing)	Rushcliffe	≤ £50k
Main Street, Whatton (resurfacing)	Rushcliffe	≤ £50k
Old Grantham Road, Whatton (resurfacing)	Rushcliffe	≤ £50k
<u>Reserves - any scheme could be brought forward depending on budget</u>		
Forest Road, Calverton (reconstruction and kerbing)	Gedling	£50-250k
Gedling slurry sealing programme - areas to be confirmed	Gedling	£50-250k
Pump Hollow Lane, Forest Town - extents to be confirmed	Mansfield	≤ £50k
Woodhall Close, Forest Town - from Sherweek Hall Gardens to outside number 4	Mansfield	≤ £50k
Bakewell Close, Balderton (resurfacing)	Newark & Sherwood	≤ £50k
Cromwell Road, Newark - from Barnby Gate to Wright Street (resurfacing)	Newark & Sherwood	≤ £50k
Falstone Avenue, Newark (resurfacing)	Newark & Sherwood	≤ £50k
Fourth Avenue, Edwinstowe - from First Avenue to spur adjacent to number 39)	Newark & Sherwood	≤ £50k
Oaktree Drive, Bilsthorpe (resurfacing)	Newark & Sherwood	≤ £50k
Rushcliffe slurry sealing programme - areas to be confirmed	Rushcliffe	£50-250k
Block allocation		£1,000
Flood risk management	Area	Capital budget
Local Flood Risk Management Strategy (LFRMS) Consultancy fees	Countywide	≤ £50k
Strategic Environmental Assessment for LFRMS	Countywide	≤ £50k
Sherwood Road/Kirklington Road, Rainworth (Highway drainage system repairs and upgrade - likely to continue into 2013-14)	Newark & Sherwood	£50-250k
<u>Reserves - any scheme could be brought forward depending on budget</u>		
Clarborough (culvert replacement in conjunction with Bassetlaw District Council)	Bassetlaw	≤ £50k
Scrooby Road, Harworth (highway drainage system repairs)	Bassetlaw	≤ £50k
A612 Nottingham Road, Burton Joyce - Various (replacement of outfall)	Gedling	≤ £50k
Balderton - Various (highway drainage system repairs and upgrade)	Newark & Sherwood	≤ £50k
Main Street, Morton (highway drainage system repairs and upgrade)	Newark & Sherwood	≤ £50k
Morgans Close, Coddington (highway drainage system repairs and upgrade)	Newark & Sherwood	≤ £50k
Block allocation		£600
Highway drainage	Area	Capital budget
Ashfield - Various	Ashfield	£50-250k
Bassetlaw - Various	Bassetlaw	≤ £50k
Broxtowe - Various	Broxtowe	£50-250k
Countywide (for pumping station maintenance)	Countywide	≤ £50k
Gedling - Various	Gedling	£50-250k
Mansfield - Various	Mansfield	£50-250k
Newark - Various	Newark & Sherwood	£50-250k
Rushcliffe - Various (Columns - 1 to 4)	Rushcliffe	£50-250k
* NB: The works are developed through the year as problems are encountered, liaison takes place with Flood Risk Manager on larger schemes/issues to ensure a co-ordinated approach		
Block allocation		£600

Surface dressing - 1 of 4	Area	Capital budget
Alexander Avenue, Sutton in Ashfield	Ashfield	≤ £50k
Ashland Road West, Sutton in Ashfield (Norwell Close to Highfield Road)	Ashfield	≤ £50k
Bath Street, Sutton in Ashfield	Ashfield	≤ £50k
C203 Nuncargate Road, Annesley (Ediston Street to Sherwood Rise)	Ashfield	≤ £50k
Cheshire Way, Jacksdale	Ashfield	≤ £50k
Chestnut Grove, Kirkby in Ashfield	Ashfield	≤ £50k
Church Lane, Selston (B600 to church)	Ashfield	≤ £50k
Cornwall Close, Jacksdale	Ashfield	≤ £50k
Dawgates Lane, Skegby (Dawgates Farm to boundary)	Ashfield	≤ £50k
Derbyshire Drive, Westwood	Ashfield	≤ £50k
Edward Avenue, Sutton in Ashfield	Ashfield	≤ £50k
Greenwood Avenue, Huthwaite	Ashfield	≤ £50k
Greenwood Avenue, Huthwaite	Ashfield	≤ £50k
Hampshire Court, Jacksdale	Ashfield	≤ £50k
Hartington Drive, Sutton in Ashfield	Ashfield	≤ £50k
Kent Avenue, Jacksdale	Ashfield	≤ £50k
Lane End, Kirkby in Ashfield (Victoria Road to Urban Road)	Ashfield	≤ £50k
Lime Tree Avenue, Kirkby in Ashfield	Ashfield	≤ £50k
Manor Road, Stanton Hill	Ashfield	≤ £50k
Mapleton Way, Sutton in Ashfield	Ashfield	≤ £50k
Pleasley Road, Teversal	Ashfield	≤ £50k
Priestsc Road, Sutton in Ashfield (Devonshire island to Asda roundabout)	Ashfield	≤ £50k
Princess Street, Kirkby in Ashfield	Ashfield	≤ £50k
Rockwood Close, Hucknall	Ashfield	≤ £50k
Rutland Road, Jacksdale (Wagstaff Lane to Palmerston Street0	Ashfield	≤ £50k
Shropshire Avenue, Jacksdale	Ashfield	≤ £50k
Springwell Street, Huthwaite	Ashfield	≤ £50k
Strawberry Bank, Huthwaite	Ashfield	≤ £50k
Strawberry Bank, Huthwaite	Ashfield	≤ £50k
Unwin Road, Sutton in Ashfield	Ashfield	≤ £50k
Wagstaff Lane, Jacksdale (Palmerston Street to Selston Road)	Ashfield	≤ £50k
Westmorland Way, Jacksdale	Ashfield	≤ £50k
Wild Hill, Teversal	Ashfield	≤ £50k
Wiltshire Avenue, Jacksdale	Ashfield	≤ £50k
Woodland Avenue, Huthwaite	Ashfield	≤ £50k
Woodland Avenue, Huthwaite	Ashfield	≤ £50k
A620 Bend At Ranby	Bassetlaw	≤ £50k
A632, Nether Langwith	Bassetlaw	≤ £50k
A638 Sutton Bridge, Sutton Cum Lound	Bassetlaw	≤ £50k
Anston Avenue, Worksop	Bassetlaw	≤ £50k
Ashlea, Misterton	Bassetlaw	≤ £50k
B1403 Clayworth To Hayton	Bassetlaw	≤ £50k
B645 Blyth Road, Hodstck	Bassetlaw	≤ £50k
Bar Road North, Beckingham	Bassetlaw	≤ £50k
Bar Road South, Beckingham	Bassetlaw	≤ £50k
Baulk Lane, Tonworth	Bassetlaw	≤ £50k
C24 Askham Road, Askham (A57 To Askham)	Bassetlaw	≤ £50k
C24 Askham To Upton, Askham	Bassetlaw	≤ £50k
C37 Norton To Carburton (Corunna Lodge To Norton Village)	Bassetlaw	≤ £50k
C66 Serlby Road, Harworth (A614 To Golf Club)	Bassetlaw	≤ £50k
Cherry Tree Avenue, Shireoaks	Bassetlaw	≤ £50k
Clarence Road, Worksop	Bassetlaw	≤ £50k
Cunningham Close, Mattersey Thorpe	Bassetlaw	≤ £50k
Denison Avenue, Retford	Bassetlaw	≤ £50k
Durham Grove, Retford	Bassetlaw	≤ £50k
Elms Road, Worksop	Bassetlaw	≤ £50k
Eimtree Close, Shireoaks	Bassetlaw	≤ £50k
Elmwood Close, Retford	Bassetlaw	≤ £50k

Surface dressing - 2 of 4	Area	Capital budget
Fallow Court, Worksop	Bassetlaw	≤ £50k
Grange Close, Misterton	Bassetlaw	≤ £50k
Harvest Close, Worksop	Bassetlaw	≤ £50k
Keyes Close, Mattersey Thorpe	Bassetlaw	≤ £50k
Keyes Court, Mattersey Thorpe	Bassetlaw	≤ £50k
Keyes Rise, Mattersey Thorpe	Bassetlaw	≤ £50k
Lime Grove, Retford	Bassetlaw	≤ £50k
Lime Tree Avenue, Retford	Bassetlaw	≤ £50k
Lodore Road, Worksop	Bassetlaw	≤ £50k
Moorland Avenue, Walkeringham	Bassetlaw	≤ £50k
Moorland Close, Walkeringham	Bassetlaw	≤ £50k
Northmoor Drive, Walkeringham	Bassetlaw	≤ £50k
Overend Road, Worksop	Bassetlaw	≤ £50k
Pear Tree Close, Claborough (Turning Head)	Bassetlaw	≤ £50k
Rose Avenue, Retford	Bassetlaw	≤ £50k
Southfall Close, Ranskill	Bassetlaw	≤ £50k
Station Road, Bamby Moor	Bassetlaw	≤ £50k
Station Road, Sutton Cum Lound	Bassetlaw	≤ £50k
Stonehill Close, Ranskill	Bassetlaw	≤ £50k
The Green, Beckingham	Bassetlaw	≤ £50k
The Paddocks, Worksop	Bassetlaw	≤ £50k
Walnut Avenue, Shireoaks	Bassetlaw	≤ £50k
Welbeck Street, Worksop	Bassetlaw	≤ £50k
Whitton Close, Ranskill	Bassetlaw	≤ £50k
Willow Avenue, Misterton	Bassetlaw	≤ £50k
Winston Court, Mattersey Thorpe	Bassetlaw	≤ £50k
Woodside Road, Shireoaks	Bassetlaw	≤ £50k
Albert Avenue, Stapleford	Broxtowe	≤ £50k
B600 Moorgreen	Broxtowe	≤ £50k
Barrett Crescent, Attenborough	Broxtowe	≤ £50k
Beech Avenue, Beeston	Broxtowe	≤ £50k
Brookhill Street, Stapleford (Ashfield Grove to Myrtle Avenue)	Broxtowe	≤ £50k
Coppice Drive, Eastwood	Broxtowe	≤ £50k
Cow Lane, Bramcote	Broxtowe	≤ £50k
Dawlish Court, Eastwood	Broxtowe	≤ £50k
Fern Crescent, Eastwood	Broxtowe	≤ £50k
Greenland Crescent, Chilwell	Broxtowe	≤ £50k
Harlequin Court, Eastwood	Broxtowe	≤ £50k
Helmsley Drive, Eastwood	Broxtowe	≤ £50k
Horace Avenue, Stapleford	Broxtowe	≤ £50k
Marton Road, Chilwell	Broxtowe	≤ £50k
Meadow Road, Beeston Rylands	Broxtowe	≤ £50k
Narrow Lane, Moorgreen	Broxtowe	≤ £50k
New Lane, Greasley	Broxtowe	≤ £50k
Oakdale Drive, Chilwell	Broxtowe	≤ £50k
Rothbury Avenue, Trowell	Broxtowe	≤ £50k
Severals, Stapleford	Broxtowe	≤ £50k
Westby Lane, Awsworth	Broxtowe	≤ £50k
Woodstoack Road, Toton	Broxtowe	≤ £50k
Pre-patching for 2014/15 Surface Dressing Programme	Countywide	> £250k
A614 Old Rufford Rd (Lime Lane to Jet garage)	Gedling	≤ £50k
B6386, Calverton (Whinbush Lane to Oxtan roundabout)	Gedling	≤ £50k
B684 Lime Lane, Arnold	Gedling	≤ £50k
B684 Mapperley Plains, Arnold	Gedling	≤ £50k
B684 Woodborough Road, Arnold	Gedling	≤ £50k
Beanford Lane, Calverton	Gedling	≤ £50k
Brecks Lane, Woodthorpe	Gedling	≤ £50k
C39 Longdale Lane, Ravenshead (section 1)	Gedling	≤ £50k
C39 Longdale Lane, Ravenshead (section 2)	Gedling	≤ £50k
C63 Main Street, Lambley	Gedling	≤ £50k
C72 Shelt Hill, Woodborough	Gedling	≤ £50k
C9 Burnstump Hill, Papplewick	Gedling	≤ £50k
Catfoot Lane, Lambley	Gedling	≤ £50k
Hilton Road, Mapperley	Gedling	≤ £50k
Howbeck Road, Arnold	Gedling	≤ £50k
Moor Road, Mapperley	Gedling	≤ £50k
Park Road, Calverton	Gedling	≤ £50k
Rigg Lane, Papplewick	Gedling	≤ £50k
Shelford Road, Carlton	Gedling	≤ £50k
Belper Street, Mansfield	Mansfield	≤ £50k
Black Scotch Lane, Mansfield (Chatsworth Road to North Park)	Mansfield	≤ £50k
Bolsover Street, Mansfield	Mansfield	≤ £50k
Carter Lane, Church Warsop	Mansfield	≤ £50k

Surface dressing - 3 of 4	Area	Capital budget
Charnwood Grove, Mansfield Woodhouse	Mansfield	≤ £50k
Clarendon Road, Mansfield	Mansfield	≤ £50k
Eaking Road, Mansfield (Patchills to Skerry Hill)	Mansfield	≤ £50k
Featherstone Close, Mansfield	Mansfield	≤ £50k
Gladstone St, Mansfield	Mansfield	≤ £50k
Gordondale Road, Mansfield	Mansfield	≤ £50k
Hardwick Street, Mansfield	Mansfield	≤ £50k
Holly Drive, Forest Town	Mansfield	≤ £50k
Holly Road, Forest Town (Little Hollies to New Mill Lane)	Mansfield	≤ £50k
Kings Mill Lane, Mansfield (Millersdale Avenue to Randal Close)	Mansfield	≤ £50k
Larch Avenue, Mansfield Woodhouse (part - extents to be confirmed)	Mansfield	≤ £50k
Longster Lane, Mansfield	Mansfield	≤ £50k
Meadow Avenue, Mansfield	Mansfield	≤ £50k
Mellor Roads, Mansfield	Mansfield	≤ £50k
Millersdale Avenue, Mansfield	Mansfield	≤ £50k
Montague Street, Mansfield	Mansfield	≤ £50k
Netherfield Lane, Church Warsop (Coggins Lane to Three Lions Pub)	Mansfield	≤ £50k
Oakfield Avenue, Warsop	Mansfield	≤ £50k
Parliament Road, Mansfield	Mansfield	≤ £50k
Peel Road, Mansfield	Mansfield	≤ £50k
Pembleton Drive, Mansfield	Mansfield	≤ £50k
Raleigh Road, Mansfield	Mansfield	≤ £50k
Randal Close, Mansfield	Mansfield	≤ £50k
Redgate Close, Mansfield	Mansfield	≤ £50k
Rock Street, Mansfield	Mansfield	≤ £50k
Salisbury Road, Mansfield	Mansfield	≤ £50k
Sandringham Court, Mansfield Woodhouse	Mansfield	≤ £50k
Scotwood Road, Mansfield Woodhouse	Mansfield	≤ £50k
Sookholme Lane(A60 to Sookholme)	Mansfield	≤ £50k
Southpark Avenue, Mansfield	Mansfield	≤ £50k
Wainwright Avenue, Mansfield	Mansfield	≤ £50k
White Hart Street, Mansfield	Mansfield	≤ £50k
A614 Old Rufford Road, Rufford (Station Road To Manor Farm)	Newark and Sherwood	≤ £50k
B166 Farndon Road, Newark (A46 to Marina)	Newark and Sherwood	≤ £50k
B6034 Rufford Road, Rufford (A614 to B6030)	Newark and Sherwood	≤ £50k
Brackner Lane, Bilsthorpe	Newark and Sherwood	≤ £50k
Burgage Green, Southwell	Newark and Sherwood	≤ £50k
C100 Hawton Road, Newark (Boundary Road to derestriction)	Newark and Sherwood	≤ £50k
C111 Weston Road, Egmonton	Newark and Sherwood	≤ £50k
C13 Carlton Road, Carlton on Trent (Grange Road to bend)	Newark and Sherwood	≤ £50k
C21 Hockerton To Knapthorpe	Newark and Sherwood	≤ £50k
C23 Forest Road, Oxtun	Newark and Sherwood	≤ £50k
C23 Oaks Lane, Oxtun	Newark and Sherwood	≤ £50k
C57 Newark Road, Ollerton (A6075 to Poplar Street)	Newark and Sherwood	≤ £50k
Causeway Lane, Morton	Newark and Sherwood	≤ £50k
Chapel Lane, Farndon	Newark and Sherwood	≤ £50k
Church Lane, Morton	Newark and Sherwood	≤ £50k
Church Street, Farndon	Newark and Sherwood	≤ £50k
Claypit Lane, Fiskerton	Newark and Sherwood	≤ £50k
Cooks Lane, Morton	Newark and Sherwood	≤ £50k
Cross Lane, Farndon	Newark and Sherwood	≤ £50k
Epperstone Road, Oxtun	Newark and Sherwood	≤ £50k
Fairfield Ave, Farndon	Newark and Sherwood	≤ £50k
Gravelly Lane, Fiskerton	Newark and Sherwood	≤ £50k
Kelham Hills, Kelham (Broadgate Lane)	Newark and Sherwood	≤ £50k
Kirklington Road, Bilsthorpe (Factory to Belle Eau Park)	Newark and Sherwood	≤ £50k
Main Street, Farndon	Newark and Sherwood	≤ £50k
Main Street, Morton	Newark and Sherwood	≤ £50k
Manor Drive, Morton	Newark and Sherwood	≤ £50k
Marsh Lane, Farndon (Main Street To Fairfield Avenue)	Newark and Sherwood	≤ £50k
Middle Lane, Morton	Newark and Sherwood	≤ £50k
New Road, Morton	Newark and Sherwood	≤ £50k
North End, Farndon	Newark and Sherwood	≤ £50k
Nursery Avenue, Farndon	Newark and Sherwood	≤ £50k
Sandhill Road, Farndon	Newark and Sherwood	≤ £50k
School Lane, Farndon	Newark and Sherwood	≤ £50k
St Peters Close, Farndon	Newark and Sherwood	≤ £50k
The Meadows, Farndon	Newark and Sherwood	≤ £50k
Walesby Lane, Ollerton (Gattlys Lane to Whinney Lane)	Newark and Sherwood	≤ £50k
West End, Farndon	Newark and Sherwood	≤ £50k
Wilsons Lane, Fiskerton	Newark and Sherwood	≤ £50k
Wyke Lane, Farndon (Narrow Section)	Newark and Sherwood	≤ £50k

Provisional 2013/14 capital maintenance programme

Surface dressing - 4 of 4	Area	Capital budget
A60 Rempstone To Costock	Rushcliffe	≤ £50k
Back Lane Cropwell Butler	Rushcliffe	≤ £50k
Barn Lane, Upper Broughton	Rushcliffe	≤ £50k
Barton In Fabis (Whole Village)	Rushcliffe	≤ £50k
Bridgate Lane, Hickling	Rushcliffe	≤ £50k
Butler Close, Cropwell Butler	Rushcliffe	≤ £50k
C102 Longhedge Lane	Rushcliffe	≤ £50k
C126 Clifton Lane, Ruddington	Rushcliffe	≤ £50k
C28 Harby To Langer	Rushcliffe	≤ £50k
C3 Main Road, Barnstone	Rushcliffe	≤ £50k
C33 Bunny To East Leak	Rushcliffe	≤ £50k
C51 Dark Lane/ West Leake Lane (West Leake to Kingston Cross Road)	Rushcliffe	≤ £50k
C73 Granby Lane, Granby	Rushcliffe	≤ £50k
Fairham Brook Lane, Bunny	Rushcliffe	≤ £50k
Old Main Road, Costock	Rushcliffe	≤ £50k
Orchard Close, Barnstone	Rushcliffe	≤ £50k
Park Road, Barnstone	Rushcliffe	≤ £50k
Stragglethorpe Lane (A52 to A46)	Rushcliffe	≤ £50k
Works Lane, Barnstone	Rushcliffe	≤ £50k
Block allocation		£2,500
Street lighting replacement/upgrades - 1 of 3	Area	Capital budget
Addison Drive, Hucknall (Columns 1 to 10)	Ashfield	≤ £50k
Bodmin Avenue, Hucknall (Columns 1 to 4)	Ashfield	≤ £50k
Coniston Road, Hucknall (Columns 1 to 12)	Ashfield	≤ £50k
Grasmere Close, Hucknall (Columns 1 to 4)	Ashfield	≤ £50k
Kendal Close, Hucknall (Columns 1, 2)	Ashfield	≤ £50k
Long Hill Rise, Hucknall (Columns 1 to 17)	Ashfield	≤ £50k
Misk Hollows, Hucknall (Columns 1, 2)	Ashfield	≤ £50k
St Patricks Road, Hucknall (Columns 6 to 13)	Ashfield	≤ £50k
Ullswater Drive, Hucknall (Columns 1 to 4)	Ashfield	≤ £50k
Washdyke Lane, Hucknall (Columns 1 to 15)	Ashfield	≤ £50k
Windermere Road, Hucknall (Columns 1 to 5)	Ashfield	≤ £50k
Dukeries Crescent, Worksop (Columns 1 to 17)	Bassetlaw	≤ £50k
Forest Lane, Worksop (Columns 1 to 15)	Bassetlaw	≤ £50k
Highfield Lane, Worksop (Columns 1 to 4)	Bassetlaw	≤ £50k
Adrian Close, Toton (Columns 1 to 3)	Broxtowe	≤ £50k
Blenheim Drive, Chilwell (Columns 1 to 11)	Broxtowe	≤ £50k
Brookland Drive, Chilwell (Columns 1 to 5)	Broxtowe	≤ £50k
Burleigh Square, Chilwell (Columns 1)	Broxtowe	≤ £50k
Carrfield Avenue, Toton (Columns 1 to 15)	Broxtowe	≤ £50k
Cator Lane, Chilwell (Columns 1 to 24)	Broxtowe	≤ £50k
Clumber Avenue, Chilwell (Columns 1 to 13)	Broxtowe	≤ £50k
Erewash Grove, Toton (Columns 1 to 8)	Broxtowe	≤ £50k
Gwenbrook Avenue, Chilwell (Columns 1 to 6)	Broxtowe	≤ £50k
Gwenbrook Road, Chilwell (Columns 1 to 5)	Broxtowe	≤ £50k
Holkham Avenue, Chilwell (Columns 1 to 9)	Broxtowe	≤ £50k
Kedleston Close, Chilwell (Columns 1)	Broxtowe	≤ £50k
Longleat Crescent, Chilwell (Columns 1 to 11)	Broxtowe	≤ £50k
Mottram Road, Chilwell (Columns 6 to 10)	Broxtowe	≤ £50k
Portland Road, Toton (Columns 1 to 20)	Broxtowe	≤ £50k
Stoneleigh Close, Chilwell (Columns 1)	Broxtowe	≤ £50k
Whiting Avenue, Toton (Columns 1 to 3)	Broxtowe	≤ £50k
Armada Close, Arnold (Columns 1)	Gedling	≤ £50k
Ballantrae Close, Arnold (Columns 1 to 3)	Gedling	≤ £50k
Berriedale Close, Arnold (Columns 1 to 3)	Gedling	≤ £50k
Birch Close, Ravenshead (Columns 1, 2)	Gedling	≤ £50k
Birchwood Drive, Ravenshead (Columns 1 - 8)	Gedling	≤ £50k
Carradale Close, Arnold (Columns 1, 2)	Gedling	≤ £50k
Cornell Drive, Arnold (Columns 1 to 10)	Gedling	≤ £50k
Crawford Rise, Arnold (Columns 1 to 9)	Gedling	≤ £50k
Heavytrees Avenue, Ravenshead (Columns 1 - 3)	Gedling	≤ £50k
Highfield Close, Ravenshead (Columns 1 to 3)	Gedling	≤ £50k
Ladybank Rise, Arnold (Columns 1, 2)	Gedling	≤ £50k

Street lighting replacement/upgrades - 2 of 3	Area	Capital budget
Lea Close, Ravenshead (Columns 1)	Gedling	≤ £50k
Lea Road, Ravenshead (Columns 1 to 6)	Gedling	≤ £50k
Mansfield Road - City boundary to Leapool Island, Arnold, Redhill, Daybrook, Woodthorpe (Columns 1 to 157)	Gedling	£50-250k
Mavis Avenue, Ravenshead (Columns 1 - 13)	Gedling	≤ £50k
Milton Crescent, Ravenshead (Columns 2 - 11, 20, 21)	Gedling	≤ £50k
Milton Drive, Ravenshead (Columns 1, 12 - 19)	Gedling	≤ £50k
Ridgewood Grove, Ravenshead (Columns 1)	Gedling	≤ £50k
Robin Grove, Ravenshead (Columns 1, 2)	Gedling	≤ £50k
Valley Road, Carlton (Columns 1 to 5, 6 to 27 (not 27A or 27B))	Gedling	≤ £50k
Vernon Avenue, Ravenshead (Columns 1 - 3)	Gedling	≤ £50k
Vernon Crescent, Ravenshead (Columns 1 - 28)	Gedling	≤ £50k
Wood End Drive, Ravenshead (Columns 1 to 3)	Gedling	≤ £50k
Woodland Rise, Ravenshead (Columns 1, 2)	Gedling	≤ £50k
Appleton Street, Warsop (Columns 1 to 8)	Mansfield	≤ £50k
Argyle Close, Warsop (Columns 1 to 4)	Mansfield	≤ £50k
Beck Crescent, Mansfield (Columns 1 to 33)	Mansfield	≤ £50k
Beech Avenue, Mansfield (Columns 1, 2)	Mansfield	≤ £50k
Bradder Way, Mansfield (Columns 1 to 3)	Mansfield	≤ £50k
Brown Street, Mansfield (Columns 1 - 3, 6 - 9)	Mansfield	≤ £50k
Caunton Close, Mansfield (Columns 1, 2)	Mansfield	≤ £50k
Commercial Gate, Mansfield (Columns 1 - 9, 11 - 13, 15)	Mansfield	≤ £50k
Cumberland Avenue, Warsop (Columns 1 to 6)	Mansfield	≤ £50k
Fell Wilson Street, Warsop (Columns 1 to 9)	Mansfield	≤ £50k
Fitzherbert Street, Warsop (Columns 1 to 5)	Mansfield	≤ £50k
fp Beck Crescent to Ladybrook Lane, Mansfield (Columns 1)	Mansfield	≤ £50k
fp Bradder Way to rail footbridge, Mansfield (Columns 1 to 7)	Mansfield	≤ £50k
fp Hamilton Drive to Cumberland Avenue, Warsop (Columns 7)	Mansfield	≤ £50k
fp Hamilton Drive, Warsop (Columns 16)	Mansfield	≤ £50k
fp Norfolk Close, Warsop (Columns 4)	Mansfield	≤ £50k
fp Stonebridge Lane to Saville Way, Warsop (Columns 1)	Mansfield	≤ £50k
fp Windsor Drive to link path, Warsop (Columns 4)	Mansfield	≤ £50k
fp Windsor Drive to Stonebridge Road, Warsop (Columns 1)	Mansfield	≤ £50k
Garnon Street, Mansfield (Columns 1 to 11)	Mansfield	≤ £50k
George Street, Mansfield Woodhouse (Columns 1 to 4)	Mansfield	≤ £50k
Grove Street, Mansfield (Columns 5 to 7)	Mansfield	≤ £50k
Hamilton Drive, Warsop (Columns 1 to 17)	Mansfield	≤ £50k
Hillsway Crescent, Mansfield (Columns 1 to 5, 7 to 11)	Mansfield	≤ £50k
Jenford Street, Mansfield (Columns 1 to 17)	Mansfield	≤ £50k
Kirkland Avenue, Mansfield (Columns 1 to 8)	Mansfield	≤ £50k
Matlock Avenue, Mansfield (Columns 1 to 10)	Mansfield	≤ £50k
Meden Avenue, Warsop (Columns 1 to 8)	Mansfield	≤ £50k
Norfolk Close, Warsop (Columns 1 to 3)	Mansfield	≤ £50k
Rutland Close, Warsop (Columns 1 to 3)	Mansfield	≤ £50k
Saville Way, Warsop (Columns 1 to 5)	Mansfield	≤ £50k
Sherwood Street, Mansfield (Columns 1 to 3)	Mansfield	≤ £50k
Stone Bridge Lane, Warsop (Columns 9 to 25)	Mansfield	≤ £50k
Stonebridge Road, Warsop (Columns 1 to 8, 10)	Mansfield	≤ £50k
Sylvester Street, Mansfield (Columns 1 to 13)	Mansfield	≤ £50k
The Hawthorns, Warsop (Columns 1 to 11)	Mansfield	≤ £50k
The Knoll, Mansfield (Columns 1 to 12)	Mansfield	≤ £50k
Vale Avenue, Warsop (Columns 1 to 9)	Mansfield	≤ £50k
Williamson Street, Mansfield (Columns 1 to 8)	Mansfield	≤ £50k
Windsor Drive, Warsop (Columns 1 to 5)	Mansfield	≤ £50k
Abbey Road, Edwinstowe (Columns 1 to 11)	Newark and Sherwood	≤ £50k

Street lighting replacement/upgrades - 3 of 3	Area	Capital budget
Abbot Close, Keyworth (Columns 1, 2)	Rushcliffe	≤ £50k
Adams Hill, Keyworth (Columns 1 to 5)	Rushcliffe	≤ £50k
Banks Crescent, Bingham (Columns 1)	Rushcliffe	≤ £50k
Beaumont Close, Keyworth (Columns 1, 2)	Rushcliffe	≤ £50k
Belvedere Close, Keyworth (Columns 1, 2)	Rushcliffe	≤ £50k
Bishops Close, Keyworth (Columns 1)	Rushcliffe	≤ £50k
Brockdale Gardens, Keyworth (Columns 1 to 4)	Rushcliffe	≤ £50k
Brockwood Crescent, Keyworth (Columns 1 to 8)	Rushcliffe	≤ £50k
Castle Hill service road, East Leake (Columns 11)	Rushcliffe	≤ £50k
Castle Hill, East Leake (Columns 1 to 11, 5a)	Rushcliffe	≤ £50k
Clifford Close, Keyworth (Columns 1 to 4)	Rushcliffe	≤ £50k
Cromwell Drive, East Leake (Columns 1 to 6)	Rushcliffe	≤ £50k
Crossdale Drive, Keyworth (Columns 1 to 3, 5 to 12)	Rushcliffe	≤ £50k
Delville Avenue, Keyworth (Columns 1 to 7)	Rushcliffe	≤ £50k
East Street, Gotham (Columns 1)	Rushcliffe	≤ £50k
Fisher Lane, Bingham (Columns 1 to 4, 1a)	Rushcliffe	≤ £50k
fp Brockdale Gardens to Park Road, Keyworth (Columns 5)	Rushcliffe	≤ £50k
Franklyn Gardens, Keyworth (Columns 1, 2)	Rushcliffe	≤ £50k
Gladstone Avenue, Gotham (Columns 1, 2)	Rushcliffe	≤ £50k
Hall Gardens, East Leake (Columns 1)	Rushcliffe	≤ £50k
Hampton Road, West Bridgford (Columns 1 to 5)	Rushcliffe	≤ £50k
Hawley Close, East Leake (Columns 1 to 3)	Rushcliffe	≤ £50k
Highbury Road, Keyworth (Columns 1 to 6)	Rushcliffe	≤ £50k
Highfield Road, Keyworth (Columns 12 to 21)	Rushcliffe	≤ £50k
Hillcrest Road, Keyworth (Columns 7 to 11)	Rushcliffe	≤ £50k
Kingston Road, West Bridgford (Columns 1 to 4)	Rushcliffe	≤ £50k
Manor Farm Meadow, East Leake (Columns 1 to 14)	Rushcliffe	≤ £50k
Meadow End, Gotham (Columns 1 to 3)	Rushcliffe	≤ £50k
Melvyn Drive, Bingham (Columns 1, 2)	Rushcliffe	≤ £50k
Oldershaw Road, East Leake (Columns 1 to 10, 11a)	Rushcliffe	≤ £50k
Potters Lane, East Leake (Columns 1 to 9)	Rushcliffe	≤ £50k
Salisbury Avenue, East Leake (Columns 1 to 9)	Rushcliffe	≤ £50k
Sidmouth Close, Keyworth (Columns 1)	Rushcliffe	≤ £50k
St Andrew Close, Gotham (Columns 1 to 4)	Rushcliffe	≤ £50k
The Banks, Bingham (Columns 1 to 19, 3a)	Rushcliffe	≤ £50k
Wallace Street, Gotham (Columns 1 to 4)	Rushcliffe	≤ £50k
Wordsworth Road, West Bridgford (Columns 1 to 5)	Rushcliffe	≤ £50k
Block allocation		£1,500

Part-night lighting (page 1 of 2)

Electoral Division	Parish/Town	County-wide dimming	Implementation
Newark	Southwell & Caunton	Carlton on Trent	Jun-13
Newark	Southwell & Caunton	Caunton	
Newark	Southwell & Caunton	Cromwell	
Newark	Southwell & Caunton	Egmanton	
Newark	Southwell & Caunton	Grassthorpe (no PC)	
Newark	Southwell & Caunton	Halloughton	
Newark	Southwell & Caunton	Hockerton	
Newark	Southwell & Caunton	Kneesall, Kersall & Ompton	
Newark	Southwell & Caunton	Laxton and Moorhouse	
Newark	Southwell & Caunton	Maplebeck	
Newark	Southwell & Caunton	Norwell	
Newark	Southwell & Caunton	Ossington	
Newark	Southwell & Caunton	Southwell	
Newark	Southwell & Caunton	Sutton on Trent	
Newark	Southwell & Caunton	Upton	
Newark	Southwell & Caunton	Wellow	
Newark	Southwell & Caunton	Weston	Jul-13
Newark	Southwell & Caunton	Winkburn	
Newark	Collingham	Barnby in the Willows	
Newark	Collingham	Besthorpe	
Newark	Collingham	Coddington	
Newark	Collingham	Collingham	
Newark	Collingham	Girton and Meering	
Newark	Collingham	Harby	
Newark	Collingham	Holme	
Newark	Collingham	North Clifton	
Newark	Collingham	South Clifton	
Newark	Collingham	South Scarle	
Newark	Collingham	Spalford	

Part-night lighting (page 2 of 2)

Electoral Division	Parish/Town		County-wide dimming	Implementation
Newark	Collingham	Thorney		Jul-13
Newark	Collingham	Wigsley		
Newark	Collingham	Winthorpe with Langford		
Newark	Farndon & Muskham	Alverton and Kilvington		
Newark	Farndon & Muskham	Averham, Kelham and Staythorpe		
Newark	Farndon & Muskham	Bathley		
Newark	Farndon & Muskham	Cotham		
Newark	Farndon & Muskham	East Stoke with Thorpe		
Newark	Farndon & Muskham	Elston		
Newark	Farndon & Muskham	Farndon	Dec-12	Oct-13
Newark	Farndon & Muskham	Fernwood		
Newark	Farndon & Muskham	Fiskerton cum Morton		
Newark	Farndon & Muskham	Hawton		
Newark	Farndon & Muskham	North Muskham		
Newark	Farndon & Muskham	Rolleston		
Newark	Farndon & Muskham	South Muskham/Little Carlton		
Newark	Farndon & Muskham	Staunton		
Newark	Farndon & Muskham	Syerston		
Newark	Balderton	Balderton		
Newark	Coddington	Newark		Dec-13
Newark	Newark East	Newark		
Newark	Newark West	Newark		
Gedling	Arnold N and Arnold S	Arnold (no TC)		
Gedling	Arnold N and Arnold S	Daybrook (no PC)	Mar-13	Feb-14
Gedling	Arnold N and Arnold S	Mapperley (no PC)		
Gedling	Arnold N and Arnold S	Redhill (no PC)		
Gedling	Arnold N and Arnold S	Woodthorpe (no PC)		
Gedling	Carlton E and Carlton W	Burton Joyce		
Gedling	Carlton E and Carlton W	Colwick	Mar-13	May-14
Gedling	Carlton E and Carlton W	Netherfield (no PC)		
Gedling	Carlton E and Carlton W	Stoke Bardolph		
Gedling	Carlton E and Carlton W	Gedling (no PC)		
Gedling	Carlton E and Carlton W	Bakersfield (no PC)		
Gedling	Carlton E and Carlton W	Carlton (no TC or PC)		
Broxtowe	Beauvale	Greasley		Jul-14
Broxtowe	Beauvale	Selston		
Broxtowe	Beauvale	Brinsley		
Broxtowe	Eastwood	Eastwood		
Broxtowe	Nuthall	Nuthall	Jul-14	Sep-14
Broxtowe	Nuthall	Strelley		
Broxtowe	Kimberley & Trowell	Awsorth		
Broxtowe	Kimberley & Trowell	Cossall		
Broxtowe	Kimberley & Trowell	Kimberley		
Broxtowe	Kimberley & Trowell	Trowell		
Broxtowe	Bramcote & Stapleford	Stapleford		
Broxtowe	Bramcote & Stapleford	Bramcote (no PC)	Jul-14	Nov-14
Broxtowe	Chilwell & Toton	Chilwell (no PC)		
Broxtowe	Chilwell & Toton	Toton (no PC)		
Broxtowe	Beeston S & Attenborough	Attenborough (no PC)		
Broxtowe	Beeston S & Attenborough	Beeston (no PC)		
Broxtowe	Beeston North	Beeston (no PC)		
Broxtowe	City (maintained by NCC)			
Ashfield	Sutton in Ashfield (all divns) **	Sutton in A (no PC/TC)	Oct-14	Jan-15
Ashfield	Sutton in Ashfield North **	Sutton in A (no PC/TC)		
Ashfield	Sutton in Ashfield West **	Sutton in A (no PC/TC)		
Ashfield	Sutton in Ashfield East **	Sutton in A (no PC/TC)		
Ashfield	Sutton in Ashfield Central **	Sutton in A (no PC/TC)		
Ashfield	Selston	Selston	Dec-14	May-15
Ashfield	Kirkby in Ashfield South	Annesley & Felley		
Ashfield	Kirkby in Ashfield (both divns)	Kirkby in Ashfield (no PC/TC)		
Ashfield	Kirkby in Ashfield North	Kirkby in Ashfield (no PC/TC)		
Ashfield	Hucknall	Hucknall (no PC/TC)		
Mansfield	Warsop	Warsop	Mar-15	Aug-15
Mansfield	Mansfield (all divns)	Mansfield (no TC)		
Mansfield	West Mansfield	Mansfield (no TC)		
Mansfield	North Mansfield	Mansfield (no TC)		
Mansfield	East Mansfield	Mansfield (no TC)		
Mansfield	South Mansfield	Mansfield (no TC)		
Bassetlaw	Retford West	Retford (no TC)	May-15	Sep-15
Bassetlaw	Retford East	Retford (no TC)		
Bassetlaw Remainder	Dimming			
Rushcliffe	West Bridgford W	West Bridgford (no TC)	Jun-15	Sep-15
Rushcliffe	West Bridgford Cen & S	West Bridgford (no TC)		
Rushcliffe Remainder	Dimming			
Block allocation				£887

Traffic signal renewal	Area	Capital budget
Retford Road / Bracebridge Road, Workstop - Toucan crossing	Bassetlaw	≤ £50k
A6009 Inner Relief Road / West Hill Way / St John Street, Mansfield	Mansfield	£50 - 250k
A60 / A6006 Rempstone Crossroads, Rempstone	Rushcliffe	£50 - 250k
A606 Melton Road / Tollerton Lane, Tollerton	Rushcliffe	£50 - 250k
Block allocation		£350

Safety fencing	Area	Capital budget

Provisional 2013/14 capital maintenance programme

Works programme developed following countywide survey	Block allocation	£300
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13 September 2012**Agenda Item:15****REPORT OF THE SERVICE DIRECTOR HIGHWAYS****PERFORMANCE REPORT – HIGHWAYS****Purpose of the Report**

1. This report provides information to the Committee on the performance of the Highways Division.

Information and Advice

2. The Highways Division of Nottinghamshire County Council provides services to the County's residents, visitors, businesses and road users which directly affect lives, prosperity and wellbeing on a daily basis.
3. There are a range of performance measures which support performance management within the Division and these cover the large range of services provided, including road maintenance, casualty reduction, congestion and traffic management, street lighting and development control.
4. There are clear links with the County Council's strategic priorities of promoting the economic prosperity of Nottinghamshire and safeguarding our environment, as well as making Nottinghamshire a safe place to live. Performance measures have been aligned with these strategic priorities.

Summary of Performance

5. **Appendix 1** shows current levels of performance for the Highways service area and additional Highways action which align to the County Council's strategic priorities which are not supported by specific performance measures. They are labelled for information.

Analysis

6. The performance indicators relating to the condition of roads principal, non-principal and customer satisfaction all confirm that Nottinghamshire's roads are in a reasonable condition. Note it is proposed to review the principal road indicator to a sustainable level. However, the indicators should be treated with some caution as they relate to the current condition of the road surface rather than its underlying condition. It is proposed to develop from the data available

for future reports an indicator that demonstrates underlying road condition trends.

7. Although many of the performance indicators relating to risk management – average number of days to repair a category 1 defect etc. – are under development using data from the highways asset management system, it is encouraging to note a declining number of claims against the authority, furthermore in 80% of cases the Council has been found not to be at fault.
8. Details behind the road safety indicators have been presented to this Committee in the Casualty Reduction Report at its meeting on 14 June 2012.
9. Whilst the current review of the Highways Division includes improved support for the highways development control function it is encouraging to note continued good performance to deliver the service in a timely manner.

Other Options Considered

10. None – this is an information report.

Reasons for Recommendations

11. None – this is an information report.

Statutory and Policy Implications

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

Financial Implications

13. The monitoring of service performance will ensure that the Highways budgets will be used efficiently and effectively.

Implications for Service Users

14. The continued monitoring and management of performance will ensure that quality standards are maintained and appropriate services provided to meet local needs.

Recommendation

- 1) That Committee note the contents of the report.

**Andrew Warrington,
Service Director, Highways.**

For any enquiries about this report please contact:
Andrew Warrington, Service Director, Highways.

Constitutional Comments

15. None – report for information.

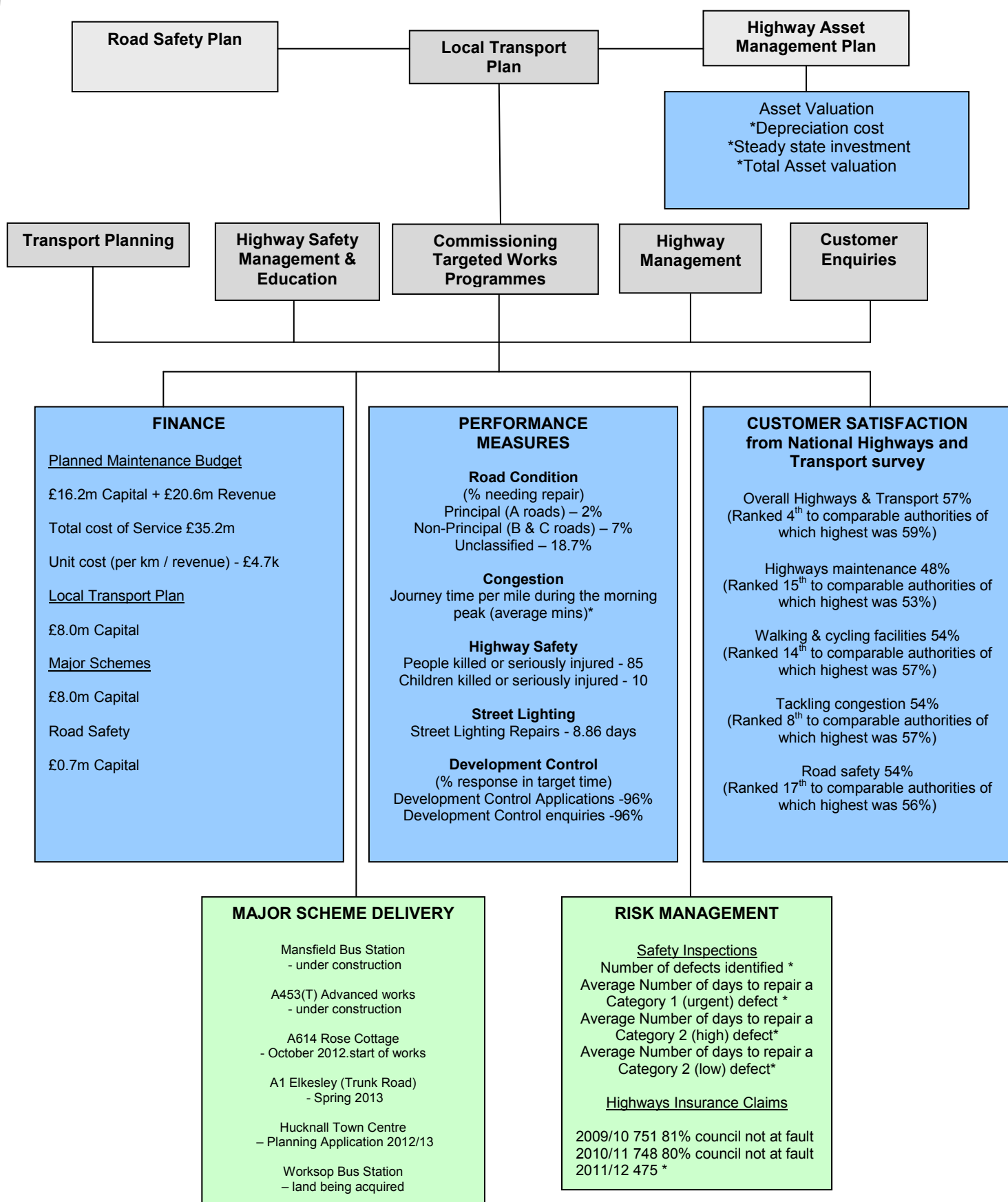
Background Papers

None

Electoral Divisions

All

Highways Division



Appendix 1 Highways Committee Report – Performance 2012

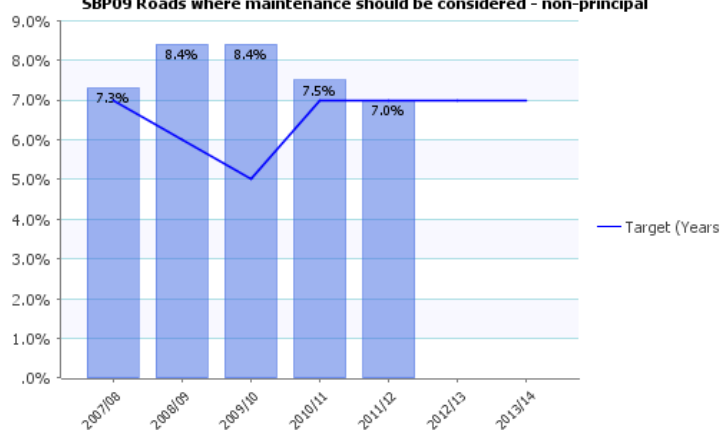

Report Author: Andrew Warrington Service Director Highways


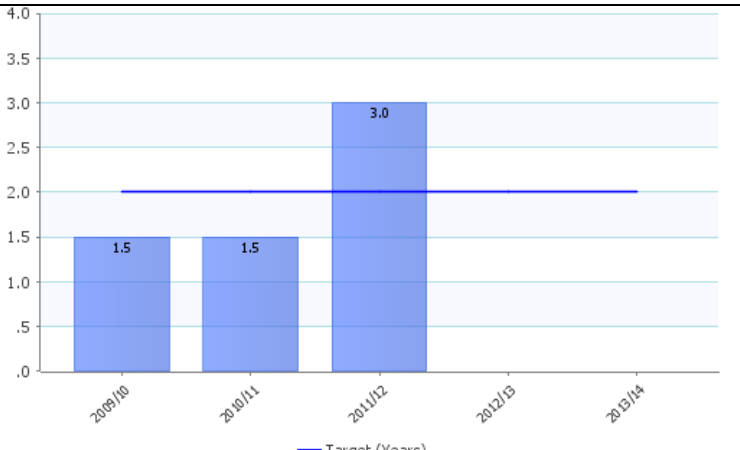
Priority A1 to foster aspiration, independence, and personal responsibility



Action	Description	Progress
To support local community delivery of Street Scene, maintenance and improvement	A joint funded (NCC/T&PC or similar) Lengths-man Scheme	Pilot schemes established in 2012/13
	NCC funded delivery of highway (urban) grass verge cutting by T&PC or similar	T&PC delivering in 2012/13
	Snow warden scheme to support local community action to clear snow.	Implemented 2011/12 Ongoing
	Employ farmers to assist with snow clearance	Implemented 2011/12 Ongoing
To provide the opportunity for local people to influence decisions	Advance publication and regular updates of planned (capital) programmes of work	From June 2012 monthly bulletins issued to all Councillors. Progress updates to T&H Committee June and September 2012
		Provisional 2013/14 programmes to T&H Committee September 2012
	Continued delivery of effective consultation for all improvement schemes	On-going
	Notification of all highway works	Development of Road-Works Charter 2012/13
To encourage personal responsibility	Encourage snow clearance of footways	Repeat successful media from 2011/12
	Encourage direct intervention in environmental maintenance of highways	Plan promotion of verge cutting, licence to cultivate, overhanging veg-clearance for Spring 2013 and “best street”, “best neighbourhood” etc.
	Encourage self preparation where risk of property flooding	Continue to support EA, LRF and other partners with media promotion, flood fairs etc.

Priority B: To promote the economic prosperity of Nottinghamshire and safeguard our environment

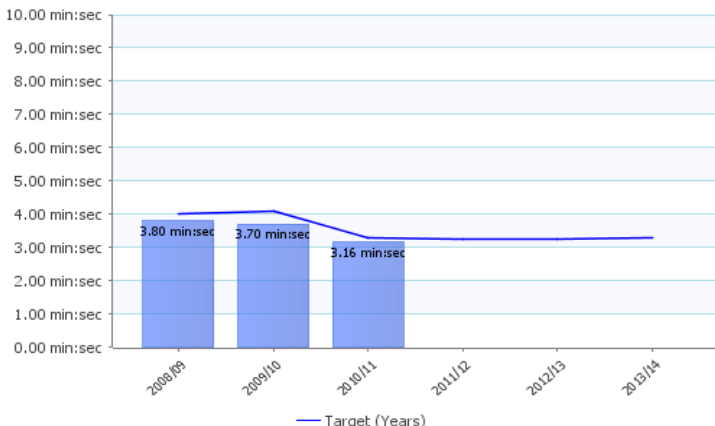
Action	Description	Progress
To support the provision of transport infrastructure associated with new developments	Supporting Planning Authorities in the development of Local Development associated traffic evidence and infrastructure plans	Individual Districts are at different stages of the LDF process and are being supported by NCC in the production of the framework documents, with varying completion dates between 2012 and 2014.

Indicator	Maximise or minimise	Actual vs Target	Trend Chart	Improvements																								
Strategic Action: SBA06 Monitor, maintain and seek to improve the condition of the County roads network (The 4,391km local network)																												
SBP09 Roads where maintenance should be considered - non-principal	Aim to Minimise	Actual 7.0% (Estimate)	<div>SBP09 Roads where maintenance should be considered - non-principal</div>  <table><caption>SBP09 Roads where maintenance should be considered - non-principal Data</caption><thead><tr><th>Year</th><th>Actual (%)</th><th>Target (%)</th></tr></thead><tbody><tr><td>2007/08</td><td>7.3%</td><td>7.0%</td></tr><tr><td>2008/09</td><td>8.4%</td><td>7.0%</td></tr><tr><td>2009/10</td><td>8.4%</td><td>7.0%</td></tr><tr><td>2010/11</td><td>7.5%</td><td>7.0%</td></tr><tr><td>2011/12</td><td>7.0%</td><td>7.0%</td></tr><tr><td>2012/13</td><td>-</td><td>7.0%</td></tr><tr><td>2013/14</td><td>-</td><td>7.0%</td></tr></tbody></table>	Year	Actual (%)	Target (%)	2007/08	7.3%	7.0%	2008/09	8.4%	7.0%	2009/10	8.4%	7.0%	2010/11	7.5%	7.0%	2011/12	7.0%	7.0%	2012/13	-	7.0%	2013/14	-	7.0%	<p>The Highway Maintenance Capital Programme (2011/12) was fully delivered</p> <p>Provisional estimated figure is 7.0% which is pending further interrogation of data returns.</p> <p>The County Council continues to maintain the road networks in a steady state condition as a result of a continuing and sustained level of investment. This is reinforced by a continual safety inspections and maintenance work by Highway Services being undertaken on parts of the network.</p>
		Year		Actual (%)	Target (%)																							
		2007/08		7.3%	7.0%																							
		2008/09		8.4%	7.0%																							
2009/10	8.4%	7.0%																										
2010/11	7.5%	7.0%																										
2011/12	7.0%	7.0%																										
2012/13	-	7.0%																										
2013/14	-	7.0%																										
<div>Target 7.0%</div> 																												
Previous Years Data																												
<table><thead><tr><th></th><th>Target</th><th>Actual</th></tr></thead><tbody><tr><td>2010/11</td><td>7.0%</td><td>7.5%</td></tr><tr><td>2009/10</td><td>5.0%</td><td>8.4%</td></tr></tbody></table>		Target	Actual	2010/11	7.0%	7.5%	2009/10	5.0%	8.4%																			
	Target	Actual																										
2010/11	7.0%	7.5%																										
2009/10	5.0%	8.4%																										


<div>SBP08</div> <div>Roads where maintenance should be considered - principal (KPI)</div>	<div>Aim to Minimise</div>	<div>Actual 2.0% (Estimate)</div> <div>Target 2.0%</div> <div></div> <div>Previous Years Data</div> <table><tr><td></td><td>Target</td><td>Actual</td></tr><tr><td>2010/11</td><td>2.0%</td><td>1.5%</td></tr><tr><td>2009/10</td><td>2.0%</td><td>1.5%</td></tr></table>		Target	Actual	2010/11	2.0%	1.5%	2009/10	2.0%	1.5%	 <table><tr><th>Year</th><th>Actual</th><th>Target</th></tr><tr><td>2009/10</td><td>1.5</td><td>2.0</td></tr><tr><td>2010/11</td><td>1.5</td><td>2.0</td></tr><tr><td>2011/12</td><td>3.0</td><td>2.0</td></tr><tr><td>2012/13</td><td>-</td><td>2.0</td></tr><tr><td>2013/14</td><td>-</td><td>2.0</td></tr></table>	Year	Actual	Target	2009/10	1.5	2.0	2010/11	1.5	2.0	2011/12	3.0	2.0	2012/13	-	2.0	2013/14	-	2.0	<div>Provisional estimated figure is 3.0% which is pending further interrogation of data. Highways will continue to reinforce safety inspections and maintenance work on parts of the network.</div>
	Target	Actual																													
2010/11	2.0%	1.5%																													
2009/10	2.0%	1.5%																													
Year	Actual	Target																													
2009/10	1.5	2.0																													
2010/11	1.5	2.0																													
2011/12	3.0	2.0																													
2012/13	-	2.0																													
2013/14	-	2.0																													

Indicator	Maximise or minimise	Actual vs Target	Trend Chart	Improvements																														
SBP10 Roads where maintenance should be considered - unclassified (KPI)	Aim to Minimise	<div>Actual 18.7%</div> <div>Target 17.0%</div> <div></div> <div>Previous Years Data</div> <table><thead><tr><th></th><th>Target</th><th>Actual</th></tr></thead><tbody><tr><td>2010/11</td><td>17.0%</td><td>17.0%</td></tr><tr><td>2009/10</td><td>12.0%</td><td>19.5%</td></tr></tbody></table>		Target	Actual	2010/11	17.0%	17.0%	2009/10	12.0%	19.5%	 <table><thead><tr><th>Year</th><th>Actual</th><th>Target</th></tr></thead><tbody><tr><td>2008/09</td><td>17.0%</td><td>17.0%</td></tr><tr><td>2009/10</td><td>19.5%</td><td>17.0%</td></tr><tr><td>2010/11</td><td>17.0%</td><td>17.0%</td></tr><tr><td>2011/12</td><td>18.7%</td><td>17.0%</td></tr><tr><td>2012/13</td><td>-</td><td>17.0%</td></tr><tr><td>2013/14</td><td>-</td><td>17.0%</td></tr></tbody></table>	Year	Actual	Target	2008/09	17.0%	17.0%	2009/10	19.5%	17.0%	2010/11	17.0%	17.0%	2011/12	18.7%	17.0%	2012/13	-	17.0%	2013/14	-	17.0%	<p>The year end actual figure of 18.7% has missed the target of 17.0%. Highways will continue to reinforce safety inspections and maintenance work on parts of the network.</p> <p>As part of the planned maintenance, highways are implementing a wide surface dressing programme and continuing with resurfacing. Results should be reflected in future survey years.</p>
	Target	Actual																																
2010/11	17.0%	17.0%																																
2009/10	12.0%	19.5%																																
Year	Actual	Target																																
2008/09	17.0%	17.0%																																
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2011/12	18.7%	17.0%																																
2012/13	-	17.0%																																
2013/14	-	17.0%																																

Strategic Action: SBA05 Transport infrastructure developments

SBP07 Journey time per mile during the morning peak (average mins)	Aim to Minimise	Actual (Data unavailable as measured in academic year from Sept 2011 to Sept 2012)		Major Schemes A453 Advanced works due to start in Autumn 2012 with main construction commencing between January and March 2013. The scheme is due for completion in 2014.
		Target 3.30 min:sec		LTP Schemes A614 Rose Cottage junction, traffic management and urban traffic control
		Previous Years Data		Trunk road improvement delivered by Dft through their Highways Agency.
				Improvements to Hucknall Town Centre The Government has allocated £8.5 million towards the scheme subject to further Notts County Council and Ashfield District Council will contribute £3.9 million. Planned approval will be sought by NCC during 2012/13.
				Mansfield Bus Station Work on the junction of Station Road/Belvedere Street has been completed and the junction is now open. The main site works have now commenced and it is intended that the new bus station will be operational during early 2013.
				All of the measures delivered through the local transport plan aim to improve journey times and make best use of our transport networks. These include programmes to promote walking, cycling and passenger transport alongside infrastructure enhancements for these road users.


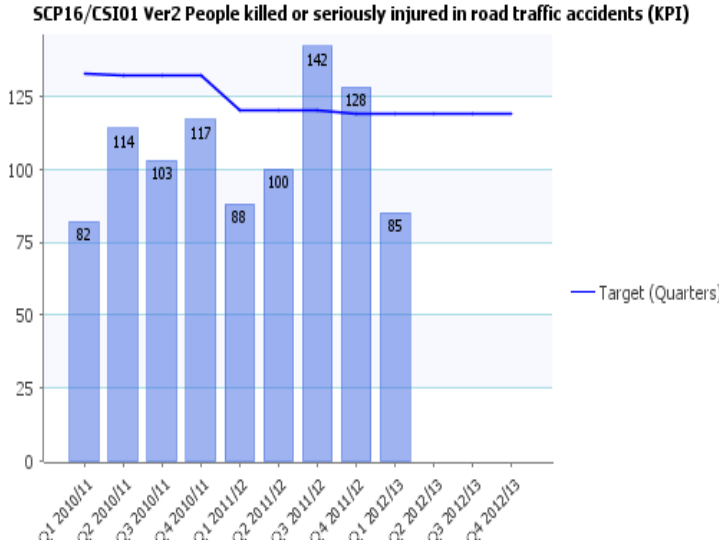
Indicator	Maximise or minimise	Actual vs Target	Trend Chart	Improvements
Performance measures without a strategic action				


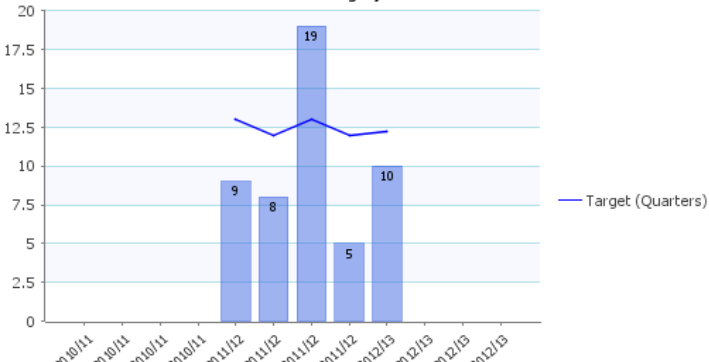
DC01 % of development control applications dealt with within 21 days	Aim to Maximise	<div>Actual 96%</div> <div>Target 95%</div> <div></div> <div>Previous Years Data</div> <table><tr><td></td><td>Target</td><td>Actual</td></tr><tr><td>2010/11</td><td>95%</td><td>95%</td></tr></table>		Target	Actual	2010/11	95%	95%	<div>DC01 % of development control applications dealt with within 21 days</div> <table><tr><th>Quarter</th><th>Actual</th><th>Target</th></tr><tr><td>Q1 2010/11</td><td>96%</td><td>95%</td></tr><tr><td>Q2 2010/11</td><td>96%</td><td>95%</td></tr><tr><td>Q3 2010/11</td><td>94%</td><td>95%</td></tr><tr><td>Q4 2010/11</td><td>95%</td><td>95%</td></tr><tr><td>Q1 2011/12</td><td>93%</td><td>95%</td></tr><tr><td>Q2 2011/12</td><td>92%</td><td>95%</td></tr><tr><td>Q3 2011/12</td><td>90%</td><td>95%</td></tr><tr><td>Q4 2011/12</td><td>95%</td><td>95%</td></tr><tr><td>Q1 2012/13</td><td>96%</td><td>95%</td></tr></table>	Quarter	Actual	Target	Q1 2010/11	96%	95%	Q2 2010/11	96%	95%	Q3 2010/11	94%	95%	Q4 2010/11	95%	95%	Q1 2011/12	93%	95%	Q2 2011/12	92%	95%	Q3 2011/12	90%	95%	Q4 2011/12	95%	95%	Q1 2012/13	96%	95%	The number of applications dealt with within 21 days is 618 in the 1 st quarter resulting in a performance of 96% exceeding the target of 95%.
	Target	Actual																																						
2010/11	95%	95%																																						
Quarter	Actual	Target																																						
Q1 2010/11	96%	95%																																						
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Q3 2011/12	90%	95%																																						
Q4 2011/12	95%	95%																																						
Q1 2012/13	96%	95%																																						
DC02 % of development control pre-application/informal enquiries dealt with within 21 days	Aim to Maximise	<div>Actual 96%</div> <div>Target 90%</div> <div></div> <div>Previous Years Data</div> <table><tr><td></td><td>Target</td><td>Actual</td></tr><tr><td>2010/11</td><td>90%</td><td>93%</td></tr></table>		Target	Actual	2010/11	90%	93%	<div>DC02 % of development control pre-application/informal enquiries dealt with within 21 days</div> <table><tr><th>Quarter</th><th>Actual</th><th>Target</th></tr><tr><td>Q1 2010/11</td><td>97%</td><td>90%</td></tr><tr><td>Q2 2010/11</td><td>98%</td><td>90%</td></tr><tr><td>Q3 2010/11</td><td>97%</td><td>90%</td></tr><tr><td>Q4 2010/11</td><td>93%</td><td>90%</td></tr><tr><td>Q1 2011/12</td><td>95%</td><td>90%</td></tr><tr><td>Q2 2011/12</td><td>86%</td><td>90%</td></tr><tr><td>Q3 2011/12</td><td>98%</td><td>90%</td></tr><tr><td>Q4 2011/12</td><td>98%</td><td>90%</td></tr><tr><td>Q1 2012/13</td><td>96%</td><td>90%</td></tr></table>	Quarter	Actual	Target	Q1 2010/11	97%	90%	Q2 2010/11	98%	90%	Q3 2010/11	97%	90%	Q4 2010/11	93%	90%	Q1 2011/12	95%	90%	Q2 2011/12	86%	90%	Q3 2011/12	98%	90%	Q4 2011/12	98%	90%	Q1 2012/13	96%	90%	The number of informal enquiries dealt with within 21 days is 187 in the 1 st quarter resulting in a performance of 96% exceeding the target of 90%.
	Target	Actual																																						
2010/11	90%	93%																																						
Quarter	Actual	Target																																						
Q1 2010/11	97%	90%																																						
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Q2 2011/12	86%	90%																																						
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Q1 2012/13	96%	90%																																						


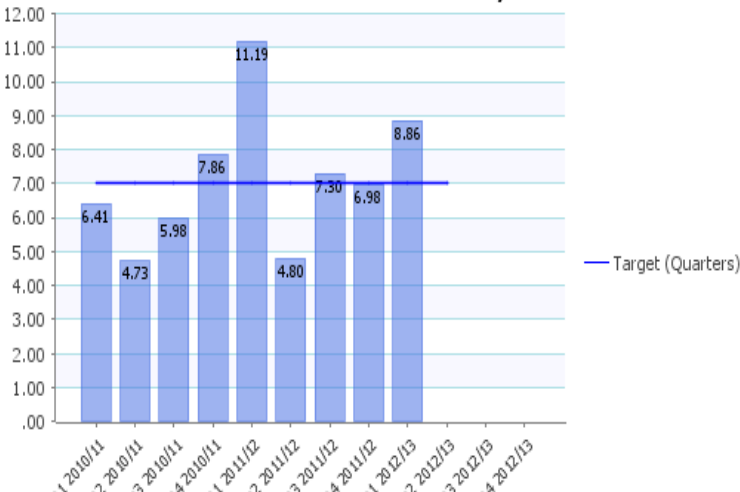
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Priority C: to make Nottinghamshire a safe place to live












Action	Description	Progress
Improve the perception of how safe people feel in their area	Management of traffic speed Pedestrian accessibility	Action is supported by a programme of spend on speed management, including interactive signs, pedestrian access improvements and pedestrian crossing facilities.

Indicator	Maximise or minimise	Actual vs Target	Trend Chart	Improvements									
Strategic Action: SCA07 Through our road casualties reduction plan, work to further reduce the number of road deaths and serious injuries on Nottinghamshire roads													
SCP16/CS101 People killed or seriously injured in road traffic accidents (KPI)	Aim to Minimise	<div>Actual 85</div> <div>Target 119</div> <div></div> <div>Previous Years Data</div> <table><tr><td></td><td>Target</td><td>Actual</td></tr><tr><td>2010/11</td><td>529</td><td>416</td></tr><tr><td>2009/10</td><td>529</td><td>446</td></tr></table>		Target	Actual	2010/11	529	416	2009/10	529	446	<div>SCP16/CSI01 Ver2 People killed or seriously injured in road traffic accidents (KPI)</div>  <div>Target (Quarters)</div>	<p>Nottinghamshire's Decade of Action for Road Safety 2011-2020 pulls together casualty reduction work across the county to ensure maximum benefits can be achieved.</p> <p>Implementation of an annual programme of engineering measures to target locations with high number of treatable collisions. For example, the A614 safety cameras from Leapool to Ollerton Roundabout.</p> <p>- Introduction of a speed reduction campaign, in which roadside posters warn the motorist Slow Down – Speed kills.</p> <p>A 30.9% reduction in the number of people killed or seriously injured to the 2005-9 baseline average (123 to 85). A 9.6% reduction comparing 2012 to (94 to 85) in line to achieve the 2020 target of a 40% reduction.</p>
	Target	Actual											
2010/11	529	416											
2009/10	529	446											

<p>CS102 Number of children killed or seriously injured in road traffic accidents (against 2020 target)</p>	<p>Aim to Minimise</p>	<p>Actual 10</p> <p>Target 12.4</p> 	<p>CS102 Number of children killed or seriously injured in road traffic accidents (against 2020 target)</p> 	<p>An 18% reduction in the number of children killed or seriously injured 2012 to the 2005-2009 baseline average (from 12.2 to 10) There has been a 11.1% increase comparing 2012 to the previous year (9 to 10) We are still in line to achieve the 2020 target of a 40% reduction</p>
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Indicator	Maximise or minimise	Actual vs Target	Trend Chart	Improvements									
BV215a The average number of days taken to repair a street light fault, which is under the control of the Local Authority	Aim to Minimise	<div>Actual 8.86</div> <div>Target 7.00</div> <div></div> <div>Previous Years Data</div> <table><thead><tr><th></th><th>Target</th><th>Actual</th></tr></thead><tbody><tr><td>2010/11</td><td>7.0</td><td>7.86</td></tr><tr><td>2009/10</td><td>7.0</td><td>6.02</td></tr></tbody></table>		Target	Actual	2010/11	7.0	7.86	2009/10	7.0	6.02	<div>BV215a The average number of days taken to repair a street light fault, which is under the control of the Local Authority</div>  <div>— Target (Quarters)</div>	<div>A total of 2553 street light faults were reported in the 1st quarter. County-wide average of 8.86 response times to repair a street light fault.</div> <div>Highway team has implemented a series of interactive reports for staff so that they can monitor regularly as a way of keeping people informed about performance and allow appropriate actions to be taken.</div>
	Target	Actual											
2010/11	7.0	7.86											
2009/10	7.0	6.02											
Highways TPP01 Number of defects	Aim to Minimise	To be developed		Indicator to be developed									

identified/reported				
Highways TPP02 Average number of days to repair a category 1 (urgent) defect	Aim to Minimise	To be developed		Indicator to be developed
Highways TPP03 Average number of days to repair a category 2 (high) defect	Aim to Minimise	To be developed		Indicator to be developed
Highways TPP04 Average number of days to repair a category 2 (low) defect	Aim to Minimise	To be developed		Indicator to be developed

PI Status		Long Term Trends		Short Term Trends	
	Alert		Improving		Improving
	Warning		No Change		No Change
	OK		Getting Worse		Getting Worse
	Unknown				
	Data Only				

13th September 2012**Agenda Item:16****RESPONSE TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE
COUNTY COUNCIL ON 17TH MAY 2012 AND 5TH JULY 2012****Purpose of the Report**

The purpose of this report is to provide responses to the issues raised in petitions presented to the Chairman of the County Council at the Council meetings on 17th May 2012 and 5th July 2012 :

- A. Petition regarding cutback of bus routes in Mansfield.
- B. Petition regarding the reinstatement of Red Lodge bus service, Screveton.
- C. Petition regarding bollards on grass verge opposite the Maythorne Lane / Lower Kirklington Road junction, Maythorne.
- D. Petition regarding Sunday parking in Newark.
- E. Petition regarding removal of safety barriers from footpaths in Kimberley.
- F. Petition regarding speeding and traffic volume on Little Gringley Lane, Welham.
- G. Petition requesting reconsideration of the part-night switch off of street lights in Blyth.
- H. Petition requesting reconsideration of the part-night switch off of street lights in Langold.
- I. Petition requesting a residents' parking scheme – William Street, Newark
- J. Petition regarding speed limit on Gorsethorpe Lane, Kings Clipstone
- K. Petition regarding parking in Maun View, Mansfield.
- L. Petition regarding the switching off of street lights from residents of Lady Bay.
- M. Petition requesting the reduction of the 40mph speed limit operating on Old Mill Lane to 30mph in Forest Town, Mansfield.
- N. Petition opposing part-time street lighting in Beckingham.
- O. Petition requesting yellow lines along Bourne Avenue, Selston.

P. Petition regarding the improvement of highway/pathway lighting on Cauldwell Drive, Mansfield.

Q. Petition requesting a new bus station in Worksop.

A. Petition regarding cutback of bus routes in Mansfield.

1. An 692 signature petition was presented to the 17th May meeting of the County Council by Councillor Joyce Bosnjak regarding the withdrawal of some services in Mansfield.
2. In April this year Stagecoach East Midlands (SEM) made a number of changes to the bus service they operate in the Mansfield area, mainly evening services. The decisions made by SEM were made to achieve cost reductions in light of a 20% reduction in the government funded Bus Service Operators Grant on 1 April 2012, which provides a rebate against fuel duty. SEM advised us that the journeys being withdrawn had very little patronage and were not commercially sustainable. Passengers in the area affected have services available at other times enabling people to access local key services. No further action is proposed to replace the withdrawn services.

B. Petition regarding reinstatement of Red Lodge bus service, Screveton

3. A petition of 34 signatures was presented to the 17th May 2012 meeting of the County Council by Councillor Mrs Kay Cutts requesting the reinstatement of the Red Lodge bus service.
4. With the dualling of the A46, service 90 which is commercially operated by Marshalls cannot now directly serve the stop at Red Lodge. Whilst we appreciate the request for Red Lodge to be served, this stop was not well used when it was part of the original route. Marshalls would not be able to serve Red Lodge directly from the A46 owing to the new configuration of the road junction. Any route change would add a considerable amount of time to the service and inconvenience the other passengers who now enjoy a quick, direct, efficient and well supported journey from Newark to Nottingham.
5. As part of our wider considerations of transport provision in the county, we are currently considering our options with operating local bus services in this area and we shall consider Red Lodge within these proposals. It may be possible to serve Red Lodge as part of an on-demand led service or as part of the community volunteer car service. We shall advise the local councillors and parish councils of our proposals and also invite comments from interested parties.

C. Petition regarding bollards on grass verge opposite Maythorne Lane / Lower Kirklington Road junction, Maythorne

6. A petition of 61 signatures was presented by Councillor Bruce Laughton to the meeting of the County Council on 17th May. The petitioners state that the junction of Maythorne Lane and Lower Kirklington Road, Southwell is difficult to manoeuvre. The corner radii appear insufficient for the type of vehicles using Maythorne Lane. They express a wish for the corner radii to be lengthened thereby improving access.
7. A meeting took place on April 23rd at the Maythorne junction between County Councillor Laughton, District Manager for Newark and Sherwood Highways and some of the petitioners. At this time we looked at the difficulties being experienced by vehicles entering and exiting the village. There were some physical limitations to a

junction improvement on site and these were discussed. As a result of this meeting, a project to improve visibility and overall safety when turning in and out of Maythorne Lane has been initiated.

8. Work to design and cost a project to widen or otherwise improve the junction to alleviate the problems outlined in the petition will be completed by September 2012. If funding is available the scheme will be available for construction towards the end of the financial year. If funding is an issue the scheme will be considered for inclusion in the 2013/14 programme. The response to the petition will be noted and the petition organiser be informed.

D. Petition regarding Sunday parking in Newark

9. A petition of 266 signatures was presented by County Councillor Keith Girling to the 17th May meeting of the County Council. The petition calls for a change to the current parking restrictions in Newark Town Centre, particularly for all the loading bays to be used as free, short stay parking on Saturdays and Sundays.
10. In 2008 Newark Town Centre underwent physical alterations in order to improve the environment for pedestrians. This involved reducing the circulation of traffic seeking parking by limiting the on street capacity to Loading and Disabled Bays. However, In light of the petition an existing proposal to change the length of time at various parking places in the Town Centre will now be expanded to include consultation on the requested changes for the loading bays and the petitioners informed accordingly.

E. Petition regarding the removal of safety barriers from footpaths in Kimberley

11. A 102 signature petition was presented to the County Council meeting on 17th May by Councillor Rigby objecting to the removal of cycle barriers.
12. The barriers were removed by Broxtowe Borough Council on 8th March 2012 at the request of a local resident as he wished to claim his right of access to the footpath and footbridge on his mobility scooter under the Equality Act.
13. There has since been a site meeting with the petition organisers, the resident with access difficulties and Councillor Rigby to discuss alternative options to the cycle barrier on the footpath and footbridge. A chicane system of barriers has now been placed on the footpath that both slows down cycles and allows access to mobility scooter users. This has proven acceptable to all parties concerned and was the chosen solution by the petition organisers.
14. With regard to the footbridge, Councillor Rigby requested that 'K' shaped barriers be installed on the footbridge but subsequent trial holes revealed that this was not possible due to the bridge deck and existing utility cables under the surface. A chicane system of barriers is therefore to be installed at one end of the footbridge but cannot be achieved on the other end.
15. The re-introduction of barriers at three of the four previous locations is felt to be the best compromise in these circumstances and the petitioners should be informed accordingly.

F. Petition regarding speeding and traffic volume on Little Gringley Lane, Welham.

16. A 25 signature petition was presented to the 17th May meeting of the County Council by Councillor Liz Yates. It is signed by residents of Gringley Lane, Welham and requests the extension and enforcement of the existing 30mph speed limit, the introduction of Traffic Calming measures and the introduction of one way traffic flow on their road. The main concerns residents have are for road safety, particularly at the two junctions of Gringley Lane with the A620 (Welham Corner) to the north and Leverton road to the south.
17. In the three years 2008 to 2011 there have been no reported injury accidents at the A620 junction and three at Leverton Road. On this basis alone it would be difficult to justify the introduction of Traffic Calming.
18. The Bassetlaw District Manager has met with Councillor Yates and Julie Rushworth, the petition organiser, to discuss conditions on Little Gringley Lane. Options were discussed though it was agreed to first seek traffic flow and speed information before proceeding further. A week long automatic survey is therefore to be carried out after which discussions will continue. Other residents may be involved in this process.
19. Both Councillor Yates and Julie Rushworth were happy with moving forward in this way and Ms. Rushworth will be informing the petitioners of this outcome.

G / H. Petitions requesting reconsideration of the part-night switch off of street lights in Blyth and Langold

20. Two petitions were presented to the County Council meeting on 17th May by Councillor Place. Both petitions were substantial with residents opposed to the reduced street lighting which has been implemented in Blyth and Langold in December 2011 as part of the Street Lighting Energy Saving Project. Local concern identified in the Petitions relates to an increase in crime in the area. The Transport and Highways Committee on 12th July 2012 resolved that a review of crime levels takes place to consider whether to continue with part-night lighting in Blyth and Langold and that the scheme will be reviewed to consider these concerns and the petitioners advised accordingly.
21. Early indications are that crime is showing an increasing trend in Blyth and Langold although it is unclear if this is related to the street lighting project. However in response to these indications and residents' concerns, and based on the approach recently developed in Bingham and Keyworth, all night lighting will be restored to a minimum standard of one light within 300m. In order to implement these changes quickly the local County Councillor and Parish Council will be consulted. This approach is proposed for communities in similar circumstances.

I. Petition requesting a residents' parking scheme – William Street, Newark

22. Documentation was presented by County Councillor Stuart Wallace from residents of William Street in Newark following a consultation on the introduction of a residents parking scheme on the street. The consultation involved the completion of a questionnaire where residents could indicate their support for such a scheme accompanied by a covering letter giving an introduction and an explanation of the workings of such a scheme from Councillor Wallace.
23. Councillor Wallace was approached by residents concerned about congestion and inconvenience stating that they were unable to park their vehicles on William Street as it was being used by those working or shopping in the town centre wishing to avoid car park charges elsewhere. It is reported that a reply rate of 69% was achieved and of those that responded 75% were in favour of a scheme.

24. As a result of this level of support from residents a residents parking scheme has now been included in the programme for 2012/13 and consultation will begin shortly with the residents on the design of the scheme.
25. The response to the petition should be noted and the petition organiser informed.

J. Petition regarding speed limit on Gorsethorpe Lane, Kings Clipstone

26. A petition of 275 signatures was presented to the County Council meeting on 17th May by County Councillor Les Ward from road users and residents of Gorsethorpe Lane in Kings Clipstone. Petitioners express their concerns with regard to road safety and request a speed limit of 40mph.
27. Following a fatality earlier this year Ice warning signs were erected and Gorsethorpe Lane was investigated by the Accident Investigation Team. Some surface and drainage improvements were necessary and will be completed on site in July, no other measures were recommended.
28. A 40mph speed limit cannot be justified due to the limited frontage development with nearly all the length of Gorsethorpe Lane between Warsop Windmill junction and Kings Clipstone being a rural road. However, new road markings will be introduced as a measure to slow drivers down and to highlight such features as where the road narrows.
29. The response to the petition should be noted and the petition organiser informed.

K. Petition regarding parking in Maun View, Mansfield

30. A petition of 16 signatures requesting parking restrictions was presented to the County Council by Councillor Garner on 17th May 2012.
31. There have been persistent complaints in recent years regarding parking on Maun View. Reports state that parking on both sides of the road obstructs the passage of vehicles causing delivery vehicles to become trapped on the road and refuse vehicles have been unable to access the street. Fears are expressed that emergency vehicles would be similarly obstructed and mobility impaired residents are having difficulty as vehicles are parking half on the footways. Councillor Chris Winterton has also previously requested measures to overcome these problems.
32. It is now proposed that a single yellow line parking restriction (no parking during the working day) be installed on the north side of Maun View and around the turning head to prevent parking on both sides of the road and protect access to a private residents' car park. Public consultation on this proposal will proceed in the next few weeks.
33. Double yellow lines (no parking at any time) were considered, but were felt to be overly restrictive on residents and the obstruction issues mainly occur during the working day. Restricting the opposite side of the road was considered, but the north side was considered the best option as it will protect the only footway along the road from being obstructed by parking. These initial decisions can be reconsidered during the design stage if comments made during consultation suggest that the residents wish these alternatives to be explored further.
34. It is felt that the introduction of parking restrictions will resolve the current issues of obstruction as well as protecting access to the private car park.

35. Residents and non-local drivers will be prevented from parking on the road lengths to be restricted and may receive a penalty charge notice if they attempt to do so.
36. This scheme requires a Traffic Regulation Order to be processed with signs and road markings installed on site. It is being funded from the Traffic Management Revenue Budget (Mansfield) and the cost is estimated at £2,000.
37. That the response to the petition be noted and the petition organiser be informed. Also that, subject to any objections received, the scheme continues as planned to be completed by 31st March 2013.

L. Petition regarding the switching off of street lights from residents of Lady Bay

38. A petition of 105 signatures was presented to the County Council meeting on 17th May by Councillor Cooper opposing the Street Lighting Energy Saving Scheme in the Lady bay area of West Bridgford. The petition was presented on behalf of the Pricewise shop at 104 Trent Boulevard and raised concern over security and accidents and injuries by free standing street signs, cycle stands and bollards on the shop forecourt. The Transport and Highways Committee on 12th July 2012 resolved that the scheme will be reviewed to consider these concerns and the petitioners advised accordingly.
39. The street lighting energy saving scheme for West Bridgford is currently being developed and consultation responses being considered. In response to the specific concerns raised in the petition all night street lighting will be retained to illuminate the frontage of the Pricewise shop frontage and at similar locations within this scheme.

M. Petition requesting the reduction of the 40mph speed limit operating on Old Mill Lane to 30mph in Forest Town, Mansfield.

40. A petition of 61 signatures was presented to the Chairman at the 5 July 2012 County Council meeting by Councillor Martin Wright. The petition requested the extension of the existing 30mph zone on Old Mill Lane from Clipstone Road West to Sandlands Way.
41. Whilst a review of speed limits on A roads did not identify the need to reduce the speed limit, given the potential numbers of pedestrians using this stretch of road to access the supermarket, it is proposed to reduce the speed limit as requested. Consequently an instruction to proceed with the required traffic regulation order will be issued and a funding allocation will be made in the 2013/14 financial year for the associated works (subject to Transport & Highways Committee and County Council approval.)

N. Petition opposing part-time street lighting in Beckingham.

42. A petition has been received from Bassetlaw District Council via Beckingham in opposition to the reduced street lighting which was implemented in November 2011.
43. Residents are very distressed about the reduction in street lighting and are therefore requesting that some lights be switched back on.
44. In response to these concerns, an approach similar to that taken in Bingham & Keyworth could be considered. In order to implement these changes the local County Councillor and Parish Council will be consulted.

O. Petition requesting yellow lines along Bourne Avenue, Selston.

- 45. A petition of 9 names was presented to Full Council by Councillor Gail Turner on 23/7/12 requesting that parking restrictions be implemented on Bourne Avenue to prevent parking obstructing residential accesses.
- 46. Bourne Avenue is a minor residential cul-de-sac serving approximately 7 properties and which has existing single yellow lines protecting its junction with Portland Rd.
- 47. Normal parking restrictions (ie. yellow lines) are considered to be inappropriate at this site as they will prevent parking by residents/visitors to the area and reduce on-street amenity unnecessarily.
- 48. Officers will liaise with Councillor Turner to investigate possible alternative measures to protect accesses such as advisory H-Bars or Keep Clear Markings.

P. Petition regarding the improvement of highway/pathway lighting on Cauldwell Drive, Mansfield.

- 49. A petition of 27 signatures was presented to the Chairman at the 5 July 2012 County Council meeting by Councillor Stephen Garner. The petition was submitted on behalf of the residents of Caudwell Drive, Mansfield who have raised health and safety concerns due to the lack of lighting on the road.
- 50. It is proposed that two additional street lights are provided on Caudwell Drive and a funding allocation has been made from the 2012/13 integrated transport block (subject to Transport & Highways Committee approval).

Q. Petition requesting a new bus station in Worksop.

- 51. A 2470 signature petition was presented to the 5th July 2012 meeting of the County Council by Councillor Kevin Greaves calling for Nottinghamshire County Council to commit funding for the provision of a new bus station in Worksop.
- 52. The provision of a new bus station has been a priority for the County Council as identified through the authority's Local Transport Plan. It has however proved difficult to develop the proposal given land ownership patterns in the town centre at potential locations for the new bus station.
- 53. Recent discussion with Bassetlaw District Council has revealed that authority to be supportive of a scheme to construct a new bus station using a part of the Queen Street car park which is in its ownership. This preferred option also requires additional adjacent land to be acquired and to this end NCC has recently concluded the purchase of one land parcel and has opened negotiations on a second parcel.
- 54. Funding has been allocated from the 2013/14 integrated transport capital programme to fund feasibility and design work. The scheme is therefore detailed in paragraph 7 and appendix 1 of the 'Integrated Transport and Highway Capital Maintenance Programmes 2013/14' report submitted to 13th September 2012 Transport & Highways Committee for approval. A report on the scheme seeking a capital funding allocation for its development and implementation will be reported to the appropriate Committee during Autumn 2012 .
- 55. It is hoped that a planning application in respect of the project can be submitted later in 2012.

Reason for Recommendation

56. To provide responses to the issues raised in the petitions presented to the meetings of Council on 17th May 2012 and 5th July 2012.

Statutory and Policy Implications

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

RECOMMENDATION/S

- 1) It is RECOMMENDED that the responses as set out above be agreed and petition organisers be informed

Background Papers

None

Electoral Division(s) and Member(s) Affected

North Mansfield, Radcliffe-on-Trent, Southwell and Caunton, Newark West, Kimberley and Trowell, Misterton, Blyth and Harworth, Newark East, Rufford, Mansfield South, West Bridgford Central and South, Mansfield East, Selston, and Worksop West.

13 September 2012**Agenda Item: 17****REPORT OF CORPORATE DIRECTOR, POLICY, PLANNING AND
CORPORATE SERVICES****WORK PROGRAMME****Purpose of the Report**

1. To consider the Committee's work programme for 2012/13.

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.

Other Options Considered

5. None.

Reason/s for Recommendation/s

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

Statutory and Policy Implications

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

RECOMMENDATION/S

- 1) 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: David Forster, x 73552

Constitutional Comments (SLB 30/04/2012)

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

Financial Comments (MA 27/04/2012)

2. 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>
14th June 2012				
A453	Regular Update	Info.	Andy Warrington	Neil Hodgson
Concessionary Fares	Progress Report	Info.	Mark Hudson	Dave Bennett
Petitions Response	For Full Council on 5 th July	Decision	Pete Barker	
2012/13 Capital Highways Programme	Programme Update	Info.	Andy Warrington	Kevin Sharman/Mike Barnett
Workshop Bus Information Office	NCC to takeover running of office	Decision	Mark Hudson	Pete Mathieson
Public Transport Season Ticket Scheme	Tickets for work related travel	Decision	Mark Hudson	Pete Mathieson
Casualty Report for Notts	Accident stats.	Info.	Andy Warrington	Suzanne Heydon
Highways Update	Progress Report	Info.	Andy Warrington	Andy Warrington
12th July 2012				
TRO Process	Proposed procedure	Decision	Various	Neil Hodgson
Local Bus Deminimus Contracts	Recommendations to continue or terminate current agreements	Decision	Mark Hudson	Clive Greyson
Environmental Weight Limits	Programme and Lorry Watch scheme update	Info.	Andy Warrington	Neil Hodgson
New Highways Contract	Review of drainage policy.	Decision	Andy Warrington	Martin Carnaf
TITAN	Progress report and recommendations	Decision	Mark Hudson	Mary Roche
Petitions Response	For Full Council on 20 th Sept	Decision	Pete Barker	
Changes to the Local Bus	To agree tender awards and any other actions	Decision	Mark Hudson	Chris Ward

<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>
Service Network				
School Transport Contracts	Permission to procure and award	Decision	Mark Hudson	Clive Greyson
Establishment of Mansfield Bus Station Manager post.	Creation of post.	Decision	Mark Hudson	Pete Mathieson
Fleet Update	Progress report	Info.	Mark Hudson	Chris Holland
Church St, Sutton in Ashfield – TRO	Report of Objections	Decision	Andy Warrington	Neil Hodgson
Newark Market Place - TRO	Report of Objections	Decision	Andy Warrington	Neil Hodgson
Grove Ave, Chilwell - TRO	Report of Objections	Decision	Andy Warrington	Neil Hodgson
Worksop - TRO	Report of Objections	Decision	Andy Warrington	Neil Hodgson
Civil Parking Enforcement	Possible work on behalf Lincs CC	Decision	Andy Warrington	Peter Goode
Rights of Way – Policy and Legal Framework	DEFRA Consultation Response	Decision	Andy Warrington	Gary Wood
<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>
13th September 2012				
Establishment of Drainage Officer Posts	Establishment of posts	Decision	Andy Warrington	Gary Wood
Changes to Staff Structure of the Highways Division	Establishment of posts	Decision	Andy Warrington	Andy Warrington
Green Light for Better Buses	Change in BSOG arrangements following DfT Consultation	Decision	Mark Hudson	Mark Hudson
2012/13 Capital Highways Programme	Programme Update	Info.	Andy Warrington	Kevin Sharman/Mike

<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>
				Barnett
2013/14 Provisional Capital Highways Programme	Provisional Programme Details	Decision	Andy Warrington	Kevin Sharman/Mike Barnett
Mansfield Statutory Quality Bus Partnership	Progress Report	Info.	Mark Hudson	Pete Mathieson
Response to consultation on use of Red Diesel for gritting purposes	Consultation Response	Decision	Andy Warrington	Clive Wood
Response to DfT consultation on Speed Management	Consultation Response	Decision	Andy Warrington	Clive Wood
Performance Report for Supported Local Bus Services	Report on performance	Info.	Mark Hudson	Mark Hudson
Highways Performance Report	Report on performance	Info.	Andy Warrington	Andy Warrington
Beeston TROs	Response to objections	Decision	Andy Warrington	Steph Walford
Mansfield TROs	Response to objections	Decision	Andy Warrington	Jarek Bien
Petition Responses	For Full Council on 20 th Sept	Decision	Pete Barker	
18th October 2012				
Quarterly Progress Report	Review of performance (Jul - Sep).	Info.	Various	Neil Hodgson (TRO decision summary)
Surface Dressing	External Presentation of process and benefits	Info.	Andy Warrington	Mike Barnett

<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>
A453	Regular Update	Info.	Andy Warrington	Neil Hodgson
Petitions Response	For Full Council on 1 st Nov	Decision	Pete Barker	
Funding of Major Transport Schemes	New DfT arrangements	Decision	Andy Warrington	Kevin Sharman
TITAN Project	Update Report and Award of Pilot Contracts	Decision	Mark Hudson	Mark Hudson
Local Transport Plan	Implementation plan.	Decision	Andy Warrington	Kevin Sharman
22nd November 2012				
Petitions Response	For Full Council on 20 th Dec	Decision	Pete Barker	
Midland Mainline	Key Issues	Info.	Jim Bamford	
Award of Highways Contract		Decision	Andy Warrington	
TITAN	Proposals for Mansfield / Ashfield network	Decision	Mark Hudson	Mary Roche
Concessionary Travel	Progress report and statutory notice for 2013/14	Decision	Mark Hudson	Dave Bennett
Passenger Transport Implementation Plan	Draft strategy and approval to consult	Decision	Mark Hudson	Pete Mathieson
Highway Maintenance	Pot hole and patch repair improvements	Info.	Andy Warrington	Clive Wood
10th January 2013				
Quarterly Progress Report	Review of performance (Oct - Dec).	Info.	Various	
Environmental Weight Limits	Programme and Lorry Watch scheme update	Info.	Andy Warrington	Neil Hodgson
2012/13 Capital Highways Programme	Programme Update	Info.	Andy Warrington	Kevin Sharman/Mike Barnett
2013/14 Capital Highways Programme	Final Programme Approval (subject to budget decisions)	Decision	Andy Warrington	Kevin Sharman/Mike Barnett
Charges for Highway		Decision	Andy	

<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>
Services			Warrington	
6th February 2013				
A453	Regular Update	Info.	Andy Warrington	Neil Hodgson
Petitions Response	For Full Council on 28 th Feb	Decision	Pete Barker	
TITAN	Award of contracts Mansfield / Ashfield network	Decision	Mark Hudson	Mary Roche
Mansfield Statutory Quality Bus partnership	Progress report	Info.	Mark Hudson	Pete Mathieson
21st March 2013				
Consessionary Travel	Progress report and final scheme 2012/13	Info.	Mark Hudson	Dave Bennett

Dates and Deadlines for Transport & Highways Committee - TBC

<u>Report deadline</u>	<u>Date of pre-agenda</u>	<u>Agenda publication</u>	<u>Date of Committee</u>

*Early due to Bank Holidays