

Communities and Place Committee

Thursday, 08 November 2018 at 10:30

County Hall, West Bridgford, Nottingham, NG2 7QP

AGENDA

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3	Declarations of Interests by Members and Officers:- (see note below) (a) Disclosable Pecuniary Interests (b) Private Interests (pecuniary and non-pecuniary)	
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Notes

- (1) Councillors are advised to contact their Research Officer for details of any Group Meetings which are planned for this meeting.
- (2) Members of the public wishing to inspect "Background Papers" referred to in the reports on the agenda or Schedule 12A of the Local Government Act should contact:-

Customer Services Centre 0300 500 80 80

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

Councillors or Officers requiring clarification on whether to make a declaration of interest are invited to contact Martin Gately (Tel. 0115 977 2826) or a colleague in Democratic Services prior to the meeting.

- (4) Councillors are reminded that Committee and Sub-Committee papers, with the exception of those which contain Exempt or Confidential Information, may be recycled.
- (5) This agenda and its associated reports are available to view online via an online calendar - <http://www.nottinghamshire.gov.uk/dms/Meetings.aspx>

Meeting Communities and Place Committee

Date 4 October 2018 (commencing at 10:30 am)

Membership

Persons absent are marked with an 'A'

COUNCILLORS

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

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

**OTHER COUNCILLORS IN
ATTENDANCE**

Gordon Wheeler

OFFICERS IN ATTENDANCE

Derek Highton	-	Place Department
Rob Fisher	-	Place Department
Barry Gyte	-	VIA
Martin Gately	-	Chief Executive's Department

1. MINUTES OF THE LAST MEETING

The minutes of the meeting held on 6 September 2018, having been circulated to all Members, were agreed to be a correct record and signed by the Chairman.

2. APOLOGIES FOR ABSENCE

Councillor Taylor replaced Councillor Handley for this meeting only.

3. DECLARATIONS OF INTEREST

None.

4. THE NOTTINGHAMSHIRE COUNTY COUNCIL (NORMAN AVENUE AND STATION ROAD, SUTTON IN ASHFIELD) PROHIBITION OF WAITING AND PARKING PLACES) TRAFFIC REGULATION ORDER 2018 (4220)

RESOLVED 2018/087

That:

- 1) The Nottinghamshire County Council (Norman Avenue and Station Road, Sutton-in-Ashfield) (Prohibition of Waiting and Parking Places) Traffic Regulation Order 2018 (4220)

5. RATIONALISATION OF REGISTRATION SERVICE DELIVERY POINTS

RESOLVED 2018/088

That:

- 1) The registration offices in Bingham, East Leake, Ollerton, Southwell, and Stapleford be closed.
- 2) Offering statutory fee ceremonies at venues other than the Register Office in Worksop cease.

6. WORK PROGRAMME

Further to a request from Councillor Gilfoyle, a briefing on Checkatrade would be included within the update on Trading Standards for November's committee.

RESOLVED 2018/089

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

The meeting concluded at 10:15 am

Chairman

08 November 2018**Agenda Item: 4****REPORT OF THE CORPORATE DIRECTOR, PLACE****THE NOTTINGHAMSHIRE COUNTY COUNCIL (LANTERN LANE, EAST
LEAKE) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2018
(8269)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

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

Information

2. Lantern Lane is a residential road in the village of East Leake approximately 12 miles south of Nottingham. Lantern Lane comprises of predominately semi-detached properties, the majority of which have off-street parking. However, East Leake Leisure Centre and a primary and secondary school are located on Lantern Lane with their shared vehicular access road on its southern side in the form of a simple priority T-junction.
3. Complaints have been received from several bus operators that provide bus services to East Leake Academy regarding obstructive parking at the junction with Lantern Lane with the school access road. Within the school site, bus stops and a turning area enable the buses to safely drop off and pick up passengers. However, parked vehicles at the access road junction frequently inhibit turning movements into and out of the school drive.
4. A feasibility study was undertaken in January 2018 to determine an appropriate scheme to address these issues. This included vehicle tracking modelling to determine the length of the restrictions required. Three options were considered, these include:
 - Option 1 – proposed the introduction of double yellow lines;
 - Option 2 – considered the installation of an enforceable School Keep Clear marking across the school entrance and the installation of a single yellow line (Mon – Fri 8.00-4.30 pm) opposite the school entrance;
 - Option 3 – considered the installation of double yellow lines (No Waiting At Any Time) immediately around the junction and single yellow lines (No Waiting Monday to Friday 8.00-4.30 pm), opposite the school entrance and adjacent to it.

5. It was considered by officers that Option 3 would provide sufficient balance between facilitating bus movements to the school and the needs of local residents at evenings and weekends. The statutory consultation and public advertisement of the proposals, detailed on the attached drawing H/SLW/2617/04, was carried out between 26th April 2018 and 25th May 2018.

Objections Received

6. Five responses were received to the consultation. One response, from the Parish Council, was supportive of the proposal whilst noting the need for enforcement of the restrictions. The remaining four responses are considered to be outstanding objections to the proposals.
7. Objection – Loss of on-street parking
Three respondents objected to the loss of on-street parking. All stated that they either did not have access to off-street parking, or that their off-street parking provision was insufficient to accommodate the number of vehicles they owned. All these respondents stated that the problems were the result of parent/carers parking at school times. Other specific comments included:
- Acknowledging the need for buses to access the school site, but they did not feel the restrictions were required to the extent proposed;
 - Concern expressed regarding the availability of parking for their visitors and questioned where they were to park at weekends and that the double yellow line restriction would inconvenience them when washing and valeting their vehicles, as this was the nearest location to their property;
 - Resident currently unable to park on their shared driveway as this would block access for their neighbour and stated that their driveway should be widened as part of the scheme;
 - Suggestions that parking bays should be created, inset into the footway, on Leake Lane to provide further parking for residents.
8. Response – Loss of on-street parking
Nottinghamshire County Council as the Local Highway Authority has no duty to provide on-street parking and there is no legal right for a householder to park in close proximity to their property. The purpose of the highway network is for the movement of vehicles and not for residents' parking, although it is recognised that demand for such parking exists particularly in residential areas with limited off-street parking. However it is the responsibility of the vehicle owner to ensure their vehicle is not parked in such a way as to cause an obstruction. This may require residents with insufficient or no private off-street parking provision to make other arrangements for parking their own vehicle, perhaps further away from their property, in order to ensure their vehicle is parked appropriately and lawfully.
9. The restrictions have been kept to the minimum necessary to ensure the safe operation of the access road junction and that required for bus turning movements. The double yellow lines on the southern side, around the access road, are required to ensure this junction is kept clear of vehicles at all times as this access is also used by the leisure centre, which is open at weekends. The remaining restrictions, required to facilitate school bus movements, are proposed for school times only. Outside of these hours (Mon-Fri 8.00am – 4.30pm) residents and visitors will be able to use this highway for waiting and parking.
10. The land over which the third respondent's driveway is situated is not public highway and does not belong to the County Council. If the respondent wishes to widen their driveway they will

need to negotiate this privately with the relevant landowner, at their expense. Likewise if residents require parking provision it is their responsibility to provide this and they may wish to consider the conversion of land within their property boundary to achieve this. It is not a duty of the County Council to construct inset parking bays on-street for the use of any specific individual or group and it is to be noted that no restrictions are proposed for adjacent sections of Lantern Lane and the wider local highway network, which will remain available for residents and their visitors.

11. Objection – displaced parking / lack of enforcement

Two respondents stated that the proposed restrictions would lead to displaced parking. One respondent felt it would result in more drivers attempting to park in the residents' only car park on the southern side of Lantern Lane. The other respondent was concerned that drivers would park fully on verges believing that they were 'off the lines' and so able to park legally. Furthermore, the respondent stated that obstructive parking was already an issue at other junctions and that the road was not wide enough to accommodate the existing parking demands and all of the traffic that uses it exacerbated by the recent addition of more housing.

12. Response – displaced parking / lack of enforcement

It is recognised that there may be some element of displaced parking with any new highway waiting restriction, however the restrictions are required to facilitate the movement of buses into and out of the school. The proposed restrictions are enforceable to the extent of the public highway, and therefore drivers parking fully on the verge or footway are still subject to enforcement and can be issued with a penalty charge notice.

13. The purpose of the proposals is to enable the safe movement of vehicles and pedestrians (particularly schoolchildren) when accessing the school drive. The extents and the operational period of the restrictions has been kept to the minimum necessary to ensure efficient and safe operation of the highway. No parking restrictions are proposed nearby on Lantern Lane and the surrounding highway network.

14. The residents' only car park on the southern side of Lantern Lane is not public highway and the management of parking on private land, such as the erection of warning signs or enforcement, is not a function of the Local Highway Authority and is solely the responsibility of the landowner.

Other Options Considered

15. Other options considered relate to the type, operational period and length of the restrictions proposed, which could have been greater. The restrictions are considered to strike a reasonable balance between the need to maintain the safe operation of the highway and recognition of the demand for on-street parking.

Comments from Local Members

16. County Councillor Brown made no comment on the proposals during the consultation.

Reason/s for Recommendation/s

17. It is considered that the proposals will facilitate the safe operation of the junction and adjacent highway for drivers, cyclists and pedestrians, in accordance with the Authority's duty to ensure the safe and expeditious movement of all traffic, including pedestrians.

Statutory and Policy Implications

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

Crime and Disorder Implications

19. Nottinghamshire Police made no comments on the proposal. No additional crime or disorder implications are envisaged.

Financial Implications

20. The scheme is being funded through the 2018/19 Integrated Transport Measures capital programme with an expected cost to implement the works and traffic order of £2,500.

Human Rights Implications

21. The implementation of the proposals within this report might be considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property, for example). However, the Authority is entitled to affect these rights where it is in accordance with the law and is both necessary and proportionate to do so, in the interests of public safety, to prevent disorder and crime, to protect health, and to protect the rights and freedoms of others. The proposals within this report are considered to be within the scope of such legitimate aims.

Public Sector Equality Duty implications

22. As part of the process of making decisions and changing policy, the Council has a duty 'to advance equality of opportunity between people who share a protected characteristic and those who do not' by thinking about the need to:
- Eliminate unlawful discrimination, harassment and victimisation;
 - Advance equality of opportunity between people who share protected characteristics (as defined by equalities legislation) and those who don't;
 - Foster good relations between people who share protected characteristics and those who don't.
23. Disability is a protected characteristic and the Council therefore has a duty to make reasonable adjustments to proposals to ensure that disabled people are not treated unfairly.

Safeguarding of Children and Adults at Risk Implications

24. The proposals are intended to have a positive impact on all highway users but being in close proximity to the primary school, they should also help to safeguard and promote the welfare of children.

Implications for Sustainability and the Environment

25. The proposed waiting restrictions are designed to facilitate the safe operation of junctions and wider highway network for drivers, cyclists and pedestrians. Obstructive parking near junctions invariably impedes visibility for pedestrians when crossing and for vehicle movements into and out of the junction and, where this causes an obstruction or danger to other highway users, is already an offence.

RECOMMENDATION/S

It is **recommended** that:

- 1) The Nottinghamshire County Council (Lantern Lane, East Leake) (Prohibition of Waiting) Traffic Regulation Order 2018 (8269) is made as advertised and the objectors informed accordingly.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Mike Barnett - Team Manager (Major Projects and Improvements) / Helen North (Improvements Manager) 0115 977 2087

Constitutional Comments [SJE – 11/10/2018]

26. This decision falls within the Terms of Reference of the Communities & Place Committee to whom responsibility for the exercise of the Authority's functions relating to the planning, management and maintenance of highways (including traffic management) has been delegated.

Financial Comments [SES 02/10/2018]

27. The financial implications are set out in paragraph 20 of the report.

Background Papers and Published Documents

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

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

Electoral Division(s) and Member(s) Affected

Leake and Ruddington ED

Councillor Andrew Brown

ST MARY'S CRESCENT

LANTERN LANE

RESIDENTS ONLY
CAR PARK (18-32)

ACCESS ROAD TO SCHOOLS
AND LEISURE CENTRE

28m

14m

42m

10m

31

76

75

21

18

24

26

28

30

32

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Ordnance Survey 100019713.



NORTH

KEY

Existing School Keep
Clear markings

Proposed Single Yellow Lines
(Mon to Friday 8 am - 4.30 pm)

Proposed Double Yellow Lines



in partnership with



**Nottinghamshire
County Council**

www.viaem.co.uk Tel 0115 8042100

Bilthorpe Depot, Bilthorpe Business Park, Bilthorpe,
Nottinghamshire NG22 8ST

Project

East Leake Academy

Status

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Project No.

HW 10305

Title

Proposed Waiting Restrictions - Advert

Drawing No.

H/SLW/2617/04

Drawn

SLW

Date

April 18

Ch'kd

JE

Date

April '18

Auth

HRN

Traced

Rev

Scale

1:500

8 November 2018

Agenda Item: 5

REPORT OF THE SERVICE DIRECTOR, PLACE AND COMMUNITIES

UPDATE ON KEY TRADING STANDARDS AND COMMUNITIES MATTERS

Purpose of the Report

1. To:

- Update the Committee on key Trading Standards and Communities matters;
- Provide the quarterly update on the Commercial Performance of the Service;
- Seek approval to promote and broaden the Nominated Neighbour Scheme; and
- Seek approval to increase the Trading Standards establishment by 0.2FTE.

Information

Trading Standards

2. **Commercialisation/Income Progress.** The quarterly progress update is attached as **Appendix 1**
3. As previously reported, the £107k additional net income target for 2018-19 was met in the first quarter. This additional income was also enough to cover shortfalls created from income generating projects or pieces of work coming to an end.
4. The current level to date of new income stands at £227k. As there are no other anticipated changes to other income streams this year, we remain confident the overall income target for 2018/19 will be met.
5. As the nature of much of the income is that it varies from year to year, the Service continues to identify additional opportunities that will make good progress towards the additional income target for next year. That will enable the Service to meet and possibly exceed its agreed savings target of £333k over a 3 year period.
6. Over the next 6 months, the Service is going to exploring new services to businesses, and also new partnerships that will hopefully offer a more stable stream of income. It has also identified an opportunity to bid to deliver a service on behalf of an external partner, and will inform Committee of progress with that.

7. The Service has also recently appointed a new Principal Trading Standards Officer whose focus will be on attracting new income into the Service. Apart from a deep knowledge and understanding of the Trading Standards profession, he also brings many years of private sector commercial experience and perspective into the Service.
8. **Animal Health – Illegal Landings** – Trading Standards responds to any complaints regarding animals that have been transported into England illegally, or where any of the required vaccinations or pet passport requirements have not been met.
9. The Service is also contracted to respond to any Nottingham City animal health matters relating to illegal imports.
10. The following incidents, by location, have been dealt with since 1st April:-
 - 2 illegal landings of dogs (County) - in two separate cases, puppies were imported by owners who thought all vaccination requirements had been met. In both cases, local vets identified that the puppies were too young. Both were placed in quarantine at the expense of the owners.
 - 2 illegal landings of puppies, and 1 of kittens (City) - In both puppy cases, the owners again purchased the dogs mistakenly believing that vaccination requirements had been met, and both were placed into quarantine at the owners' expense.

One seller was not based in the UK, and unidentified, however, in the second case the seller has been identified as living in Nottinghamshire, and is currently under investigation.

With regards to the kittens, three kittens were found in a sealed container transported from Greece into Nottingham and on veterinary advice were euthanised to prevent further suffering.
11. All cases were reported to APHA (Animal Plant & Health Agency), the Government agency who monitors illegal landings. In 2017/18 there were 3 illegally landed puppies into the County, and 1 into the City, all of which went into quarantine.
12. To date, no data suggests that the illegal importation of pets has increased or decreased. Nationally, agencies are working together to study links into other areas of organised crime including fraud and tax evasion. The difficulty is tracing those individuals who sell the pets to unsuspecting individuals; most are residing in Europe, and give false details.
13. Media work has highlighted the dangers of purchasing any pet based on an advert, or meeting at a location away from where the puppy has been living. An information leaflet which explains the dangers was produced nationally and has been shared locally.
14. **Animal Health - Puppy Farms** - the Service has not been directly involved in complaints regarding puppy farms. The licensing of cat and dog breeders rests with the District Councils, who inspect and license these premises. If any intelligence is received, then this would be shared with the appropriate District Council.
15. On 1st October 2018, The Animal Welfare (Licensing of Activities Involving Animals) (England) Regulations 2018 came into force, which brings together all licensing activities involving animals. These licences are now enforced by the District and London Borough Councils, and any Combined Authority.
16. **Animal Health – Performing Animals Licences** - Under a 1925 Act, owners who train or exhibit performing animals are required to apply to the Authority for a licence. Trading Standards has been responsible for issuing these licences since 1925. There is no time limitation on any licence issued to an owner, but many of the older licences issued will have naturally expired.

17. During 2017/18 a total of 5 performing animals licences were issued totalling £85, and in the current year, 4 have been issued.
18. From 1st October 2018 legislative changes moved this responsibility solely to the District Councils. Current licences will remain to be valid until 1st April 2019, when the owner will need to apply to the District Council, London Borough Council or Combined Authority, in the area where their first performance will be held, for a new licence. Officers are writing to each current licence holder regarding the new requirements, and liaising with each District Council to ensure a smooth handover.
19. **Nominated Neighbour** - The Nominated Neighbour Scheme was set up to encourage neighbours to help vulnerable people living in their community to feel safer in their homes and prevent them becoming a victim of doorstep crime.
20. To start the process, the nominated neighbour is visited by Officers to ensure that they are known to the vulnerable resident, that there is already an established friendship between them, that the nominated neighbour feels confident in challenging callers on the vulnerable person's behalf, and that they both understand the process that they need to follow when there is a caller. The nominated neighbour must live in close proximity to the resident.
21. Since its inception in June 2017, there have been a total of 53 individuals who now have a 'nominated neighbour' giving them support when doorstep callers come to their property. Recently, a scheme was set up for residents at a retirement housing complex in the West Bridgford area, and Officers are currently working to see what other complexes could join in the scheme. In these instances, the Housing Manager is acting as the designated Nominated Neighbour.
22. The Service has promoted the scheme through the media and Officers have provided Nominated Neighbour leaflets in areas where a doorstep crime incident has taken place. It is following one of the leaflet drops that two vulnerable residents asked for assistance and target hardening advice. This advice subsequently prevented criminals targeting the vulnerable residents.
23. Trading Standards Officers are also looking at partnership working with other agencies and charities to promote and broaden the scheme, and further meetings to progress this in the coming months.
24. There have been no reports of any residents becoming a victim of doorstep crime since becoming a member of the scheme.
25. **Illicit Tobacco** - During July to September 2018 Officers responded to intelligence received regarding individuals selling illicit cigarettes and hand rolling tobacco. A total of 20 premises were inspected during these months, and a total of 50,700 individual cigarette sticks and 8.05kg of hand rolling tobacco (HRT) were seized
26. In July, sniffer dogs assisted officers in executing a warrant at a premise in the Newark area. The individuals were utilising an adjoining alleyway and residential flat above the shop to store the illegal goods. Four individuals were arrested, and subsequently interviewed. Investigations continue.
27. Sniffer dogs also detected a hide above a doorway at a premise in Stapleford resulting in 3,400 cigarette sticks and 2.9kg of HRT being seized. A premise in Mansfield was also inspected with a sniffer dog who detected a further 2 separate hides; the individuals had evaded previous attempts by Officers to locate where the illicit tobacco products were being hidden.
28. Intelligence received was shared with Notts Police who subsequently arrested an individual at a private dwelling for unrelated offences. During the arrest, an amount of unsafe and illegally

packaged cigarettes were found. Officers have provided the Police with the necessary evidence to be considered with the other Police matters.

29. Trading Standards Officers have conducted 3 inspections at licensed premises in the County following anonymous reports of individuals selling either counterfeit alcohol or conducting underage sales of alcohol and tobacco. In all 3 cases, no evidence was found to confirm such sales taking place. CCTV was in operation in all 3 premises as per the licensing requirements for Officers to inspect and the licence holders were made aware of the complaints.
30. **Animal Feeding Stuffs** - One of the statutory responsibilities is the regulation of animal feeding stuff, including manufacturers, importers, retailers and farmers who produce and use feed. This has been regarded as a matter of national importance since the food and mouth outbreaks of the early 2000's caused by contaminated feed given to pigs.
31. Officers carry out a programme of visits to all types of premises across the county, this year, 75 will be inspected. These are directly funded by the Food Standards Agency (FSA). The aim of the work is to ensure that feed is safe and is stored and used correctly. The regulations are complex and officers work sympathetically with businesses to help them achieve high standards.
32. We also co-operate with the "Red Tractor" scheme, a nationally recognised industry standard, giving credit to those businesses meeting this standard, and applying a "light touch" to them. It is always worth remembering that what the animals eat we ultimately eat, so it is pleasing to report that standards are generally high in Nottinghamshire.
33. **Environmental Weight Restrictions** - officers continue to enforce the county's environmental weight restrictions, on behalf of Highways colleagues. Heavy vehicles using these inappropriate routes can create serious safety hazards for other road users and pedestrians, particularly children. They can also cause damage to buildings, roads and bridges and harm the character, amenity and environment of an area.
34. Recent enforcement activity has included the challenge of enforcing the new weight restriction on the A1133 at Girton, which is unusual, as it is only in force between 7pm and 7am. As with other weight restrictions, the approach involves a combination of awareness raising amongst hauliers, enforcement exercises, and encouraging reports of sightings of vehicles breaching restriction from local community members.
35. Reports from the public are invaluable to our enforcement of these restrictions and we give a commitment to respond to all reports submitted via the online reporting system on the county council's website.
36. **Steroids and slimming pills** – a question was raised by Committee about Trading Standards' role in policing the supply of slimming pills and steroids through gyms. Trading Standards enforce "Food Standards" which covers the composition and labelling of food, drink (and food supplements) including any nutritional and health claims made. The Medicines and Healthcare Regulatory Agency (MHRA) regulates medicinal products for human use.
37. Under MHRA guidance, slimming products are classified as medicinal products if there are medicinal claims such as "burns fat" or "breaking down cells". They would additionally be classed as a medicine if they modify physiological functions by acting pharmacologically, immunologically or metabolically. If however there are unauthorised health or nutritional claims (such as "aids slimming by reducing body fat and preserving lean muscle") and no medical claim, then this would be considered a Trading Standards "Food Standards" issue.
38. So the responsibility for regulating slimming products falls primarily to the MHRA, but also to Trading Standards. Trading Standards regularly collaborate with the MHRA to regulate food

supplements such as slimming pills. In 2015, Trading Standards Services around the country supported the MHRA to tackle the influx of a toxic “fat burner” (containing an unlicensed medicinal ingredient) being used by body builders as a quick fix to lose weight.

39. Steroids are classified as a class C drug under the Misuse of Drugs Act making dealing steroids a criminal offence, enforced by the Police.
40. **Approved Trader Scheme** – Nottinghamshire is one of 8 Trading Standards authorities nationally which partners with Checkatrade to deliver a Trading Standards approved trader scheme. The joint Nottinghamshire/Nottingham City scheme currently has 284 approved traders in Nottinghamshire and 42 in Nottingham City.
41. Managers from each Local Authority liaise regularly at a Checkatrade Partners Forum working with Checkatrade colleagues to monitor and review the performance of the Trading Standards approved schemes, and to ensure consistency of approach in the trader vetting processes. The scheme can be accessed via: <https://www.checkatrade.com>.
42. **Toy Safety** – the annual trend for “must have” toys for Christmas can often result in product safety enforcement activity by Trading Standards, when cheap unsafe copycat products flood the market.
43. In December 2015, officers made numerous visits to suppliers in the county seizing dangerous “Hoverboards”, which posed a fire risk from unsafe electrical components. The enforcement activity was accompanied by wide media coverage to warn the public about the risks posed by the products.
44. The public are an important source of intelligence to identify any problem products. Over the last year, the Service has received a number of complaints about unsafe toys. E.g. unsafe climbing frame. The Service also receives referrals from other Trading Standards Authorities relating to Nottinghamshire suppliers, and also from the National Trading Standards Safety at Ports and Borders teams who intercept unsafe products at the UK ports destined for import addresses in Nottinghamshire. Recent referrals have included felt tips pens that posed a choking hazard and unsafe children’s scooters.
45. In the run up to the festive period, we will remain vigilant and ready to provide a quick and effective enforcement response to tackle any threats from any dangerous toys on sale within the county. If our intelligence sources identify serious concerns about any particular type of toy, enforcement activity would also include proactive market surveillance at outlets in the county and media awareness raising.
46. **Regional Investigations Team.** At the last Committee, I reported on an upcoming major case review on Operation Spinnaker that is due to be carried out. The date of this review has now been confirmed for 31st October 2018.
47. On 12th September, the National Trading Standards (NTSB) Tasking Group carried out a review on 3 ongoing operations which the team have successfully secured additional funding from the Group to undertake.
48. These reviews are carried out to ensure that the cases are progressing in a timely manner, that risks are being proportionately managed, funding is being used appropriately, and that any learning is shared across the other 7 Regional Investigations Teams
49. The review Team consisted of senior Trading Standards professionals and also a senior legal professional from another local authority. The meeting was challenging but the review team concluded that the operations were well managed and were progressing well. They recognised the significant role that Nottinghamshire County Council played in the governance of the team.

50. **Legal Update - Doorstep Crime** – John Paul Allen was recently sentenced to 21 months imprisonment and also ordered to pay compensation to his victims. The victims, a 78 year old lady and her husband suffering with vascular dementia, had agreed for roofing and garden works to be completed at a cost of £9,000. Money was handed over, however the work was never completed, and a building surveyor reported that the works were unnecessary, and were of nil value.
51. Whilst on bail for this matter, Allen took accomplices to the property of 91 year old lady. The resident was advised that she needed some tiles replacing on her roof and she subsequently handed over £3,800. A building surveyor report later conducted during the investigation found that the work was unnecessary, and should never have been done.
52. During the closing comments of the case, His Honour Judge Dickinson QC Recorder of Nottingham thanked the Officers involved in the case, recognising that these types of cases can be difficult to investigate. He said that John Allen had taken advantage of the victims' vulnerability.
53. **Justin Marriott** – Marriott appeared in the Crown Court on the 18th January, charged with the possession of counterfeit electrical items and clothing. He pleaded guilty to the charges and was sentenced to 7 months in prison suspended for 2 years with 150 hours unpaid work. A proceeds of crime investigation is continuing.
54. **Illicit Tobacco Suppliers** – A trial was listed in the Nottingham Crown Court on the 5th March for 3 defendants who have been charged with offences for supplying counterfeit and dangerous cigarettes from the shop in Beeston. Due to lack of court time, the trial has now been put back until March 2019
55. **Fake Jewellery Sellers** – two online sellers appeared in the Nottingham Crown Court on the 8th June 2018 charged with offences of selling mis described platinum and diamond rings and ear rings. They pleaded not guilty at this hearing, and the trial is listed for trial on the 7th January 2019
56. **Doorstep Crime** – a further defendant is due in court for targeting the elderly for work that is poor quality and in some cases, unnecessary. This matter was listed for an initial hearing in the Nottingham Crown Court on the 19th June 2018, at which time the defendant entered a not guilty plea and a trial date was set for the 21st January 2019
57. **Food Labelling** - two defendants were due to appear in the Mansfield Magistrates court in June faced with food labelling offences. We will allege that food supplements were being sold without declaration of allergens, and also unauthorised health claims were being made. Due to circumstances of the defendants, the case is listed for December 2018.
58. **Illicit tobacco** – a trial concluded on the 25th July 2018 of the owner of a business that was supplying counterfeit cigarettes. Mr Nzar Osman had pleaded not guilty to the charges, but was found guilty at trial. He was sentenced to 130 hours unpaid work. Mr Rebaz Mahmoodi who was involved in the supply was also sentenced to 130 hours unpaid work.
59. A further illicit tobacco case was heard in the Nottingham Magistrates on the 5th September 2018. Mr Ahmed Ali and Mr Aram Amin both pleaded guilty to the possession of illicit tobacco from the retail premise Supernews at Stapleford. Mr Amin was sentenced to 150 hours unpaid work and Mr Ali to 130 hours unpaid work.
60. **Trading Standards Staffing Structure** – this report seeks approval to make a minor amendment to the Trading Standards staffing structure. The Service currently has 9.4 full time equivalent (FTE) Band B level 4 Trading Standards Officers. One 0.8FTE Level 4 Trading Standards Officer is due to leave the Service shortly. To make the vacancy more attractive to recruit to, this report seeks approval to increase the post from 0.8FTE to 1.0FTE. The estimated cost involved (£9.3k) can be met by a corresponding increase in income within the Trading Standards budget.

Communities

61. **Knife Crime Strategy** - The Nottinghamshire Knife Crime Strategy 2018 that was launched in October, will see partners across the County and City work together with the voluntary sector to tackle various aspects of knife violence. The approach has a strong emphasis on education, early intervention, and youth engagement. The strategy is backed by the Safer Nottinghamshire Board, with Anthony May, Chief Executive of the Council, being a signatory in his role as the Chair.

62. The strategy sets out four key areas of work:

- Identification and management of risk: Identifying those at risk of becoming perpetrators or victims of knife crime and managing these risks with diversion and enforcement;
- Developing resilient spaces: Making it harder for offenders to carry and use knives in public spaces by robust enforcement, particularly in the night-time economy;
- Communication and behaviour change: Ensuring clear messages are delivered and promoting alternative lifestyle options; and
- Communities and the third sector: Working with the community and wider partners to build resilient neighbourhoods and tackle both the immediate and long-term impact of knife crime.

63. We will update Committee as work progresses.

64. **Tech & Tea** is an initiative to supporting older residents to use technology. In an effort to reduce isolation in Beeston, Age Friendly Notts in partnership with NottsWatch supported the Good Vibes Good Neighbours Scheme to set up a weekly 'Tea and Tech' drop in at Tesco's superstore. These sessions are run by local volunteers that have a good understanding of using technology.

65. Residents in need of some guidance of a technical issue (on mobile phones or lap top computers) are able to drop in for an informal chat, or even bring their phones with them and be shown how to access emails, use social media, Skype or Facetime. The volunteers will also offer guidance on keeping safe in the digital realm. The average attendance per session is 5 people, with some turning up weekly for a 'non-tech related' chat.

66. Moving forward, the initiative will establish these informal tech surgeries county wide at a variety of locations in the community. These drop in's will be free and aimed at older residents to enable them to safely and effectively use digital devices. They will be managed by volunteers and by students from Nottingham universities. Overall the scheme will be coordinated by NottsWatch and Good Vibes Good Neighbours Scheme

67. **Prevent Action Plan Update 2017/18 & Key Priorities for the Year Ahead** - The Prevent Action Plan for 2017/18 identified 8 key priorities. Work is currently being developed to review and refresh the Prevent Action Plan, and to develop a programme of work to address violent extremism.

68. The work programme has included:

- Developing a communications strategy to ensure all key stakeholders are aware of their responsibilities and support available;
- Delivering presentations to secondary school and primary school heads, CLAAS Conferences and Governors Trusts Board;
- Prevent Training for District and County Council staff delivered direct by Zebra Red, and also an online training resource developed;
- A smaller cohort of staff have been trained by the Police Channel team to deliver WRAP training; and
- A resource toolkit for identifying and tackling extremism and radicalisation to support front-line staff developed. It is also available to schools and the youth service;

69. Discussions are taking place with all key stakeholders across county councils to look at how best resources are maximised and targeted appropriately, to provide leadership and direction on preventing violent extremism issues.

70. Priorities for 2018/19 include:

- Addressing governance for action plan delivery, and the need for a refreshed approach to co-ordinating the work of County partners;
- Review of the action plan priorities with partners to include for example guidance on legal duties and the embedding of key workforce training initiatives;
- Review of information and performance management of data which evidences outcomes; and
- Review the governance for, membership of and reporting mechanism for the Channel Panel at County level – the panel covers the City and County.

Other Options Considered

71. With regards to increasing the Trading Standards staffing establishment, consideration has been given to advertising the 0.8FTE post.

Reason/s for Recommendation/s

72. Knowledge of the employment market within the Trading Standards profession suggests it is unlikely we would get any applicant for a 0.8FTE role.

73. The report is provided to inform the Committee and to allow appropriate oversight.

Statutory and Policy Implications

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

Crime and Disorder Implications

75. The Service makes significant contributions to reducing crime and disorder as outlined in the information provided in the body.

Human Resource Implications

76. The vacant post will be recruited to using the County Council's vacancy control protocol. The recognised trade unions have been consulted and are in agreement with the recommendation to increase the staffing establishment.

Financial Implications

77. This report largely contains no additional financial implications, with activity reported or that proposed being contained within existing service budget. The implications of increasing the establishment by 0.2FTE is £9.3k and that can be met from within the Trading Standards budget.

RECOMMENDATION/S

That the Committee:

- 1) Ratifies the updates given regarding key Trading Standards and Community safety matters; and,
- 2) Ratifies the update given regarding the progress of raising additional income in the Service;
- 3) Approves more work being undertaken with partners to promote and broaden the Nominated Neighbour Scheme; and
- 4) Approves increasing the Trading Standards staffing establishment by a 0.2FTE Band B Trading Standards Officer.

**Derek Highton,
Service Director, Place and Communities**

For any enquiries about this report please contact: Mark Walker, Group Manager Trading Standards & Communities, Tel: 0115 9772173

Constitutional Comments [SLB 08/10/2018]

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

Financial Comments [RWK 08/10/2018]

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

HR Comments [JP 24/10/2018]

80. An increase of 0.2fte to the Level 4 Trading Standard Office post is contained in para 60. Recruitment to this vacant post will be in line with the Authority's recruitment and redeployment policies.

Background Papers and Published Documents

- None

Electoral Division(s) and Member(s) Affected

- All

APPENDIX 1

REPORT ON COMMERCIAL PERFORMANCE OF THE TRADING STANDARDS AND COMMUNITY SAFETY SERVICE

Purpose of the Report

1. To provide a quarterly update on the progress made by Trading Standards following the Service's involvement in the Authority's commercial development programme.
2. This report covers performance up to and including quarter two of 2018-19.

Information

3. One performance indicator/measure reported is how many times the website has been accessed. Since the last update report, there have been the following level of views of the main Commercial Services Landing page:
 - July 53
 - August 57
 - September 59
4. These figures are individual accesses to the website. These figures show that interest in the website has been similar to previous quarters. As with previous periods, the main access point, apart from the Google search engine (53%), is still by directly entering the "tscommercial" short web address. This would have only been obtained from some form of direct marketing or contact with an individual from the Trading Standards Service (30%).
5. The webpages that attract the most interest are still how to contact the Service, and training. This has been the position for quite some time, but does reflect what we are finding and that is that businesses are interested in the Service providing bespoke training as part of the package that is offered.
6. As with previous updates, a geographical analysis of the visits to the website show that over the last 3 months the main areas of interest have been from within Nottinghamshire and surrounding counties but there still continues to be interest from the London area.
7. The website has been running for just over a year, as it was officially launched on 24 July 2017. To date there have been 953 unique views to the website.

Cumulative Additional Income

8. There has been a slow down in the speed of obtaining new contracts over the last quarter. This has been primarily due to the fact that the Service has been undertaking the recruitment process for the new Principal Trading Standards Officer post that has the responsibility for seeking out new income opportunities. New business should start to increase over the coming months now that there is an officer in post.
9. The income deriving from new commercial activity is summarised below. The target for additional net additional income is £107k.

Contract Type	Number of Sales	Total Amount (£)
New Annual Contracts	4	227.2k
Individual Product Sales	0	0
Projects	0	0
CUMULATIVE TOTAL	4	227.2k

10. By the time of the Committee meets, the Service should have managed to complete the process of formalising a new partnership contract that has been verbally agreed. This will not only derive a good level of income for work to be completed over the next 6 months, but also promises an ongoing steady income stream year on year.

REPORT OF CORPORATE DIRECTOR, PLACE

HIGHWAYS WINTER SERVICE

Purpose of the Report

1. To seek endorsement of the procedures associated with provision of the Winter Maintenance Service and the preparation for Winter 2018/19.

Information

Background to service

2. The Highways Act 1980 places a duty of care upon Highway Authorities “to ensure, as far as reasonably practicable, that safe passage along a highway is not endangered by snow or ice”. It also states that it is a duty to remove obstructions arising from an accumulation of snow on the highway. The Council meets these statutory duties through the provision of both a planned and reactive winter service, which meets the national standards that are set out in the Code of Practice: Well Managed Highway Infrastructure (October 2017) and associated documents.
3. Currently, three key documents provide the basis of the service delivered to the public by the County Council in response to winter weather, these are:
 - **Winter Weather Plan**, published by the Council’s Emergency Planning team.
 - **Highway Network Management Plan**, which sets out the policies associated with the provision of the winter service.
 - **Winter Service Operational Plan**, sets out operational arrangements, procedures, routes, equipment associated with delivering the highway winter maintenance services.
4. In accordance with the above documents and the Code of Practice: Well Managed Highway Infrastructure, each year the Council publishes on its web site information about the winter service including the routes where precautionary gritting is undertaken, and general advice to the travelling public and to motorists. There have been very few changes to these routes over recent years, except to include minor changes to the highway network following highway adoptions. The overall size of the County Council’s gritting network is considered good given the geography of the County and currently 35% (approx. 1,560km)

of the network is treated as precautionary measure. This compares with the audit commission's recommendation of 24%-38% for treated network length.

5. Via EM Ltd. will make and circulate the daily gritting decision by e-mail to all Members and interested stakeholders, NCC communications team will use this information to inform all other parties through the County Council's website and social media.
6. All Members of the County Council are provided with a document which explains winter service arrangements in October/November of each year. This document includes useful information, advice, contact telephone numbers for constituents and specific contact information for Members only. This document is being updated for the coming season in conjunction with the County Council communications team and will be published shortly.

Service Improvements and changes for the 2018/19 winter season

7. The roadside weather station at the A60 in Costock has been refurbished and upgraded during the summer to replace sensors and add CCTV cameras. These improvements will support the quality of forecasting information available to the winter service decision makers.

Decision Making Process

8. Precautionary gritting runs are undertaken where the forecast road surface temperatures are predicted to fall below zero degrees centigrade.
9. The daily forecast is issued around midday by weather forecast service provider. This is interrogated and the gritting decision made which will take into account predicted temperatures, rainfall, and timings. In the event of a marginal or extraordinary forecast, another member of staff having received the appropriate training will verify the decision.
10. In addition to the forecast, Ice Prediction software will be utilised which will show in graphical form the predicted road surface temperatures and road surface condition. This will be monitored throughout the forecast period.
11. The gritting instruction is issued by email and the gritting shift organised as necessary. From 20:00hrs each night the weather forecast is verified.
12. The weather forecast service provider will any amendment to the forecast. In severe weather, salting treatment will be extended to Priority 2 Routes as resources allow once Priority 1 Routes are in a satisfactory and passable condition.
13. Snow fall of less than 25mm will normally be treated with precautionary salting rather than ploughing. Where moderate snowfall occurs (25mm-100mm), consideration will be given to ploughing. Lower amounts will usually be treated by slush blades fitted to gritting vehicles. This can be supplemented by additional lorry mounted ploughs where conditions dictate. During heavy snowfall (>100mm), gritting routes will be augmented by additional ploughs. Only once main routes are passable will resources be transferred to other parts of the network.

Preparation for Winter 2018/19

14. Arrangements are being made for Parish and District Councils to be supplied with a quantity of rock salt in advance of the winter season to allow for some local resilience to amenity infrastructure and self-help among local communities.
15. Contact is also being made with farmers who have previously volunteered to undertake ploughing of local roads using their own resources to ascertain their continued involvement in the scheme. Currently 63 farmers Countywide take part in this.
16. Over the summer months of 2018 the County Council's salt stocks were replenished to be excess of 19,000 tonnes against a countywide capacity of 20,000 tonnes
17. The stock held is more than is used during an average winter and more than 10,000 tonnes over the nationally recommended minimum stock level which is taken from the Code of Practice. This prescribes that Highway Authorities should hold sufficient salt stocks at the beginning of the winter season to deliver 12 days or 48 gritting 'runs', which for Nottinghamshire equates to 10,000 tonnes. As a consequence, the Council is in an excellent position to respond, operate and maintain around-the-clock treatment in severe weather conditions. Salt supplies will be replenished over the winter period as required.
18. Via EM Ltd.'s frontline gritter drivers operate on a night-shift basis from the beginning of November through to the end of March each year in order to provide a guaranteed flexible response to differing weather conditions. The drivers are supported and coordinated by a night controller who monitors the weather conditions from the forecast provided by the weather service forecast provider and through a bespoke arrangement that includes data from the Council's own weather stations, located at:
 - A606 Tollerton
 - A611 Coxmoor
 - A60 Costock
 - A631 Beckingham
 - B6045 Blyth
 - A614 Perlethorpe
 - A614 Burntstump
 - A608 Annesley
19. In addition, the Council has shared access to four weather stations owned by other authorities, located at:
 - A1 Claypole
 - A57 Newton
 - A453 Clifton
 - A52 Saxondale
20. Gritting vehicles operated by Via EM Ltd. have a GPS tracking system installed that enables the whereabouts of each vehicle to be monitored centrally during the gritting operations and this provides and records the time, location, gritting activity, vehicle speed etc. Additionally, all vehicles are now equipped with on-board CCTV system.
21. All drivers are trained and assessed annually to achieve the City and Guilds qualification in Winter Maintenance Operations. All winter action decision makers will undertake training to fully understand forecasts provided by the weather forecast service provider. In addition, all decision makers have completed the IHE Professional Certificate in Winter Service which is now the benchmark qualification amongst practitioners. All decision makers have between 4 and 26 years' experience in the role.
22. Operations take place from four depots Countywide in Gamston, Markham Moor, Bilsthorpe and Newark. There are a total of 30 gritting lorries in the fleet ensuring adequate

availability throughout the season to cover the 23 routes. In addition, there are two gritting tractor units and two towable gritting units which can be mobilised during severe weather

23. 1,431 grit bins are located across Nottinghamshire providing a resource to enable members of the public to self-help in the event of snow and ice. These bins are placed at highway junctions, where there is a steep gradient or in heavily pedestrian traffic areas, predominantly on roads not subject to routine precautionary gritting. The grit bins are inspected and refilled at the beginning of each season, and maintained throughout the winter.
24. Communications strategy is agreed between Via EM Ltd., highways officers and communications teams at the start of each season including operational arrangements, publication of key facts and figures and out of hours contact numbers and contact with local media. During the winter communications are managed through Council's communication team using social media to advise on conditions and activities.
25. A number of interviews have taken place with the local media to keep them informed about the County Council's arrangements for the coming winter maintenance period. These interviews have resulted in several of articles about our preparations appearing on ITV Central News and in local newspapers
26. Meetings with the District and Borough Councils will take place in October to discuss how all Authorities in Nottinghamshire can work together to provide an effective winter maintenance service (i.e. District Council staff normally employed to undertake parks maintenance could be deployed on the highway to clear snow from footways).
27. Following concerns raised last season a review was undertaken of the County Council's Winter Maintenance approach in the Gedling area. The Committee Chair along with senior officers from NCC met with Officer and Members from GBC, as well as the local MP. As a result of this review, it is proposed to install an additional Weather Station on Mapperley Plains to improve our forecasting knowledge and also improve arrangements for communication and collaboration in times of severe winter weather.

Changes to the Winter Service Operational Plan for 2018/19

28. The 2018/19 Winter Services Operational Plan (The Plan) forms Appendix A of this document.
29. The Plan has been formatted to separate it into two sections, one for policy and one for operational matters. The new format reflects the split of responsibilities between Nottinghamshire County Council and Via EM Ltd.
30. The triggering points for the Salt Conservation Criteria described in section 2.1.2(4) are now expressed as tonnages rather than the number of runs until stocks are exhausted.

31. Section 4 of The Plan sets out the following:

- A requirement to undertake a Pre-Winter review of the winter maintenance network in June/July
- The list of tasks which Via EM Ltd. will undertake in preparation for winter.
- The list of checks Via EM Ltd. will use to assess the success of its activities during the course of the winter season.
- A requirement to undertake a Post-Winter review of the effectiveness and efficiency of the previous season's activities.

32. Section 7.4 describes the arrangements for 'Performance Monitoring, Audit and Update', this includes reporting whether the routes were completed on time i.e. KPI 07 of Via EM Ltd.'s Performance Management Framework (PMF) and the requirement to produce Monthly Activity Schedules (MAS) which contain details about the costs of winter maintenance activities and the productivities achieved. Both the PMF and the MAS are submitted to the County Council's contract management team.

33. The other changes which have been undertaken are either minor textural amendments, the elimination of duplicated text or the movement of information from the main body of the document into appendices. None of these changes have any factual impact.

Other Options Considered

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

Reason/s for Recommendation/s

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

Statutory and Policy Implications

36. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, sustainability and the environment and ways of working and appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATION/S

It is **recommended** that Committee:

- 1) Endorse the procedures and communications approach relating to the highways winter service contained within the report.

Adrian Smith
Corporate Director, Place

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

Constitutional Comments [SJE 10/10/2018]

37. Committee is the appropriate body to consider the content of the report.

Financial Comments [SES 02/10/2018]

39. There are no specific financial implications arising directly from this report.

Background Papers and Published Documents

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

- Winter Weather Plan
- Highway Network Management Plan
- Winter Service Plan

Electoral Division(s) and Member(s) Affected

All

	Winter Maintenance Safe System of Working– Carriageway Operations	Reference: VFOR-OP-051
		Version: 1.0
		Issue Date: 07-11-2017
	Document Owner: Team Manager, Environmental & Operational Support	Review Date: 07-11-2018

1.0 Summary

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

2.0 Definitions and Responsibilities

- For works undertaken on highways throughout the County of Nottinghamshire

3.0 Overview / Flowchart

N/A

4.0 Procedure

4.1 Work equipment and resource requirements

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

4.2 Method of carrying out the work

Deliveries of Salt

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

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

Storage of Salt

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

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

Operation of Loading Spreader Vehicles Salt Storage Facilities

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

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

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

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Loading Spreader Vehicles

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

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

Spreader Operations

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

Fitting of Snow Ploughs

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

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

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

In all other situations Spreader Vehicles will be single manned.

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

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Cleaning and Vehicle Checks

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

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

Emergency Procedures

Vehicle breakdown

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

Blocked Route

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

Road Traffic Accident

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

Do not put yourself at risk!

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5.0 Associated Documents

6.0 Records

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

7.0 Revision Status

Rev	Date	Amendment	Content Owner	Mandated By

8.0 Appendices

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

Should this document be printed the below documents should be attached

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



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ID	Hazard	Adverse Effects	Persons Affected	Control Measures	
	Storage of Materials				Ref
1	Salt Storage	Potential serious or fatal injuries from falling salt stockpiles	Workforce	<ul style="list-style-type: none"> All vertical faces formed during loading to be ramped down 	ViaH30
2	Spillages	Potential slip and trip injuries	Workforce	<ul style="list-style-type: none"> All spillages to be cleaned up 	ViaH30
	Storage of Equipment				
3	Snow Ploughs	Serious injuries from falling snow ploughs or trapped fingers	Workforce	<ul style="list-style-type: none"> Store Snow Plough on purpose made stand if available Or in an upright stable position on firm level ground 	ViaH30
	Loading Shovels and Telehandlers				
4	Use of Telehandlers for loading	Various Injuries from Overturning Telehandlers	Workforce	<p>A dedicated 'Wheeled Loading Shovel' will be generally used to stockpile salt in the salt dome / bar, to minimize stability issues with 'Telehandlers',</p> <p>Should a 'Telehandler' be required to be used, the 'Telehandler' user must only be operated within the specific telehandlers capabilities (see Operators Manual), and Operators must:</p> <ul style="list-style-type: none"> Wear Seatbelts when operating a 'Telehandler', Keep buckets or any loads low to the ground when travelling, Avoid travelling across slopes, uneven or unstable ground (keeping all four wheels on solid level ground, 	ViaH30
	Training				Ref
5	Spreader Vehicle Operators	Potential for serious or fatal incidents	Workforce and Public	<ul style="list-style-type: none"> All Operators to be formally trained and assessed minimum 1 day training and 0.3 day assessment (City and 	ViaH30



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



Winter Maintenance Safe System of Working– Carriageway Operations

Reference: VFOR-OP-051

Version: 1.0

Issue Date: 07-11-2017

Document Owner: Team Manager, Environmental & Operational Support

Review Date: 07-11-2018

ID	Hazard	Adverse Effects	Persons Affected	Control Measures	
12	Corrosion of Body or Chassis	Vehicle and spreader damage leading to defects	Workforce and Public	<ul style="list-style-type: none"> Ensure load spill deflectors are fitted correctly (if fitted) Wash Spreader and vehicle thoroughly down after use 	ViaH30
13	Testing or Emptying Spreader	Eye injuries from flying debris	Workforce	<ul style="list-style-type: none"> Restrict pedestrians from the area when testing or emptying the spreader unit 	ViaH30
	Spreading of Salt				Ref
14	Projected salt	Damage to vehicles and potential to cause RTA's	Workforce and Public	<ul style="list-style-type: none"> Operator to ensure vehicle driven at correct speed Operator to ensure that correct spin / spread settings are engaged If the vehicle is stopped in traffic or for any other reason the gritting should be stopped 	ViaH30
15	Faults during Spreading	Damage to vehicles, potential to cause RTA's, and undue use of salt	Workforce and Public	<ul style="list-style-type: none"> Observation of correct spreading operation should be maintained though on board sensors and / or visual checks of mirrors If there are any defects noticed that require attention. The driver should inform the Supervisor or the Network Response Centre of his location and that he is leaving the cab, and after investigation will inform the above of his re-starting or other 	ViaH30
16	Gritting in Heavy Traffic	Damage to vehicles and undue use of salt	Workforce and Public	<ul style="list-style-type: none"> To be avoided where possible If not possible may require Police Assistance 	ViaH30
17	Strong Winds	Potential to cause RTA's due to untreated road surfaces	Workforce and Public	<ul style="list-style-type: none"> Strong winds can affect the treatment of a carriageway substantially. If encountered inform the Supervisor or the Network Response Centre of the location and conditions for onward transmittal to Duty Officer 	ViaH30
18	Observation of conditions not expected	Potential to cause RTA's due to untreated road surfaces	Workforce and Public	<ul style="list-style-type: none"> The driver should inform the Supervisor or the Network Response Centre of the location and conditions for onward transmittal 	Refer



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ID	Hazard	Adverse Effects	Persons Affected	Control Measures	
	Snow Ploughing				
19	Rubber Blade wear or damage	Increased risk of serious injury in the event of an incident	Workforce	<ul style="list-style-type: none"> Inspect prior to fixing Snow Plough and periodically during use Check rubber blade height and for damage / wear to rubbers 	ViaH30
20	Carriage of a snow plough when not in use	Damage to vehicle	Workforce	<ul style="list-style-type: none"> Ensure the transit lock / safety bar is in place 	ViaH30
21	Mounting a Snow Plough	Potential crushing and injection injuries	Workforce	<ul style="list-style-type: none"> Only mount and snow ploughs on firm level ground. Roll snow plough to the vehicle or drive the vehicle to the plough with the aid of a Banksman Ensure snow plough is correctly fixed to the vehicle, and all hydraulic hoses are connected 	ViaH30
	Obstructions to Ploughing	Potential RTC injuries, possible fatal injuries	Workforce and Public	<ul style="list-style-type: none"> Operator to assess the situation and decide the best cause of action, and report obstruction to the Supervisor and / or Network Control Centre 	ViaH30
22	Ploughing into the Centre Reserve	Potential RTC injuries, possible fatal injuries	Workforce and Public	<ul style="list-style-type: none"> Speeds should be regulated to avoid snow being thrown or pushed into opposing carriageways 	ViaH30
23	Ploughing over bridges	Potential RTC injuries, possible fatal injuries	Workforce and Public	<ul style="list-style-type: none"> Speeds should be regulated to avoid snow being thrown or pushed over bridge parapets 	ViaH30
24	Ploughing adjacent to Junctions	Potential RTC injuries, possible fatal injuries	Workforce and Public	<ul style="list-style-type: none"> Avoid where practicable piling snow against junctions, pedestrian crossing points, etc. 	ViaH30
25	Speed Humps and Ramps	Damage to vehicle and potential RTA injuries	Workforce and Public	<ul style="list-style-type: none"> Operator to have local knowledge of area Marker posts to be positioned at ramp / hump locations 	ViaH30
26	Inexperienced Snow Plough / Spreader	Damage to vehicle and potential RTA injuries	Workforce and Public	<ul style="list-style-type: none"> When the Spreader Vehicle Operator is inexperienced, and in these circumstances the Spreader Vehicle should 	ViaH30



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ID	Hazard	Adverse Effects	Persons Affected	Control Measures	
	Operators			be double manned with one inexperienced and one experienced Operator,	
27	Severe Weather Conditions, Remote Routes in Poor Weather Conditions, potential attacks on Plough / Spreader Vehicles	Damage to vehicle and potential RTA injuries	Workforce and Public	<ul style="list-style-type: none"> The Winter Service Duty Manager shall dynamically Risk Assess the ongoing non-generic hazards, and if required Ploughing or Spreader Vehicles should be Double Manned. 	VG 05
Washing down of Vehicles					
28	Personnel Protection	Various injuries from slips, trips, spray and cold	Workforce	<ul style="list-style-type: none"> Wear suitable waterproof boots or Wellingtons Wear suitable weather and water proof clothing and gloves Wear suitable protective goggles 	VG10
29	Washdown Area – Lighting	Various injuries from slips and trips	Workforce	<ul style="list-style-type: none"> Washdown areas should be provided with suitable task lighting for working at night 	Via H22
30	Washdown Area - Surfacing	Various injuries from slips and trips	Workforce	<ul style="list-style-type: none"> Washdown areas surfacing should be hardened and level to limit slips and trips 	Via H22
31	Icy / Snowy Weather Conditions	Various injuries from slips and trips	Workforce	<ul style="list-style-type: none"> Grit washdown and surrounding areas to prevent build up of ice or snow Visually assess the wash down area and inform Supervisor if considered unsafe to proceed Utilise internal wash down facilities when provided 	VG11
32	Windy Weather Conditions	Various injuries from wind blown spray	Workforce	<ul style="list-style-type: none"> Ensure adequate PPE is worn to protect from wind blown spray Utilise internal wash down facilities when provided 	VIA H22
33	Access to Height to Wash Down Vehicles	Potential for Fatal vehicle related injuries	Workforce	<ul style="list-style-type: none"> Utilise vehicle access platforms, for access Or where provided purpose made wash down platforms 	VG14



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ID	Hazard	Adverse Effects	Persons Affected	Control Measures	
				<ul style="list-style-type: none">Do not stand on hopper grills, or other areas of the vehicles where suitable falls or slip protection is providedShould the vehicle design require additional access arrangements inform your Supervisor	
34	Access to Height to Wash Down Vehicles in Icy / Snowy Weather Conditions	Potential for Fatal vehicle related injuries	Workforce	<ul style="list-style-type: none">Be aware of ice forming on the footholdsRemove build up snow or slush from access points and walkways	Via H22
Assessor Name:			Signature:		

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1.0 Summary

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

2.0 Definitions and Responsibilities

- For works on footways throughout the County of Nottinghamshire

3.0 Overview / Flowchart

N/A

4.0 Procedure

4.1 Work equipment and resource requirements

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

4.2 Method of carrying out the work

Preparation Prior to Work

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

Hypothermia

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

Mild hypothermia

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

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

Moderate hypothermia

Moderate cases of hypothermia can include symptoms such as:

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

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

Treating hypothermia

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

- Move the person indoors or somewhere warm as soon as possible.
 - Once the person is in a warm environment, carefully remove any wet clothing and dry the person.
 - Wrap them in blankets, towels, coats (whatever you have available), protecting their head and torso first.
 - Encourage the person to shiver if they're capable of doing so.
 - If possible, give the person warm drinks (not alcohol) or high energy foods, such as chocolate, to help warm them up. However, it's important to only do this if they can swallow normally (ask them to give a cough to see if they can swallow).
 - Once the person's body temperature has increased, keep them warm and dry.
- Cases of severe hypothermia require urgent medical treatment in hospital. You should call 999 to request an ambulance if you suspect that someone you know has severe hypothermia.

Loading Spreader Vehicles

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

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

Hand Treatment of Footways and Cycleways

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



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

Mechanical Treatment of Footways and Cycleways

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

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Hand Clearing Snow from Footways and Cycleways

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

Mechanical Clearing Snow from Footways and Cycleways

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

Cleaning and Vehicle Checks

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

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

5.0 Associated Documents

6.0 Records

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

7.0 Revision Status

Rev	Date	Amendment	Content Owner	Mandated By
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8.0 Appendices


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

Should this document be printed the below documents should be attached


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

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ID	Hazard	Adverse Effects	Persons Affected	Control Measures	
Personal Protection					Ref
1	Slips and Trips	Major or Minor Injures	Workforce	<ul style="list-style-type: none"> Before you commence work, make sure your safety footwear is in good condition and has plenty of tread 	VG11
2	Hypothermia	Major or Minor Injures	Workforce	<ul style="list-style-type: none"> Wear as many layers of warm clothing as you can comfortably wear and, if possible, consume plenty of hot drinks prior to, or whilst working outside Recognise the symptoms of hypothermia, both to your self, and other colleagues, and the treatment of hypothermia 	VG05
	Emergency Communications	Potentially Fatal consequences	Workforce	<ul style="list-style-type: none"> Cases of severe hypothermia require urgent medical treatment in hospital. You should call 999 to request an ambulance if you suspect that someone you know has severe hypothermia. 	
Storage of Salt Materials					Ref
3	Salt Storage	Potential serious or fatal injuries from falling salt stockpiles	Workforce	<ul style="list-style-type: none"> All vertical faces formed during loading to be ramped down 	H30
4	Spillages	Potential slip and trip injuries	Workforce	<ul style="list-style-type: none"> All spillages to be cleaned up 	H30
Works Vehicles					
5	Accessing Works Vehicles	Falls from vehicle causing broken bones, abrasions and bruises	Workforce	<ul style="list-style-type: none"> Users to use hand and footholds or spreader access ladder when accessing or egressing the vehicle or spreader Take extra care in cold and wet weather 	H30
6	Defects to equipment	Vehicle accident related injuries including death	Workforce and Public	<ul style="list-style-type: none"> Works Vehicle to be inspected for defects prior to use and defects recorded All defects to be reported to the Supervisor 	H30
7	Corrosion of Body or Chassis	Vehicle and spreader damage leading to defects	Workforce and Public	<ul style="list-style-type: none"> Wash Work Vehicle thoroughly down after use 	H30

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ID	Hazard	Adverse Effects	Persons Affected	Control Measures	
Manual Treatment of Footways and Cycleways					
8	Manual Handling	Major or Minor Injures	Workforce	<ul style="list-style-type: none"> Where available use purpose made manual footpath spreaders, to spread salt on footpaths. 	VG08
9	Working at Height or from Moving Vehicles	Falls from vehicle causing broken bones, abrasions and bruises	Workforce	<ul style="list-style-type: none"> When loading purpose made manual footpath spreaders, wheel barrows or spreading salt from Works Vehicles, this should be done whilst the Works Vehicle is stationary from ground level, unless the vehicle body is fitted with suitable handrails. 	VG 14
	Lack of Operator Competence	Damage to vehicles and potential to cause RTC's	Workforce and Public	<ul style="list-style-type: none"> Operators of mechanical Footway or Footpath Spreaders, should be trained specially to operate the Mechanical Spreader. 	H30
	Projected salt	Damage to vehicles and potential to cause RTC's	Workforce and Public	<ul style="list-style-type: none"> Operator to ensure vehicle driven at correct speed Operator to ensure that correct spin / spread settings are engaged If the vehicle is stopped in traffic or for any other reason the gritting should be stopped 	H30
	Faults during Spreading	Damage to vehicles, potential to cause RTC's, and undue use of salt	Workforce and Public	<ul style="list-style-type: none"> Observation of correct spreading operation should be maintained though on board sensors and / or visual checks of mirrors If there are any defects noticed that require attention. The driver should inform the Supervisor or the Network Response Centre of his location and that he is leaving the cab, and after investigation will inform the above of his re-starting or other 	H30
Hand Snow Clearance of Footways and Cycleways					
	Slips and Trips	Major or Minor Injures	Workforce	<ul style="list-style-type: none"> When clearing snow from footpaths, always clear a line down the middle of the path first. This will provide you with a safer surface to walk on and allow you to then shovel snow from the centre to the sides, Spread grit salt as you progress to stop ice forming on the area you have cleared Where practical walk only on the areas you have gritted to reduce the risk of slipping Always take extra care when walking on slopes and icy areas of footpaths 	VG11

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ID	Hazard	Adverse Effects	Persons Affected	Control Measures	
	Live Traffic	Mjor or Fatal Injuries	Workforce and Public	<ul style="list-style-type: none"> If working near a live carriageway always try to face oncoming traffic. 	H30
Mechanical Snow Clearance of Footways and Cycleways					
	Lack or Operator Competence	Damage to vehicles and potential to cause RTC's	Workforce and Public	<ul style="list-style-type: none"> Operators of mechanical Footway or Footpath Ploughs, should be trained specially to operate the Mechanical Plough 	H30
	Rubber Blade wear or damage	Increased risk of serious injury in the event of an incident	Workforce	<ul style="list-style-type: none"> Inspect prior to fixing Snow Plough and periodically during use Check rubber blade height and for damage / wear to rubbers 	H30
	Mounting a Snow Plough	Potential crushing and injection injuries	Workforce	<ul style="list-style-type: none"> Only mount and snow ploughs on firm level ground. Roll snow plough to the vehicle or drive the vehicle to the plough with the aid of a Banksman Ensure snow plough is correctly fixed to the vehicle, and all hydraulic hoses are connected 	H30
Works Vehicle Washdown					
	Personnel Protection	Various injuries from slips, trips, spray and cold	Workforce	<ul style="list-style-type: none"> Wear suitable waterproof boots or Wellingtons Wear suitable weather and water proof clothing and gloves Wear suitable protective goggles 	VG10
	Icy / Snowy Weather Conditions	Various injuries from slips and trips	Workforce	<ul style="list-style-type: none"> Visually assess the wash down area and inform Supervisor if considered unsafe to proceed Utilise internal wash down facilities when provided 	VG05
	Access to Height to Wash Down Vehicles	Potential for Fatal vehicle related injuries	Workforce	<ul style="list-style-type: none"> Utilise vehicle access platforms, for access Or where provided purpose made wash down platforms Do not stand on hopper grills, or other areas of the vehicles where suitable falls or slip protection is provided 	VG14
	Access to Height to Wash Down Vehicles in Icy / Snowy Weather Conditions	Potential for Fatal vehicle related injuries	Workforce	<ul style="list-style-type: none"> Be aware of ice forming on the footholds Remove build up snow or slush from access points and walkways 	VG14

Assessor Name:		Signature:	
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WINTER SERVICE OPERATIONAL PLAN

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Section 1 – Introduction

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

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

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

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

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

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

- a) *“The authority who are for the time being the highway authority for a highway maintainable at the public expense are under a duty, subject to subsections (2) and (3) below, to maintain the highway”.*
- b) *“(1) In particular, a highway authority is under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice”.*

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

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

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

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

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

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

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

PART A – Nottinghamshire County Council Policy

Section 2 – Statement of Policies and Responsibilities

2.1 Policies

2.1.1 Definitions

For the purpose of this document the following definitions apply:

Priority 1 Routes

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

The criteria for defining Priority 1 Routes are as follows:

- a) All non-trunk A and B classified roads

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

- b) Strategic routes carrying high traffic flows (>1500 vehicles per day AADT).
- c) Major urban distributor roads
- d) Main bus routes

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

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

Priority 1A Routes

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

Priority 2 (Secondary) Routes

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

Priority 3 Routes

These roads comprise the remainder of the network

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

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

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

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

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

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

Priority 1 Footways

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

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

Priority 2 Footways

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

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

Priority 3 Footways

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

2.1.2 Policy Statements

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2.2 Objectives

2.2.1 General Objectives

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

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

2.2.2 Footways and Cycle Tracks

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

2.2.3 Snow and Emergencies

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

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

2.2.4 Snow Clearing

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

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

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

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

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

2.3 Liaison and Communication Arrangements with Other Authorities

2.3.1 Liaison

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

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

2.3.2 Reciprocal Arrangements

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

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

3.1 Priority 1 and 2

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

3.2 Carriageway Routes for Snow Clearing by Risk Level

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

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

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

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

Footways will be treated in accordance with Policy Statement 5

Appendix 5 details Priority 1 footway treatment schedules

3.4 Routes for Other Footway Treatment by Risk Level

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

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

3.5 Routes for Cycle Route Treatment by Risk Level

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

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

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

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

3.7 Response and Treatment Times for all Carriageway Treatment

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

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

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

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

3.8 Response and Treatment Times for Footways and Cycle Route Treatment

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

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PART B – VIA East Midlands Operational Procedures

Section 4 - Winter Planning

4.1 Review of Winter Network

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

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

4.2 Preparation for Winter

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

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

4.3 Winter Review

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

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

4.4 Post Winter Review

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

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

Section 5 – Weather Prediction and Information

5.1 Road Weather Stations

5.1.1 Introduction

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

5.1.2 Road Weather Stations in Nottinghamshire

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

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

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

A1 Claypole
A57 Newton
A453 Clifton Bridge
A52 Saxondale

* forecast stations

5.2 Road Weather Information Bureau Service

5.2.1 Bureau Service Provider

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

Contact address:

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

Vaisala Customer Support Helpdesk:

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

5.2.2 Access to Bureau Service

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

5.3 Road Weather Forecast

5.3.1 Weather Forecast Service Provider

The weather forecast is provided by Metdesk

Contact address:

Met Desk
4 Station Approach,
Buckinghamshire,
HO22 6BN

5.3.2. Service Provision

Current service provision includes:

- 24 Hour text forecast
- 24 Hours site specific forecast graphs
- 2-5 day forecast
- Monitoring, updating and amending forecasts
- 24/7 consultancy
- Supporting service components
 - Decision board
 - Precipitation Type Radar
 - Archive and PDF tools
 - Forecast delivery
 - Satellite imagery
 - Weather maps
 - Long term probability forecasts

5.4 Thermal mapping

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

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

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

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

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

5.5 The Decision Making Process

The decision making process is summarised in Appendix 3.

5.6 Information to be Provided

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

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

5.7 Timing and Circulation of Information

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

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

5.8 Reporting Procedure

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

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

5.9 Maintenance of Ice Detection Equipment

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

an annual agreement with Via. This maintenance comprises:

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

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

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Section 6 – Contract and Voluntary Personnel (CVP)

6.1 Contact and Commissioning Arrangements for CVP

Parish Councils

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

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

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

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

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

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

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

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

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

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

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

-
- b) Communications – In the event of total communication breakdown, instructions will be issued over the Local Radio by bulletins or given general issue from the County Emergency Planning Centre at County Hall
 - i) Provide information to the Via EM Ltd. on the local situation throughout periods of exceptionally adverse conditions
 - ii) Consult with the Via EM Ltd. on the local action to take if necessary to supplement the operations of the County Council
 - iii) Organise that action, utilising the local resources agreed with the Via EM Ltd.
 - iv) Receive requests for assistance and assess the overall situation, determining priorities for operations in conjunction with the Via EM Ltd.

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Section 7 – Quality Plan

7.1 Quality Management Regime

7.1.1 Quality Policy Statement

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

7.1.2 Accreditation

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

7.2 Document Control Procedures

Procedures are as contained in the quality manual

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

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

7.3 Information Recording and Analysis

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

7.4. Arrangements for Performance Monitoring, Audit and Updating

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

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

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

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

c) Ice Detection Equipment

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

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Section 8 – Organisational Arrangements and Personnel

8.1 Command, Control and Operational Organisation

8.1.1 Contact details

- i) Duty Controllers and Night Shift Drivers

See locally distributed information
- ii) Winter Service Control Room: 01636 615397

07841 883849 Mobile

07841 883418 Backup Controller

8.2 Employee Roles and Responsibilities

8.2.1 General

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

8.2.2 Team Manager

- i) Preparation of precautionary salting routes in accordance with County Council Policies
- ii) Monitoring winter service expenditure
- iii) Maintenance of a list of Parish Council contacts and a record of emergency routes to be used if communities cut off by snow
- iv) Receive the daily weather forecast during the winter period and issue the salting instruction
- v) In the case of heavy snow:
 - a. Assessment of conditions, scale of snow clearing operations necessary, progress being made, media contact requirements and the informing of management of the current situation;
 - b. Setting up scouting operations using Inspectors and any other mobile staff to establish a complete picture of conditions throughout the County;
 - c. Assessment of priorities and direction of the company's resources accordingly;
 - d. Deciding whether to extend manning of the control at Newark;
 - e. Requisitioning of any necessary plant from Highways England;
 - f. Maintaining a record of roads blocked etc as reported by staff or Parish Councils
 - g. Co-ordination of inter- area operations and allocation of priorities throughout the County;
 - h. Re-distribution of the County resources, including possible assistance to or from partners;
 - i. Liaison with customer teams over provision of information to motoring organisations, bus companies and local radio stations;
 - j. Maintaining a log of all information received and given out and all action taken;

- k. Co-ordinating use of hired plant
- vi) Maintain records of road conditions
- vii) Maintain a list of contractors with equipment suitable for snow clearing and hiring such plant as necessary;
- viii) Maintain liaison with both local and county Police and other emergency services;
- ix) Brief Duty Winter Service Controller of situation and receive briefing in return.

8.2.3 Co-ordinating Control (Highways Management)

- i) Assess scale of snow clearing operations necessary Countywide;
- ii) Arrange manning of Headquarters control;
- iii) Report road conditions to the Government Office for the East Midlands
- iv) Request special equipment from Highways England
- v) Liaise with and issue information to 'bus companies, motoring organisations and local radio stations;
- vi) Allocate priorities throughout the County. Re-distribute, if necessary, the company's resources including possible assistance to or from partners;
- vii) Maintain a record of roads blocked;
- viii) Liaise with the Highway Operations Team Manager and Seasonal Contract Agent and keep the Group Manager (Environment & Highways) and Via Managing Director informed.

8.2.4 Duty Winter Service Controller

- i) The Duty Winter Service Controller is to liaise with the Highway Operations Team Manager on all matters relating to the weather forecast and the action to be taken;
- ii) Check the weather report left by the office staff and also the telephone answer machine for any messages;
- iii) Check the temperature on the Depots at the commencement of the shift and at hourly intervals and record the temperatures in the log;
- iv) The situation should be reviewed throughout the shift. A final consultation with the weather centre prior to 05.00 hours should be made to determine whether an extension of the Night Shift is necessary;
- v) If the weather deteriorates during the night when a forecast has not been received earlier, the information must be passed to the partners as well as turning out drivers. The County Duty Officer should be informed;
- vi) If snow starts to fall, a salting run should be made irrespective of the temperature and if the fall is appreciable. The Area Duty Officer must be informed so that additional men

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

- vii) In severe conditions it may be necessary to salt Priority 2 severe weather routes. These will be treated after the main gritting routes and when conditions are likely to cause traffic considerable difficulty. The Operations Team Manager should be contacted before Priority 2 severe weather routes are treated.
- viii) If leaving the depot take a mobile phone to maintain contact;
- ix) The logbook provided must be kept up-to-date and an entry made of temperatures, telephone calls made and received and all actions taken. In extreme conditions the controller will ensure that each depot maintains a detailed logbook of all telephone calls, weather conditions, vehicle movements etc for the full shift;
- x) At the end of the shift details of salt usage must be left in the winter service office;
- xi) If the Police request further treatment on Priority 1 Routes due to ice then they will be retreated without delay;
- xii) If a request is received from the Police to salt a location not on a Priority 1 route the procedure for dealing will be as follows:

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

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

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

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

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

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

8.2.5 County Duty Officer

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

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

- ii) During the night shift period (November – March), it may be necessary to seek information from the Duty Winter Service Controller regarding conditions and courses of action. The Duty Controller can be contacted on 01636 615397 or mobile 07841 883849 between 20:00 hours and 05:00 hours, 7 days per week. The Duty Controller also has access to the weather service bureau and will be monitoring conditions.
- iii) It is expected that the County Duty Officer will develop an awareness of the general situation during the duty period and will seek information from the duty controller at any time.

8.2.6 Gritter Driver

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

- i) All drivers are responsible for checking the setting and operation of the spinner;
- ii) Prior to leaving the depot the salt sensor is to be checked for its correct operation;
- iii) The sensor must be switched on at all times during salting operations;
- iv) The driver is to make regular checks to ensure the chute is clear. Ensure both the PTO and spinner is stationary before attempting to clear any blockages. Consideration for the safety of the operator and other road users must be taken into account when stopping the vehicle to clear any blockages in the chute;
- v) The driver is to return to treat any part of the route that may have been missed due to a blockage;
- vi) All vehicles are to have tachograph cards fitted before commencing gritting operations for recording/checking purposes;
- vii) No gritter must exceed 56kph (35 mph) whilst involved in salting operations;
- viii) Gate setting – the gate must be set in accordance with the controller's instructions. A setting of 25mm (1") will be normal;
- ix) Loading vehicles – No gritter is to be overloaded
- x) Each gritter is to be weighed before leaving the depot. No vehicle is to be taken out of any depot without a weight ticket being completed.

8.3 Employee Duty Schedules, Rotas and Standby Arrangements

8.3.1 Staff Rotas

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

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

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

8.3.2 Standby Arrangements

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

8.3.3 Single/Double Manning

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

8.4 Standard Operating Procedures

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

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

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

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

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

8.5 Decision Making

8.5.1 Introduction

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

8.5.2 Forecast

The forecast will supply the following information:

- Hazards

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

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

8.5.3 Duty Winter Maintenance Controllers

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

8.5.4 Police Requests for Road Salting

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

- i) Obtain the name and contact number of the Officer concerned and note this in the duty log.
- ii) Speak to the Officer concerned (or via the Control Room) and ascertain whether it is judged that the incident was a 'one-off' or whether there are circumstances present that could lead to road users driving sensibly according to the local weather conditions having a high risk of an accident. Examples of this might be an icy patch caused by a water leak or drainage problem, isolated black ice or freezing rain on a sharp bend or steep gradient. More than one accident at a location may lend support to the presence of unusual circumstances warranting salting, but this is not conclusive.
- iii) If the Duty controller is satisfied that the location warrants salting, a gritter should be sent to the scene as soon as possible, but also bearing in mind that there may be a delay in attendance due to the additional mobilisation time required. The Police should be informed of this and advised of an expected time on scene wherever possible.

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

8.5.5 Process during Normal Working Day

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

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

8.5.6 Process During Night Shift Period

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

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

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

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

8.5.8 Process for Outside Night Shift Period

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

8.5.9 Process for Weekends

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

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

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

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

8.6 Operational Record Keeping and Reporting

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

8.7 Plant and Vehicle Manning Requirements

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

8.8 Materials Management

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

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

8.9 Schedules of Contract and Voluntary Personnel (CVP)

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

8.10 Training and Development Arrangements

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

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

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

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

8.11 Health and Safety Procedures

8.11.1 Introduction

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

8.11.2 Instructions

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

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

8.11.3 Risk Assessments for Winter Maintenance Operations

Risk assessments for winter service activities are detailed in Appendix 4

8.11.4 Drivers' Hours

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

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

Section 9 – Facilities, Plant, Vehicles and Equipment

9.1 Winter Service Compounds and Facilities

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

Facilities at each of these compounds are:

Markham Moor Depot, Tuxford

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

Stephenson Way Depot, Newark

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

Gamston Depot, West Bridgford

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

Bilsthorpe Depot, Bilsthorpe

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

9.2 Fleet Inventory

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

9.3 Garaging, Servicing and Maintenance Arrangements

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

9.4 Contract and Hire Arrangements for Contract Plant

9.4.1 Contract Hire Agreements

Appropriate equipment is obtained through Fleet Services

9.4.2 Insurance in Respect of Hired Plant

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

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

9.5 Calibration Procedures

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

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

9.6 Fuel Stocks and Locations

The fuel capacity and locations are listed as follows:

- Markham Moor - 9,000 litres diesel/5,500 litres gas oil
- Stephenson Way - 9,000 litres diesel/8,000 litres gas oil

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

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Section 10 – Salt and Other De-Icing Materials

10.1 Location and Capacity of Salt Stocks

Covered salt storage facilities are located at the following locations:

- Markham Moor
- Stephenson Way
- Gamston
- Bilsthorpe

Uncovered salt storage facilities are located at Giltbrook

Details of salt stock levels

Depot	Max (t)	Usage P1 (t)	Usage P2 (t)	P1/P2 Only Trigger (t)	P1 Only Trigger (t)	A+B Road Only Trigger (t)	A Road Only Trigger (t)
Markham Moor	5500						
Bilsthorpe	5500						
Newark	3500						
Gamston	3500						
Giltbrook	2000						
Totals	20000	195	55	7500	3500	2700	1500

10.2 Loading Arrangements

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

10.3 Treatment Requirements Including Spread Rates

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

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

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

10.4 Contacts and Purchasing Arrangements for Supplies

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

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

Section 11 – Operational Communications

11.1 Technical Systems Information

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

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

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Section 12 – Appendices

Appendix 1	Circulation of Documents
Appendix 2	Reciprocal Agreements
Appendix 3	Decision Making Process
Appendix 4	Risk Assessments

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Appendix 1 – Circulation of Documents

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

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

Appendix 2 – Reciprocal Agreements

Roads in other Authority areas gritted by Via East Midlands

Nottingham City Council

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

Derbyshire County Council

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

Doncaster Metropolitan Borough Council

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

Leicestershire County Council

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

Lincolnshire County Council

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

Rotherham Metropolitan Borough Council

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

Roads in Nottinghamshire salted by other Authorities

Derbyshire County Council

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

Doncaster Metropolitan Borough Council

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

Leicestershire County Council

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

Lincolnshire County Council

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

Nottingham City Council

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

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

Rotherham Metropolitan Borough Council

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

DRAFT

Appendix 3 – Decision Making Process

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

2. Salt wet patches evening before any RST drops to 0°C.

3. Salt after rain stops.

4. Salt early morning.

5. Liaise with forecaster/adjoining Authorities and delay decision until better information available. If 'possible' conditions become 'expected' then refer to Table and act accordingly. Carry out site checks re. conditions where appropriate.

6. Check situation regarding rain and liaise closely with forecaster. Salt early morning or after any rain ceases, timed to complete salting runs before any RST drops to 0°C.

7. No action.

Fig. 6.5. – Decision making procedure – winter service action

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

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

Appendix 4 – Risk Assessments

8 November 2018**Agenda Item: 7****REPORT OF CORPORATE DIRECTOR, PLACE****HIGHWAYS CAPITAL & REVENUE PROGRAMMES 2018/19****Purpose of the Report**

1. The purpose of this report is to update Committee on the current Highways capital and revenue programmes to be delivered during 2018/19 and to seek approval for variations to the programme. The proposed programmes are detailed in this report with individual schemes included in the attached appendices. The programmes include work to be delivered as part of the Authority's additional £20m investment in highways over the next four years.

Information

2. Following the highways capital funding allocations approved at the 28 February 2018 County Council meeting, the highways capital and revenue detailed programmes utilising £30.8m of funding allocated to the integrated transport and highways maintenance programmes were approved at the 8 March 2018 Communities & Place Committee meeting (this figure includes a proportion of the Authority's additional £20m investment in highways improvements over the next four years). This report (and its appendices) proposes various amendments to those programmes following completion of feasibility, design work, local member / community consultation, recent deterioration, and accident investigations, all as set out in the appendices to this report. The report also provides an update on the external funding secured by the County Council and allocated in 2018/19 to deliver Local Growth Fund schemes, the Safer Roads Fund schemes, Southwell flood mitigation scheme, and DfT Access Fund initiatives.

Capital programmes**Local Growth Fund transport schemes**

3. Local Growth Fund (LGF) contributions have been successfully secured to help fund the delivery of three transport improvements in Nottinghamshire (as well as Midland Mainline line speed improvements) during 2018/19. An update on the delivery of each of the LGF funded schemes are detailed below:
 - Gedling Access Road – Subject to the completion of all necessary funding arrangements, planning approvals and statutory processes the construction of the new £40.9m road is planned to commence in winter 2018. It is currently anticipated that the GAR would be fully complete and open to traffic in 2020

- Arnold/Carlton strategic cycle network (as a part of the D2N2 Sustainable transport programme) – Consultation has been undertaken on a number of potential cycle routes. The consultation results/comments received are currently being analysed and will help identify the preferred routes which are scheduled to be constructed later during 2018/19
- Nottingham Enterprise Zone sustainable transport package – work is underway to complete the cycling improvements in Beeston which form part of a £6m package and these are expected to be completed during 2018/19 as planned
- Midland Mainline Market Harborough rail line speed improvements – works to construct a car park will be undertaken first followed by station improvements and the line speed improvements. Works commenced in Spring 2017 and are due to be completed in Summer 2019.

Safer Roads Fund

4. Analysis by the Road Safety Foundation identified 50 specific sections of local 'A' roads where the risk of fatal and serious collisions is highest and the local highway authorities responsible for these roads were eligible to bid for funding from the Safer Roads Fund to improve the safety of these specific sections of road. Two of the 50 local 'A' roads extend into Nottinghamshire – the A634 (Blyth to Maltby) and the A161 (Beckingham to North Lincolnshire). The County Council were therefore invited to submit bids for road safety improvements on these roads to the DfT and in June 2018 the DfT announced that both of the bids had been successful. £2.18m DfT funding was secured for A634 improvements (of which £1.204m will be spent in Nottinghamshire (the remainder funding improvements in Rotherham MBC); and . The improvements on the A634 (Blyth to Maltby) are underway and predominantly consist of conventional safety engineering measures including roadside barriers, shoulder widening, skid resistance upgrades, shoulder rumble strips, removal of roadside hazards, lowering of speed limits, installation of traffic signals, and central hatching. The funding for the improvements on the A161 (£1.36m of which is allocated to improvements in Nottinghamshire) is currently allocated by the DfT to be made available in 2020/21.

Southwell flood mitigation scheme

5. The Southwell flood mitigation scheme and Natural Flood Management scheme is due to commence delivery in 2018/19, having received National Project Assurance Board sign off in January 2018, jointly securing £5.3m of investment from DEFRA. The scheme has a number of other funding partners including the Environment Agency, Newark and Sherwood District Council, Southwell Town Council and community partners. The proposed scheme will benefit 240 properties and 60 businesses.

Highways maintenance and integrated transport blocks

6. Following completion of feasibility, design work, local member/community consultation, recent deterioration and accident investigations, a number of schemes have been added to the highways programmes approved at 8 March 2018 Communities & Place Committee. The detailed programmes, including the additions to the programmes are included in appendix 1 (integrated transport) and appendix 2 (highways maintenance) to this report. Proposed amendments to the programmes have been added to each sub-block appendix.
7. Details of the approved programmes, including the financial year quarter during which each scheme is scheduled to be constructed, will be published on the County Council's website

following Committee approval. Whilst it is hoped that all of the schemes detailed in the appendices will be delivered during 2018/19 past experience has shown that, due to the ongoing feasibility and consultation undertaken on each scheme, delivery of some schemes will unfortunately likely slip to 2019/20.

8. Following completion of the detailed design of the integrated transport and maintenance programmes a review of their delivery (considering available resources) has been undertaken to determine if any schemes will need to be considered for deferment to 2019/20. In such cases, where a scheme deferment is approved by the County Council, the delivery project manager will advise the affected County Council member of any such schemes as soon as they are made aware of any delay.
9. During the delivery of the 2018/19 capital maintenance programme a large amount of material containing coal tar has been discovered. This material must be treated as contaminated waste making its disposal significantly more expensive. It is possible to mitigate these additional disposal costs by recycling this material, however, there are only a limited number of locations where this is practicable. Suitable locations have been investigated and these have been highlighted in Appendix 2 in a new block which is additional to the schemes approved by Committee in March 2018. Where possible treatments to the existing programme of schemes have been enhanced to allow the accommodation of the recycled tarbound material, however, this has had a marked impact on the overall programme delivery with many sites now being proposed for deferment due to the increased costs of treatments.

Revenue programmes

Traffic management revenue programme

10. The County Council has historically prioritised a small amount of revenue funding for the delivery of small-scale transport improvements such as lining schemes (e.g. junction protection), signing improvements (e.g. warning signs), and other minor improvements such as hand rail or bollards. A small number of these additional small-scale schemes have been added to the 2018/19 programmes and these are detailed within Appendix 3 to this report.

Access Fund

11. As detailed in the 9 February 2017 'Personal Travel Planning' Transport & Highways Committee report, the County Council has been successful in securing funding from the DfT to deliver travel planning with a number of residents during 2018/19 and 2019/20. This work started in April 2018 and to date travel planning has been undertaken with:
 - six businesses, 150 jobseekers, 1,800 residents and 200 school leavers in Mansfield and Newark on Trent
 - 1,200 residents in West Bridgford.

Road safety education, training and awareness

12. The benefits of a broad, multi-disciplinary approach to casualty reduction have been long recognised by the Council. In addition to the highway infrastructure local safety schemes detailed in Appendix 1 the County Council therefore, working in partnership with stakeholders

such as the DfT, emergency services, and neighbouring authorities, also develops and delivers an annual programme of road safety education, training and promotional activities. The education, training and awareness raising programme is based on the concept of lifelong learning to ensure that it encompasses the issues faced by people of all ages at the appropriate time. This programme includes a range of evidence led road safety education and awareness raising activities to support national campaigns and to address identified local road safety and travel awareness issues; and the proposed draft programme is attached as Appendix 4.

Further scheme/programme development, design and consultation

13. Each of the schemes detailed in this report and the attached appendices is still subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, and design. This will involve consultation and/or pro-active information provision on the majority of schemes. For most individual schemes detailed within appendices 1, 2 and 3 statutory or non-statutory consultation will be undertaken with affected households and businesses only (i.e. households or businesses along the route of a proposed scheme).
14. Formal consultation will be undertaken on all schemes that require statutory consultation. These include any schemes that require a formal Traffic Regulation Order and include the introduction of (or changes to) parking restrictions, environmental weight limits, changes to mandatory speed limits, and changes that ban traffic movements (e.g. the introduction of a one-way system). Whilst not legally required the County Council also undertakes formal consultation on bus clearways.
15. Non-statutory consultation, or information provision (i.e. informing people that works will take place) will also be undertaken with households and businesses immediately adjacent to schemes that fall wholly within the highway boundary such as maintenance schemes, new crossing facilities, or new footways and cycleways.
16. Several proposed schemes in the programmes included in this report and its appendices will require more pro-active communications with local residents, including:
 - The Access Fund which will require pro-active engagement with residents, businesses, jobseekers and schools/colleges throughout the year; and a marketing and communications programme for this programme has been developed. This will also include pre and post-programme monitoring and wider surveys on transport options
 - The road safety education, training and awareness programme (as detailed in Appendix 4) which will require pro-active engagement with targeted groups/road users throughout the year. Some of this work may require support from the media
 - The Go Ultra Low programme which involves pro-active engagement with businesses to promote the grants, loans and advice available to support businesses to introduce low-emission vehicles and electric charging at workplaces; and targeted promotional events to encourage the take-up of electric vehicles
 - Strategic parking reviews which require discussion with local district/town councils, residents and businesses to determine the parking requirements of all of the community and the most effective ways of implementing them
 - Flood risk management schemes led by the County Council in Boundary Brook, Stapleford, Daybrook, Calverton, Newthorpe, Southwell and Titchfield Park Brook, Hucknall which will require consultation with local communities on the recommended options

- Arnold/Carlton cycle network which will require consultation with the wider local public, all road users, local businesses and service providers to help develop and prioritise the scheme proposals.
17. The project manager responsible for the delivery of the scheme will ensure that County Council members are also advised of any proposed consultation prior to it occurring; and will liaise with communications and marketing colleagues where appropriate.
18. Work is also ongoing to identify, secure and maximise external funding opportunities for transport improvements (such as developer contributions) and this report and the attached appendices include the schemes utilising external funding where it has already been secured (e.g. the Access Fund and Arnold/Carlton cycling network).

Other Options Considered

19. Other options considered are set out within this report. Whilst the highway capital programmes are detailed within the appendices to this report, scheme development work is underway for future years' programmes as well as feasibility work on schemes which have been included as reserve schemes in the 2018/19 financial year's programme. Reserve schemes could potentially be delivered during the 2018/19 financial year should other schemes become undeliverable or if other funding sources become available enabling schemes to be brought forward for delivery.

Reason/s for Recommendation/s

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

Statutory and Policy Implications

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

Financial Implications

22. The financial implications, including budget allocations, are set out within the report and are in line with allocations determined at the 28 February 2018 County Council meeting. The allocations are made up of a combination of capital grant, borrowing and successful external funding bids.
23. The funding amounts detailed in the attached appendices do not include underspend/overspend carried over from previous financial years, and only include schemes

that were wholly carried over from 2017/18 (i.e. they don't include all of the schemes that started in 2017/18 but will be completed during 2018/19).

24. The additional County capital funding investment represents a budget increase of over 20% of the funding allocated for capital maintenance and integrated transport schemes in 2018/19 (24% increase in funding available for capital maintenance schemes; and 14% available for integrated transport improvements).

Public Sector Equality Duty implications

25. All programmes detailed within this report comply with the Public Sector Equality Duty. An equality impact assessment was undertaken on the Nottinghamshire Local Transport Plan 2011/12-2025/26 in March 2011 to ensure that the strategy and its capital programmes to deliver it met the duty.
26. Equality impact assessment of individual significant and major transport schemes (schemes costing more than £250,000) and Bid programmes are also undertaken by project managers to ensure that they comply with the Public Sector Equality Duty, based on advice from the policy and equality officers. Such assessments include those undertaken on the Access Fund programme (undertaken in September 2016) and the A634 Safer Roads Fund programme (undertaken in April 2017).

Implications for Sustainability and the Environment

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

RECOMMENDATION/S

It is recommended that Committee:

- 1) approve the proposed integrated transport block programme for implementation as contained in this report and detailed in Appendix 1 subject to the provisions set out in paragraph 13;
- 2) approve the proposed highway capital maintenance programme for implementation as contained in this report and detailed in Appendix 2 subject to the provisions set out in paragraph 13;
- 3) approve the proposed highway traffic management revenue programme for implementation as contained in this report and detailed in Appendix 3 subject to the provisions set out in paragraph 13;
- 4) approve the road safety education, training and awareness programmes as contained in this report and detailed in Appendix 4 subject to the provisions set out in paragraph 13;
- 5) approve the proposed consultation and information provision required to deliver each of the schemes and work programmes detailed in this report and its appendices.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact:

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Constitutional Comments (SLB 08/10/2018)

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

Financial Comments (GB 25/10/18)

29. The financial implications are set out in the report. Any proposed variations required to the capital programme will be included for formal approval at Full Council as part of the Annual Budget Report 2019/20.

Background Papers and Published Documents

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

- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- Nottinghamshire Local Transport Plan Implementation Plan 2015/16-2017/18
- Nottinghamshire Local Transport Plan Evidence Base 2010
- Highways Capital & Revenue Programmes 2018/19 – 8th March 2018 Communities & Place Committee report
- Draft Highways Capital & Revenue Programmes 2018/19 – 9th November 2017 Communities & Place Committee
- Gedling Access Road – Scheme Update – 8th March 2018 Communities & Place Committee report
- Place Departmental Strategy – January 2018
- Street Lighting Energy Saving – 11th January 2018 Communities & Place Committee report
- Maintenance Challenge Fund and Safer Roads Fund bids – 13th September 2017 Policy Committee report
- Highway Infrastructure Asset Management Plan (HIAMP) – 12th November 2015 Transport & Highways Committee report
- Nottingham Go Ultra Low City Bid to the Office of Low Emission Vehicles
- Nottingham Go Ultra low City Bid to the Office of Low Emission Vehicles (OLEV) Transport & Highways Committee – 8th October 2015
- Nottingham Go Ultra low Bid to the Office of Low Emission Vehicles (OLEV) Transport & Highways Committee – 17th March 2016
- Nottinghamshire Access Fund Bid to the Department for Transport
- Access Fund 2017-2020 Funding Bids – 20th October 2016 Transport & Highways Committee report

- Personal Travel Planning – 9th February 2017 Transport & Highways Committee report
- Highways Infrastructure Programmes 2017/18 Update – 20th July 2017 Communities & Place Committee report
- Flood Risk Management Update – 16th March 2017 Transport & Highways Committee report
- Miner to Major: The Real Sherwood Forest Stage 2 Application– 11th January 2018 Communities & Place Committee report.

Electoral Division(s) and Member(s) Affected

- All

Appendix 1 - 2018/19 Integrated transport programme

Sub-block/scheme	District	Scheme budget (£000)
Access to local facilities		
Robin Bailey Way, Hucknall - dropped kerbs	Ashfield	≤£10k
Bean Avenue and Conrad Close, Worksop - dropped kerbs [Member request]	Bassetlaw	≤£10k
Eastgate, Normanton on Trent - dropped kerbs	Bassetlaw	≤£10k
Goosemoor bridge, Ordsall - new footbridge (carry over from 2017/18)	Bassetlaw	£200k-£250k
Leeds Road, Shireoaks - dropped kerbs	Bassetlaw	≤£10k
Retford Footpaths 12 and 74 [contribution]	Bassetlaw	£10k-£25k
Wharf Road, Retford - puffin crossing (carry over from 2017/18)	Bassetlaw	£100k-£150k
Albert Street and Grange View, Eastwood - dropped kerbs	Broxtowe	≤£10k
Charlotte Grove, Heather Rise and Nicholas Road, Beeston - dropped kerbs [Member request]	Broxtowe	≤£10k
Chilwell High Road, Beeston - dropped kerbs	Broxtowe	≤£10k
Ludlow Close, Markham Road and Simons Court, Beeston - dropped kerbs [Member request]	Broxtowe	≤£10k
Station Road, Kimberley - dropped kerbs	Broxtowe	≤£10k
Rights of Way signing improvements	Countywide	≤£10k
Rights of Way upgrades	Countywide	£10k-£25k
B683 Blidworth Way, Papplewick - dropped kerbs	Gedling	≤£10k
Brentcliffe Avenue, Carlton - tactile paving/dropped crossing [Member request]	Gedling	≤£10k
Red Hill Lodge Drive and Thornton Avenue, Arnold - dropped kerbs	Gedling	≤£10k
Barton Court, Mansfield - dropped kerbs	Mansfield	≤£10k
Dunoon Road, Mansfield - dropped kerbs	Mansfield	≤£10k
Netherfield Lane, Church Warsop - dropped kerbs	Mansfield	≤£10k
B679 Wilford Lane, West Bridgford - upgrade to traffic signals at NET stop	Rushcliffe	£25k-£50k
Brewsters Court, Bingham - dropped kerbs	Rushcliffe	≤£10k
Cropwell Road, Radcliffe on Trent - dropped kerbs	Rushcliffe	≤£10k
<u>Schemes to be funded from additional County capital funding:</u>		
Main Road, Jacksdale - zebra crossing (<i>subject to feasibility study</i>)	Ashfield	£25k-£50k
A6075 Newark Road, Tuxford - zebra crossing [Members request]	Bassetlaw	£75k-£100k
Kilton Hill, Worksop - conversion of zebra to puffin crossing [Member request]	Bassetlaw	£25k-£50k
Cross Street, Arnold - pedestrian crossing [Member request]	Gedling	£25k-£50k
Alford Road/Valley Road, West Bridgford - zebra crossing [Member request]	Rushcliffe	£50k-£75k
Cropwell Road, Radcliffe on Trent - pedestrian crossing [Member request]	Rushcliffe	£25k-£50k
<u>Schemes added to the programme since approval</u>		
Dovecote Lane railway bridge improvements, Beeston	Broxtowe	≤£10k
Imperial Road area, Beeston - dropped kerbs (6 pairs) [Member request]	Broxtowe	£10k-£25k
Beckside, Edwalton - dropped kerbs	Rushcliffe	≤£10k
Rushcliffe Arena, West Bridgford - new cycle path [contribution]	Rushcliffe	£25k-£50k
Water Lane, Radcliffe on Trent - pedestrian warning sign [Member request]	Rushcliffe	≤£10k
West Bridgford cycle network - signing	Rushcliffe	£25k-£50k
<u>Schemes removed from programme since approval</u>		
Welbeck Byway 12 - <i>land owner has withdrawn permission for works</i>	Bassetlaw	£10k-£25k
<u>Reserve schemes - Further feasibility work is required before a decision on whether the following member requests will be delivered as part of the 2018/19 programme:</u>		
B6018 Mansfield Road, Selston - pedestrian crossing [Member request] pending traffic/pedestrian surveys and feasibility study	Ashfield	
Black Scotch Lane - pedestrian crossing [Member request] pending traffic/pedestrian surveys and feasibility study	Mansfield	
<u>Reserve schemes</u>		
Contribution to footpath upgrades identified through Miner to Major Landscape Partnership project scheme dependent on securing Heritage Lottery Funding	To be determined	£50k-£75k
A60 Turner Road/A60 Carlton Road/B6045 Blyth Road/B6045 Carlton Road, Worksop (Signalised junction) [Member request] scheme dependent on securing developer contributions	Bassetlaw	£150k-£200k
Sub-block allocation		£1,300
Additional County Council allocation		£500
External funding		£50
Sub-block total		£1,850

Appendix 1 - 2018/19 Integrated transport programme

Sub-block/scheme	District	Scheme budget (£000)
Bus improvements		
Ashfield bus stop clearway programme	Ashfield	≤£10k
Dalestorth Road, Sutton in Ashfield - bus stop improvements	Ashfield	≤£10k
Glenside, Kirkby in Ashfield - hotspot resolution	Ashfield	≤£10k
Rowan Drive, Kirkby in Ashfield - hotspot resolution	Ashfield	≤£10k
Bassetlaw bus stop clearway programme	Bassetlaw	≤£10k
Carlton in Lindrick - hotspot resolution	Bassetlaw	≤£10k
Broxtowe bus stop clearway programme	Broxtowe	£10k-£25k
Broxtowe bus stop infrastructure improvements on Rainbow 1 and Indigo routes	Broxtowe	£25k-£50k
Wentworth Drive (Inham Road), Chilwell - bus stop improvements	Broxtowe	≤£10k
B684 Brookfield Garden Centre - new bus stops	Gedling	≤£10k
Carlton Hill - bus stop clearways	Gedling	≤£10k
Gedling bus stop clearway programme	Gedling	£10k-£25k
Gedling Country Park - bus stop improvements	Gedling	£10k-£25k
Gedling bus stop infrastructure improvements on NCT 25, 27, 44, 45, 79 & 87 routes	Gedling	£25k-£50k
Somersby Road, Woodthorpe - hotspot resolution	Gedling	≤£10k
Big Barn Lane, Mansfield - bus stop relocation	Mansfield	≤£10k
Leeming Street, Mansfield - improved bus lane signing	Mansfield	≤£10k
Mansfield bus stop clearway programme	Mansfield	£10k-£25k
Mansfield bus stop infrastructure improvements on Pronto, Miller, 3s, 9s and 28 routes [Member request]	Mansfield	£25k-£50k
Newark and Sherwood bus stop clearway programme	Newark & Sherwood	£10k-£25k
Snowden Road/Windsor Close, Newark - hotspot resolution	Newark & Sherwood	≤£10k
Ashworth Avenue/Packman Drive, Ruddington - hotspot resolution	Rushcliffe	≤£10k
Lantern Lane, East Leake - hotspot resolution	Rushcliffe	≤£10k
Leake Lane, Gotham - hotspot resolution	Rushcliffe	≤£10k
Rushcliffe bus stop clearway programme	Rushcliffe	£10k-£25k
Rushcliffe bus stop infrastructure improvements on NCT Green line; and The Keyworth and The Cotgrave routes	Rushcliffe	£25k-£50k
Wellin Lane, Edwalton - turning circle infrastructure improvements	Rushcliffe	£10k-£25k
Wellin Lane/Alford Road, Edwalton - hotspot resolution	Rushcliffe	≤£10k
Sub-block allocation		£416
External funding		£70
Sub-block total		£416

Sub-block/scheme	District	Scheme budget (£000)
Capacity improvements		
A38 traffic signal improvements - installation of CCTV	Ashfield	£50k-£75k
A610/Ikea roundabouts - signing improvements (carry over from 2017/18)	Broxtowe	≤£10k
A60 Nottingham Road/B6020 Kirkby Road/B6020 Main Road, Ravenshead - traffic signal improvements	Gedling	£75k-£100k
B6326 London Road/Bowbridge Road, Newark - traffic signal improvements	Newark & Sherwood	£100-£150k
<i>Junction protection schemes to help capacity and improve safety:</i>		
Alfreton Road/Woodlands Way Sutton in Ashfield - junction protection [Member request]	Ashfield	≤£10k
John Street/Mansfield Road, Sutton in Ashfield - junction protection [Member request]	Ashfield	≤£10k
Pleasley Road/Mansfield Road, Sutton in Ashfield - junction protection [Member request]	Ashfield	≤£10k
Sherwood Road/Kirkby Road, Sutton in Ashfield - junction protection [Member request]	Ashfield	≤£10k
Garside Street/Priorswell Road, Worksop - junction protection [Member request]	Bassetlaw	≤£10k
Plantation Hill/Kilton Hill, Worksop - junction protection [Member request]	Bassetlaw	≤£10k
Shelley Street/Priorswell Road, Worksop - junction protection [Member request]	Bassetlaw	≤£10k
Porchester Road, Porchester - junction protection schemes [Member request]	Gedling	≤£10k
Westdale Lane West, Porchester Gardens - junction protection schemes [Member request]	Gedling	≤£10k
<i>Schemes added to programme since approval</i>		
Gateford Road/Carlton Road/Eastgate, Worksop - MOVA	Bassetlaw	£25-£50k
Sub-block allocation		£400
Additional County Council allocation		£50
Sub-block total		£450

Appendix 1 - 2018/19 Integrated transport programme

Sub-block/scheme	District	Scheme budget (£000)
Cycling and health		
Arnold/Carlton strategic cycle route improvements (Local Growth Fund and match funding)	Gedling	>£250k
Mansfield strategic cycle route improvements (Local Growth Fund match funding)	Mansfield	>£250k
Newark strategic cycle route improvements (Local Growth Fund match funding)	Newark & Sherwood	>£250k
	Sub-block allocation	£300
	External funding	£550
	Sub-block total	£850

Sub-block/scheme	District	Scheme budget (£000)
Environmental weight limits		
HGV direction signing, Sutton cum Lound (<i>carry over from 2017/18</i>)	Bassetlaw	≤£10k
Chatsworth Drive area, Mansfield	Mansfield	£10k-£25k
<i>Schemes added to the programme since approval</i>		
A1133 EWL advanced warning signs (to include Spalford "unsuitable for HGVs" signs)	Newark & Sherwood	£10k-£25k
	Sub-block allocation	£75

Sub-block/scheme	District	Scheme budget (£000)
Traffic monitoring and advanced development/design of future schemes		
Scheme development and management	Countywide	£150k-£200k
Technical surveys	Countywide	£50k-£100k
Traffic monitoring	Countywide	£150k-£200k
Advanced design/feasibility of future schemes to help deliver (and mitigate) the proposed growth corridors - <i>whilst the available funding is still to be allocated and may be insufficient to look at all of the following schemes they will potentially include:</i>	Countywide	£150k-£200k
- A38/A611 corridor in Ashfield/Mansfield	Ashfield/Mansfield	£50k-£100k
- A60/A617 corridor in Mansfield/Ashfield [Member request]	Ashfield/Mansfield	£50k-£100k
- Worksop town centre improvements in Bassetlaw	Bassetlaw	≤£10k
- HS2 related transport improvements in Broxtowe	Broxtowe	≤£10k
- A6097/A614 corridor in Gedling/Newark & Sherwood	Gedling / Newark & Sherwood	£25k-£50k
- Kelham Bridge/bypass in Newark & Sherwood	Newark & Sherwood	£25k-£50k
- Rempstone crossroads improvements in Rushcliffe [Member request]	Rushcliffe	£10k-£25k
	Sub-block allocation	£575
	Additional County Council allocation	£100
	Sub-block total	£675

Sub-block/scheme	District	Scheme budget (£000)
Parking		
Thrumpton Lane/Whitehall Road, Retford - residents' parking scheme	Bassetlaw	≤£10k
Queens Road North/Queens Square, Eastwood - residents' parking scheme	Broxtowe	≤£10k
Charles Street/Parkyns Street, Ruddington - residents' parking scheme	Rushcliffe	≤£10k
West Bridgford strategic parking review (carry over from 2017/18) (Member request)	Rushcliffe	£10k-£25k
<i>Schemes added to the programme since approval</i>		
Vine Terrace, Hucknall - amendments to parking restrictions	Ashfield	≤£10k
A610 laybys, Nuthall - parking restrictions	Broxtowe	≤£10k
<i>Schemes removed from programme since approval</i>		
Carlingford Road, Hucknall - residents' parking scheme - <i>insufficient response at consultation</i>	Ashfield	
Currie Road/Newnham Road/Meyrick Road/Lovers Lane, Newark - residents' parking scheme - <i>Member no longer supports scheme</i>	Newark & Sherwood	
	Sub-block allocation	£75

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

Sub-block/scheme	District	Scheme budget (£000)
Safety improvements		
A611 Annesley Road Roundabout, Hucknall - signing and lining	Ashfield	£10k-£25k
A611 Derby Road, Kirkby in Ashfield - speed limit reduction	Ashfield	£10k-£25k
A617 MARR/Hamilton Road, Sutton-in-Ashfield - signals improvements	Ashfield	≤£10k
Derbyshire Lane/Sandy Lane, Hucknall - signing and lining	Ashfield	≤£10k
Forest Road/Skegby Road, Annesley - signing and lining	Ashfield	≤£10k
Langton Hollow/Barrows Hill Lane, Selston - signing and lining	Ashfield	≤£10k
Portland Road, Hucknall - signing and lining	Ashfield	≤£10k
Tilford Road/Fraser Street, Newstead - signing and lining	Ashfield	≤£10k
A161 Marsh Lane bend at railway overbridge Misterton -signing	Bassetlaw	≤£10k
A57 Worksop bypass/Netherton Road roundabout -signing and lining	Bassetlaw	≤£10k
A620 Babworth Rd/Ordsall Road, Retford - signing and lining	Bassetlaw	≤£10k
A634 Safety Improvements - Contribution	Bassetlaw	£50k-£75k
A638 Great North Road, Scrooby Top - reprofiling, signing and lining	Bassetlaw	£25k-£50k
B6045 Blyth Road/Hundred Acre Lane, Worksop	Bassetlaw	£10k-£25k
Blyth Road/ Serlby Road, Harworth - junction improvements	Bassetlaw	£150k-£200k
Leverton Road/Little Gringley Lane, east of Retford - signing and lining	Bassetlaw	≤£10k
Main Street, Ragnall - signing	Bassetlaw	≤£10k
Shepherds Avenue, Worksop - speed limit reduction [Member request]	Bassetlaw	≤£10k
Steetley Lane, Rhodesia (bridge over River Ryton) - signing	Bassetlaw	≤£10k
A608 Mansfield Road / Greenhills Rd, Eastwood - surface, drainage, signs	Broxtowe	£10k-£25k
A609 Nottingham Road, Trowell bend at M1 overbridge - surface, signing and lighting upgrade	Broxtowe	£25k-£50k
A609 Trowell Road / Bilborough Road "Balloon Woods" junction, Trowell - lining	Broxtowe	≤£10k
A610 Nuthall Roundabout, Nuthall - signing	Broxtowe	≤£10k
A610 On-slip, Kimberley - lining	Broxtowe	£10k-£25k
B600 Willey Lane, Newthorpe (bend at Beauvale Lodge) - signing	Broxtowe	≤£10k
Church Street, Stapleford - street lighting improvement	Broxtowe	≤£10k
Lilac Grove, Beeston - street lighting improvement	Broxtowe	≤£10k
Nottingham Road, Eastwood (near Dovecote Close) - crossing improvements	Broxtowe	£25k-£50k
Countywide Ice Signing - replacement and repairs	Countywide	≤£10k
A60 Mansfield Road/Cross Street, Arnold - signing, signals work and speed limit	Gedling	≤£10k
Lambley Lane Railway Bridge, Carlton - signing and lining	Gedling	≤£10k
Plains Road / Westdale Lane West, Mapperley - signing and lining	Gedling	≤£10k
Spring Lane / Lambley Lane, Mapperley -signing	Gedling	≤£10k
A60 Leeming Lane (car wash south of Sookholme Road), Spion Kop	Mansfield	≤£10k
B6030 Forest Road/Windsor Road/Littleworth, Mansfield - junction improvement	Mansfield	£10k-£25k
Big Barn Lane, Mansfield - street lighting improvement	Mansfield	£25k-£50k
Ladybrook Lane (near Tucker's Lane) Mansfield - street lighting improvement	Mansfield	£10k-£25k
Netherfield Lane, Meden Vale - signing and lining	Mansfield	£10k-£25k
Sanderlings Way/Sandlands Way Mansfield - junction improvements	Mansfield	≤£10k
Wood Lane, Warsop - signing and drainage upgrades	Mansfield	≤£10k
A616 Caunton Crossroads - signing and lining [Member request]	Newark & Sherwood	£10k-£25k
A616 Ollerton to Newark - speed limit reduction [Member request]	Newark & Sherwood	£25k-£50k
Albert Street, Newark - signing and lining	Newark & Sherwood	≤£10k
B6325 Great North Road, South Muskham (bend adjacent Moorhouse Lane) - signing and lining	Newark & Sherwood	≤£10k
Beckingham Road / Main Street, Coddington - interactive signs	Newark & Sherwood	≤£10k
Eakring Road, Wellow (bend at Pumping Station) - signing	Newark & Sherwood	≤£10k
A60 Loughborough Road / B680 Flawforth Lane, Ruddington - signing and lining	Rushcliffe	≤£10k
A60 Loughborough Road / Remstone Road, East Leake - signing and lining	Rushcliffe	≤£10k
A6006 Stanford Hall Entrance - junction improvements	Rushcliffe	£25k-£50k
A6097 East Bridgford (Kirk Hill) Signals - vegetation removal	Rushcliffe	≤£10k
Lime Kiln Crossroads, Colston Road/Kinoulton Road, Cropwell -signing and lining	Rushcliffe	≤£10k
Main Street, Rempstone - surface and signing upgrades	Rushcliffe	£10k-£25k
Midshire Way/Wysall Lane, Willoughby (bend SE Thorpe Lodge Farm) - surface and signing upgrades	Rushcliffe	≤£10k
Stamford Road / Rodney Road, West Bridgford - junction improvements	Rushcliffe	≤£10k
Trevor Road / Stamford Road, West Bridgford - street lighting improvement	Rushcliffe	≤£10k

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Safety improvements continued		
<u>Reserve schemes</u>		
Zebra mass action plan contribution	Countywide	£25k-£50k
Crossing improvements on routes to schools		
Flatts Lane, Calverton (Collyer Road end) - zebra crossing [Member request]	Gedling	£50k-£100k
	Safety schemes allocation	£720
	Crossings on routes to school allocation	£100
	County Capital allocation	£350
	Sub-block total	£1,170

Sub-block/scheme	District	Scheme budget (£000)
Smarter choices		
Match funding for Access Fund:		
- Jobseeker, school leaver, and workplace personal travel planning	Mansfield / Newark & Sherwood	£25k-£50k
- Sustainable transport infrastructure capital grants for workplaces	Mansfield / Newark & Sherwood	£25k-£50k
- Transport perception surveys	Ashfield / Bassetlaw / Mansfield / Newark & Sherwood	£25k-£50k
	Sub-block allocation	£150
	External funding	£377
	Sub-block total	£527

Sub-block/scheme	District	Scheme budget (£000)
Speed management		
B6020 Diamond Avenue, Kirkby in Ashfield (east of Thoresby Avenue) - interactive speed sign	Ashfield	≤£10k
B6139 Coxmoor Road, Sutton in Ashfield - speed limit reduction to 50mph	Ashfield	≤£10k
Salmon Lane, Annesley (west of Skegby Road) - interactive speed sign	Ashfield	≤£10k
A57 Dunham Road, Dunham on Trent - introduction of 40mph buffer	Bassetlaw	≤£10k
A614 Bawtry Road, Blyth - speed limit increase to 40mph/extension of 40mph	Bassetlaw	≤£10k
A616, Cuckney - 30mph extension to end of village [Member request]	Bassetlaw	≤£10k
A638 Great North Road, Torworth (south of Danes Hill Road) - interactive speed sign	Bassetlaw	≤£10k
B6045 Worksop Road, Blyth - speed limit reduction to 30mph	Bassetlaw	≤£10k
Brickenhole Lane, Walkeringham - extension of 30mph speed limit	Bassetlaw	≤£10k
Ordsall Road, Retford (n/w of Ordsall Park Road) - interactive speed sign	Bassetlaw	≤£10k
A60, Mansfield Woodhouse to Worksop - 50mph between existing village speed limits	Bassetlaw / Mansfield	£25k-£50k
B600, Moorgreen (between Engine Lane & B6010 Moorgreen) - interactive speed sign	Broxtowe	≤£10k
A616 Newark Road, Wellow to Ompton & Ompton to Kneesall - speed limit reduction to 50mph	Newark & Sherwood	≤£10k
B6166 Farndon Road, Newark (southwest of The Ivies) - interactive speed sign	Newark & Sherwood	≤£10k
Beckingham Road, Coddington - speed limit terminal sign improvements (southwest of junction with Brownlows Hill) [Member request]	Newark & Sherwood	≤£10k
Gorsethorpe Lane, Kings Clipstone - speed limit reduction to 50mph [Member request]	Newark & Sherwood	≤£10k
Main Street/Great North Road, Cromwell - speed limit reduction to 30mph [Member request]	Newark & Sherwood	≤£10k
Mansfield Road, Farnsfield - review of extents of existing 30mph	Newark & Sherwood	≤£10k
Station Road, Rolleston - extension of 30mph speed limit	Newark & Sherwood	≤£10k
Main Road, Cotgrave - car park and peds crossing warning signs [Member request]	Rushcliffe	≤£10k
Melton Gardens (between Alford Road & A606), West Bridgford - interactive speed sign [either direction] [Member request]	Rushcliffe	≤£10k
Plumtree Road, Cotgrave - speed limit reduction to 50mph [Member request]	Rushcliffe	≤£10k
Regatta Way/Adbolton Lane/Holme Lane, Lady Bay to Radcliffe - speed limit reductions [Member request]	Rushcliffe	≤£10k
Station Road, Sutton Bonington - new 30mph speed limit	Rushcliffe	≤£10k
Town End Lane, Flintham - extension of 30mph speed limit [Member request]	Rushcliffe	≤£10k

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Speed management continued		
<i>Interactive speed signs to be funded from additional County capital funding:</i>		
A638 Great North Road, Scrooby (north of Chapel Lane)	Bassetlaw	≤£10k
B1403 Main Street, Hayton (south of Scotter Lane Road)	Bassetlaw	≤£10k
Limes Avenue, Nether Langwith (south of Welfitt Grove)	Bassetlaw	≤£10k
Main Street, Bothamsall [Member request]	Bassetlaw	≤£10k
Mattersey Road, Sutton cum Lound (north of Church Way)	Bassetlaw	≤£10k
Ollerton Road, Ordsall (north of Gleneagles Way) [Member request]	Bassetlaw	≤£10k
Retford Road, South Leverton (west of Priory Farm)	Bassetlaw	≤£10k
Shireoaks Road, Shireoaks (east of Spring Lane)	Bassetlaw	≤£10k
Mansfield Lane, Calverton	Gedling	≤£10k
Chatsworth Drive, Mansfield (north west of Dorchester Drive)	Mansfield	≤£10k
Water Lane, Mansfield/Pleasley	Mansfield	≤£10k
Bleasby Road, Goverton	Newark & Sherwood	≤£10k
C3, Alverton (north east of road to Flawborough)	Newark & Sherwood	≤£10k
Eakring Road, Wellow (south east of Milner Fields)	Newark & Sherwood	≤£10k
Fiskerton Road/Staythorpe Road, Rolleston (north east of village) [Member request]	Newark & Sherwood	≤£10k
Rufford Lane, Rufford (west of road to Rufford Hills Farm)	Newark & Sherwood	≤£10k
Station Road, Bleasby (north west of railway line) [Member request]	Newark & Sherwood	≤£10k
Winthorpe Road, Newark (north east of Markham Avenue)	Newark & Sherwood	≤£10k
Colston Road, Cropwell Bishop (north west of Kinoulton Road)	Rushcliffe	≤£10k
Inholms Road, Flintham (north of school)	Rushcliffe	≤£10k
Main Street, West Leake	Rushcliffe	≤£10k
Station Road, East Leake (east of Ropewalk)	Rushcliffe	≤£10k
Station Road, Orston (south of Hilltop)	Rushcliffe	≤£10k
Wellington Avenue, Newton (between junctions with Fairway Crescent)	Rushcliffe	≤£10k
<i>Carryovers</i>		
B6018 Mansfield Road (southeast of Manitoba Way), Selston (southeastbound)	Ashfield	≤£10k
Papplewick Lane (northeast of Hayden Lane), Hucknall (either direction)	Ashfield	≤£10k
A616 Budby Road (west of Old Mill Lane), Cuckney (either direction)	Bassetlaw	≤£10k
A638 North Road (southeast of Randall Way), Retford (either direction)	Bassetlaw	≤£10k
Shireoaks Common (northeast of Woodside Road), Shireoaks (northeastbound)	Bassetlaw	≤£10k
Sutton Lane (southeast of Station Road), Sutton cum Lound (southbound)	Bassetlaw	≤£10k
Chapel Lane (north of Longdale Lane), Ravenshead (southbound)	Gedling	≤£10k
B6031 Bishops Walk (east of Grove Road), Church Warsop (westbound)	Mansfield	≤£10k
Netherfield Lane (outside the Three Lions PH), Meden Vale (southwestbound)	Mansfield	≤£10k
A616 Newark Road (south east end of village), Kneesall	Newark & Sherwood	≤£10k
Newark Road (adjacent to the crematorium), Ollerton (northbound)	Newark & Sherwood	≤£10k
Leake Road, northwest of East Leake (northwestbound)	Rushcliffe	≤£10k
<i>Interactive speed signs added to the programme since approval</i>		
Main Street, Aysworth [subject to speed survey]	Broxtowe	≤£10k
Hollygate Lane (northeast of Hollygate Industrial Park), Cotgrave	Rushcliffe	≤£10k
Musters Road (northwest of Cropwell Road), Langar	Rushcliffe	≤£10k
<i>Schemes added to programme since approval</i>		
A6005 Bye Pass Road, Chilwell - speed limit reduction to 30mph	Broxtowe	≤£10k
<i>Schemes removed from programme since approval</i>		
A60 Mansfield Road, Spion Kop - Market Warsop - extension of 30mph speed limit and 40mph buffer - <i>no longer required due to scheme to reduce speed limit to 50 mph as agreed with councillor</i>	Mansfield	≤£10k
Eakring Road (northeast of Bradforth Avenue), Mansfield (southwestbound) - <i>not supported by councillors</i>	Mansfield	≤£10k
Eakring Road (west of Oak Tree Close), Mansfield - <i>not supported by councillors</i>	Mansfield	≤£10k
Kinoulton Lane, west of Kinoulton (NE of old A46) - <i>no suitable site available</i>	Rushcliffe	≤£10k
Sub-block allocation		£250.00
Additional County Council allocation		£100.00
Sub-block total		£350.00

Sub-block/scheme	District	Scheme budget (£000)
Bridges		
Kirkby Hardwick Railway Bridge - Parapet repairs	Ashfield	£10k-£25k
River Idle Bridge - Scour repairs	Bassetlaw	£10k-£25k
Padge Bridge - Maintenance painting	Broxtowe	£75k-£100k
Bridges and Culverts miscellaneous work	Countywide	≤£10k
Emergency repairs	Countywide	£75k-£100k
General repairs work	Countywide	>£250k
Minor Bridge painting	Countywide	£50k-£75k
Principal Inspections	Countywide	£150k-£200k
Rights of Way Bridge repairs	Countywide	£200k-£250k
Pelham Street Footbridge - Bearing and concrete repairs	Mansfield	£10k-£25k
Culvert at Scar Gap, Thurgaton - Invert repairs	Newark and Sherwood	£10k-£25k
North Muskham Railway Bridge - Concrete repairs	Newark and Sherwood	£25k-£50k
Old Crow Park Railway Bridge - Concrete repairs	Newark and Sherwood	£75k-£100k
Kegworth Bridge - Parapet repairs	Rushcliffe	£10k-£25k
Sub -block allocation		£1,267

Sub-block/scheme	District	Scheme budget (£000)
Carriageway maintenance - Principal classified road network (A roads)		
A611 Derby Road, Kirkby in Ashfield - Resurfacing	Ashfield	£200k-£250k
A634 Blyth Road, Oldcotes - Resurfacing	Bassetlaw	£200k-£250k
A6002 Coventry Lane, Bramcote (Phase 2) - Structural patching	Broxtowe	£125k-£150k
A6211 Arno Vale Road, Arnold - Structural patching	Gedling	£200k-£250k
A6117 Old Mill Lane, Mansfield - Resurfacing [Member request]	Mansfield	£100k-£125k
A6191 Southwell Road West, Mansfield - Deferred from 2017/18 [Member request]	Mansfield	£250k-£300k
A614 Ollerton Roundabout - Resurfacing	Newark and Sherwood	£100k-£125k
A617 Hockerton to Kirklington - Resurfacing	Newark and Sherwood	£125k-£150k
A60 Loughbrough Road, West Bridgford - Structural patching [Member request]	Rushcliffe	£125k-£150k
Sub -block allocation		£1,550

Sub-block/scheme	District	Scheme budget (£000)
Carriageway maintenance - Non-principal classified road network (B & C roads)		
B6021 Low Moor Road, Kirkby in Ashfield - Resurfacing	Ashfield	£250k-£300k
C221 High Street, Hucknall - Resurfacing	Ashfield	£75k-£100k
B6041 High Hoe Road, Worksop - Resurfacing	Bassetlaw	£50k-£75k
B6045 Carlton Road, Worksop - Resurfacing - Deferred	Bassetlaw	£250k-£300k
Due to STW Sewer replacement work - replaced with B6041 Raymoth Lane, Worksop	Bassetlaw	£200k-£250k
B6041 Raymoth Lane, Worksop - Resurfacing - Tar recycling site	Bassetlaw	£200k-£250k
B6045 Nornay Hill, Blyth - Resurfacing - Tar recycling site	Broxtowe	£250k-£300k
B6464 High Road, Chilwell - Resurfacing - Tar recycling site	Gedling	£200k-£250k
C167 Main Road junction with C166 Westdale Lane, Gedling - Resurfacing	Mansfield	£200k-£250k
B6014 Skegby Lane, Mansfield - Resurfacing	Mansfield	£200k-£250k
B6030 Clipstone Road East, Clipstone - Resurfacing	Mansfield	£200k-£250k
C79 Hawton Lane, Balderton - Resurfacing [Member request]	Newark and Sherwood	£150k-£200k
C28 Bingham Road, Langar - Structural patching [Member request]	Rushcliffe	£250k-£300k
C80 Travell's Hill / Woodgate Road, East Leake - Structural patching [Member request]	Rushcliffe	£150k-£200k
Brought forward and delivered at end of Q4 of 2017/18		
Sub -block allocation		£2,452

Sub-block/scheme	District	Scheme budget (£000)
Carriageway maintenance - Unclassified road network		
Oxford Street, Kirkby in Ashfield - Resurfacing - Tar recycling site	Ashfield	£75k-£100k
St. Patrick's Road / Greenwood Avenue, Hucknall (Phase 1) - Resurfacing - Tar recycling site	Ashfield	£75k-£100k
Thoresby Dale, Hucknall - Carriageway repair - Tar recycling site	Ashfield	£75k-£100k
Albert Street and Edward Street, Worksop - Resurfacing - Tar recycling site	Bassetlaw	£25k-£50k
Church Lane, Clayworth - Resurfacing	Bassetlaw	£50k-£75k
Kilton Road, Worksop - Resurfacing - Tar recycling site	Bassetlaw	£75k-£100k
Priorswell Road, Worksop - Resurfacing [Member request] - Tar recycling site	Bassetlaw	£150k-£200k
St Peters Lane, Clayworth - Resurfacing	Bassetlaw	£25k-£50k
The Baulk, Worksop - Resurfacing - Tar recycling site	Bassetlaw	£100k-£125k
Abbey Road, Beeston - Resurfacing	Broxtowe	£50k-£75k
Bramcote Avenue, Chilwell (Final phase) - Resurfacing - Tar recycling site	Broxtowe	£125k-£150k
Main Street, Newthorpe (Phase 1) - Resurfacing	Broxtowe	£100k-£125k
Marlborough Road, Beeston - Resurfacing [Member request]	Broxtowe	£25k-£50k

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Carriageway maintenance - Unclassified road network (continued)		
Cromwell Street, Carlton - Resurfacing	Gedling	£25k-£50k
First Avenue, Carlton - Resurfacing [Member request] - Tar recycling site	Gedling	£50k-£75k
Hallam Road, Mapperley - Resurfacing [Member request]	Gedling	£75k-£100k
Crompton Road, Radmanthwaite - Resurfacing	Mansfield	£25k-£50k
Harrop White Road, Mansfield - Resurfacing - Deferred from 2017/18 - Tar recycling site	Mansfield	£100k-£125k
Hawton Close, Mansfield - Resurfacing	Mansfield	£25k-£50k
Stella Street, Mansfield - Resurfacing [Member request] - Tar recycling site	Mansfield	£75k-£100k
Woodland Drive, Mansfield - Resurfacing [Member request] - Tar recycling site	Mansfield	£75k-£100k
Woodland Road, Forest Town - Resurfacing	Mansfield	£50k-£75k
Lovers Lane, Newark - Resurfacing [Member request]	Newark and Sherwood	£250k-£300k
Main Street, Weston - Resurfacing [Member request]	Newark and Sherwood	£150k-£200k
Abbey Road, West Bridgford - Resurfacing [Member request]	Rushcliffe	£100k-£125k
George Road, West Bridgford - Resurfacing [Member request]	Rushcliffe	£150k-£200k
Tudor Road, West Bridgford - Resurfacing	Rushcliffe	£100k-£125k
West Thorpe, Willoughby on the Wolds - Texture improvements (A.I.U.)	Rushcliffe	£50k-£75k
Sub -block allocation		£2,570

Sub-block/scheme	District	Scheme budget (£000)
Footway maintenance		
Co-operative Avenue, Hucknall - Resurfacing	Ashfield	£50k-£75k
Occupation Road, Hucknall - Resurfacing	Ashfield	£25k-£50k
Papplewick Lane, Hucknall - Resurfacing - Additional scheme	Ashfield	£25k-£50k
Wighay Road, Hucknall - Resurfacing	Ashfield	£25k-£50k
Flood Road, Beckingham (Phase 2) - Sheet pile reinforcement and resurfacing	Bassetlaw	£100k-£125k
Keats Crescent, Worksop - Resurfacing	Bassetlaw	£50k-£75k
Old Haxey Road, Misterton - Resurfacing	Bassetlaw	£10k-£25k
The Baulk, Worksop - Resurfacing	Bassetlaw	£10k-£25k
Barrett Crescent, Attenborough - Resurfacing	Broxtowe	£75k-£100k
New Eaton Road, Stapleford (Final phase) - Resurfacing	Broxtowe	£50k-£75k
Cromwell Street, Carlton - Resurfacing	Gedling	£10k-£25k
First Avenue, Carlton - Resurfacing	Gedling	£125k-£150k
Leeming Street, Mansfield - Replace slabs	Mansfield	£100k-£125k
Crompton Road, Bilsthorpe	Newark and Sherwood	£75k-£100k
Oaktree Drive, Bilsthorpe	Newark and Sherwood	£25k-£50k
Priory Road, Thurgaton	Newark and Sherwood	£50k-£75k
St Peters Close, Farndon	Newark and Sherwood	£50k-£75k
George Road, West Bridgford - Resurfacing	Rushcliffe	£100k-£125k
Stanhope Square, Wilford Hill - Resurfacing	Rushcliffe	£50k-£75k
Tudor Road, West Bridgford - Resurfacing	Rushcliffe	£25k-£50k
Sub -block allocation		£1,157

Sub-block/scheme	District	Scheme budget (£000)
Drainage		
Ashfield miscellaneous structural drainage	Ashfield	≤£10k
Hamilton Road, Sutton	Ashfield	£10k-£25k
Sutton Road, Huthwaite	Ashfield	£10k-£25k
Sutton Road, Kirkby	Ashfield	£10k-£25k
A631 Bawtry Road, Everton - Renew old rubble soakaways - Deferred	Bassetlaw	£10k-£25k
Durham Grove, Retford - Reprofile carriageway and install channel blocks	Bassetlaw	£10k-£25k
Low Street, North Wheatley - Upsize existing drainage	Bassetlaw	£10k-£25k
Roberts Close, Ragnall - Drainage improvements	Bassetlaw	£10k-£25k
B6045 Blyth Road / Hundred Acre Lane junction, Worksop / Carlton in Lindrick	Bassetlaw	£10k-£25k
Added due to localised issues		
Broxtowe miscellaneous structural drainage	Broxtowe	£25k-£50k
Gedling miscellaneous structural drainage	Gedling	£10k-£25k
Ravenshead soakaways	Gedling	£25k-£50k
Mansfield miscellaneous structural drainage	Mansfield	£25k-£50k
Gonalston Lane, Hoveringham - New system required	Newark and Sherwood	£10k-£25k
Greaves Lane, Edingly - Increase drainage capacity	Newark and Sherwood	£10k-£25k
Main Street including Wilson's Lane, Morton - New system required	Newark and Sherwood	£25k-£50k
Witham Close, Newark - New system required	Newark and Sherwood	£50k-£75k
Abbey Road, West Bridgford - Drainage	Rushcliffe	£25k-£50k
George Road, West Bridgford - Drainage	Rushcliffe	£25k-£50k
Rushcliffe miscellaneous structural drainage	Rushcliffe	£10k-£25k
Sub -block allocation		£500

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Sub-block/scheme	District	Scheme budget (£000)
Surface dressing (added protection to the carriageway surface, sealing it from the ingress of water while also enhancing its skid resistance, including pre-patching)		
Albert Street, Hucknall - Surface Dressing	Ashfield	≤£10k
Bridge End Avenue, Selston - Micro Asphalt	Ashfield	≤£10k
Carnarvon Road, Huthwaite - Micro Asphalt	Ashfield	≤£10k
Co-operative Avenue, Hucknall - Surface Dressing	Ashfield	≤£10k
James William Turner Avenue, Sutton in Ashfield - Surface Dressing	Ashfield	≤£10k
Palmer Avenue, Hucknall - Surface Dressing	Ashfield	≤£10k
Perlethorpe Drive, Hucknall - Surface Dressing	Ashfield	£25k-£50k
Polperro Way, Hucknall - Surface Dressing	Ashfield	£25k-£50k
Queen Street, Sutton in Ashfield - Surface Dressing	Ashfield	≤£10k
Silk Street, Sutton in Ashfield - Surface Dressing	Ashfield	≤£10k
Springwood View Close, Sutton in Ashfield - Surface Dressing	Ashfield	≤£10k
The Connery, Hucknall - Surface Dressing	Ashfield	≤£10k
Titchfield Street, Hucknall - Surface Dressing	Ashfield	≤£10k
A634 Blyth Road, Blyth - Surface Dressing	Bassetlaw	£150k-£200k
B6041 High Hoe Road, Worksop - Surface Dressing - Deferred		
Due to utility works and replaced with B6387 Retford Road, Haughton	Bassetlaw	£10k-£25k
B6387 Retford Road, Haughton - Surface dressing	Bassetlaw	£25k-£50k
Beckett Avenue (Queens Road to Oxford Road), Carlton in Lindrick - Surface Dressing	Bassetlaw	≤£10k
Bovington Court, Retford - Surface Dressing	Bassetlaw	≤£10k
Brechin, Worksop - Surface Dressing [Member request]	Bassetlaw	≤£10k
C2 Main Street, Ragnall - Surface Dressing	Bassetlaw	£100k-£125k
Cambourne Close, Retford - Surface Dressing	Bassetlaw	≤£10k
Carnoustie (Service Rd 1 - Nrs 1 to 29), Worksop - Surface Dressing	Bassetlaw	≤£10k
Carnoustie (Service Rd 2 - Nrs 2 to 26), Worksop - Surface Dressing	Bassetlaw	≤£10k
Carnoustie (Service Rd 3 - Nrs 28 to 64), Worksop - Surface Dressing	Bassetlaw	≤£10k
Carnoustie, Worksop - Surface Dressing	Bassetlaw	≤£10k
Coventry Drive, Worksop - Micro Asphalt - Deferred from 2017/18	Bassetlaw	£10k-£25k
Dadley Road (Service Road), Carlton in Lindrick - Surface Dressing	Bassetlaw	≤£10k
Emsworth Avenue, Retford - Micro Asphalt	Bassetlaw	≤£10k
Fallow Close, Retford - Surface Dressing	Bassetlaw	≤£10k
Farnes Court, Worksop - Surface Dressing	Bassetlaw	≤£10k
Fingleton, Worksop - Surface Dressing	Bassetlaw	≤£10k
Grafton Street, Worksop - Micro Asphalt [Member request]	Bassetlaw	≤£10k
Hallcroft Avenue, Retford - Surface Dressing	Bassetlaw	≤£10k
Hawthorne Close, Beckingham - Surface Dressing	Bassetlaw	≤£10k
High Hoe Drive, Worksop - Surface Dressing	Bassetlaw	≤£10k
High Hoe Road (East Service Road), Worksop - Micro Asphalt	Bassetlaw	£10k-£25k
High Hoe Road (West Service Road), Worksop - Micro Asphalt	Bassetlaw	£10k-£25k
Highfield Grove, Carlton in Lindrick - Surface Dressing	Bassetlaw	≤£10k
Holding, Worksop - Surface Dressing	Bassetlaw	≤£10k
Jardine, Worksop - Surface Dressing	Bassetlaw	≤£10k
Kingston Road, Carlton in Lindrick - Surface Dressing	Bassetlaw	£10k-£25k
Knaton Road (Le Brun to Sycamore), Carlton in Lindrick - Surface Dressing	Bassetlaw	≤£10k
Le Brun Square, Carlton in Lindrick - Surface Dressing	Bassetlaw	≤£10k
Lifton Avenue, Retford - Micro Asphalt	Bassetlaw	≤£10k
Lillie Court, Worksop - Surface Dressing	Bassetlaw	≤£10k
Lime Tree Avenue, Carlton in Lindrick - Surface Dressing	Bassetlaw	≤£10k
Lindrick Close, Carlton in Lindrick - Surface Dressing	Bassetlaw	≤£10k
Lindwall Court, Worksop - Surface Dressing	Bassetlaw	≤£10k
Longhurst (Service Rd 1 - Nrs 1 to 29), Worksop - Surface Dressing	Bassetlaw	≤£10k
Longhurst (Service Rd 2 - Nrs 31 to 53), Worksop - Surface Dressing	Bassetlaw	≤£10k
Longhurst (Service Rd 3 - Nrs 2 to 26), Worksop - Surface Dressing	Bassetlaw	≤£10k
Lound Low Road, Sutton cum Lound - Surface Dressing	Bassetlaw	£50k-£75k
Low Street (Timson Court to Vicarage Lane), Beckingham - Surface Dressing	Bassetlaw	£10k-£25k
Meadow Close, Retford - Surface Dressing	Bassetlaw	≤£10k
Merton Avenue, Retford - Surface Dressing	Bassetlaw	≤£10k
Montrose, Worksop - Surface Dressing	Bassetlaw	≤£10k
Muirfield, Worksop - Surface Dressing	Bassetlaw	≤£10k
Mulberry Crescent, Carlton in Lindrick - Surface Dressing	Bassetlaw	≤£10k
New Inn Walk, Retford - Micro Asphalt	Bassetlaw	≤£10k
Oak Tree Rise, Carlton in Lindrick - Surface Dressing	Bassetlaw	≤£10k
Palmer Road, Retford - Surface Dressing	Bassetlaw	≤£10k
Ramsden Crescent, Carlton in Lindrick - Surface Dressing	Bassetlaw	≤£10k
Selsey Court, Retford - Micro Asphalt	Bassetlaw	≤£10k
Sennen Court, Retford - Micro Asphalt	Bassetlaw	≤£10k
St David's Close, Worksop - Micro Asphalt - Deferred from 2017/18	Bassetlaw	£10k-£25k
Statham Court, Worksop - Surface Dressing	Bassetlaw	≤£10k
Stewart Road (inc Stewart Close), Carlton in Lindrick - Surface Dressing	Bassetlaw	≤£10k
Sycamore Road, Carlton in Lindrick - Surface Dressing	Bassetlaw	≤£10k
Thrumpton Close, Retford - Micro Asphalt	Bassetlaw	£10k-£25k
Trueman Court, Worksop - Surface Dressing	Bassetlaw	≤£10k
Turnberry, Worksop - Surface Dressing	Bassetlaw	≤£10k

Surface dressing (continued)		
Walkeringham Road (Vicarage Lane to A161), Beckingham - Surface Dressing	Bassetlaw	≤£10k
Willand Court, Retford - Micro Asphalt	Bassetlaw	≤£10k
Willow Avenue, Carlton in Lindrick - Surface Dressing	Bassetlaw	≤£10k
Brookside, Eastwood - Micro Asphalt	Broxtowe	≤£10k
Coach Drive / Mansfield Road junction, Eastwood - Micro Asphalt [Member request]	Broxtowe	≤£10k
Coach Drive, Eastwood - Micro Asphalt	Broxtowe	≤£10k
Fryar Road, Eastwood - Micro Asphalt	Broxtowe	≤£10k
Glenfield Avenue, Kimberley - Micro Asphalt	Broxtowe	≤£10k
Larkfield Road, Nuthall - Surface Dressing	Broxtowe	£10k-£25k
Lawn Mill Road, Kimberley - Micro Asphalt	Broxtowe	≤£10k
Meadow Close, Eastwood - Micro Asphalt	Broxtowe	≤£10k
Nether Close, Eastwood - Micro Asphalt	Broxtowe	≤£10k
Park Crescent, Eastwood - Micro Asphalt	Broxtowe	≤£10k
Robey Drive, Eastwood - Micro Asphalt	Broxtowe	≤£10k
Thorn Tree Gardens, Eastwood - Micro Asphalt	Broxtowe	≤£10k
Thorpe Road, Eastwood - Micro Asphalt	Broxtowe	≤£10k
Truman Street, Kimberley - Micro Asphalt	Broxtowe	≤£10k
B6011 Main Street, Linby - Surface Dressing	Gedling	£10k-£25k
Baker Avenue, Arnold - Micro Asphalt	Gedling	£25k-£50k
Birchfield Road, Arnold - Micro Asphalt	Gedling	£25k-£50k
Cedar Grove, Arnold - Micro Asphalt	Gedling	≤£10k
Chestnut Grove, Arnold - Micro Asphalt	Gedling	≤£10k
Coronation Road / Bonington Road, Woodthorpe - Micro Asphalt	Gedling	£25k-£50k
Dalbeattie Close, Arnold - Micro Asphalt	Gedling	≤£10k
Gleneagles Drive, Arnold - Micro Asphalt	Gedling	£25k-£50k
Hawthorn Crescent, Arnold - Micro Asphalt	Gedling	£10k-£25k
Hillside Avenue, Mapperley - Micro Asphalt	Gedling	≤£10k
Jenned Road, Arnold - Micro Asphalt	Gedling	£10k-£25k
Kilbourne Road, Arnold - Micro Asphalt	Gedling	£10k-£25k
Kirkley Gardens, Arnold - Micro Asphalt	Gedling	≤£10k
Larkspur Avenue, Arnold - Micro Asphalt	Gedling	≤£10k
Marwood Road, Carlton - Micro Asphalt	Gedling	£25k-£50k
Bagshaw Street, Pleasley - Micro Asphalt [Member request]	Mansfield	≤£10k
Burnham Court, Mansfield - Micro Asphalt [Member request]	Mansfield	≤£10k
Delamere Drive, Mansfield - Micro Asphalt [Member request]	Mansfield	≤£10k
Peel Crescent, Bull Farm - Surface Dressing	Mansfield	£10k-£25k
Penniment Lane, Mansfield - Surface Dressing	Mansfield	£10k-£25k
Roman Bank, Mansfield Woodhouse - Surface Dressing	Mansfield	≤£10k
Sampson Lane, Pleasley - Surface Dressing	Mansfield	≤£10k
Shaftesbury Avenue, Mansfield - Surface Dressing	Mansfield	£10k-£25k
Abbotts Crescent, Farnsfield - Surface Dressing	Newark and Sherwood	£10k-£25k
Alexander Road, Farnsfield - Surface Dressing	Newark and Sherwood	£10k-£25k
Birkland Drive, Edwinstowe - Surface Dressing	Newark and Sherwood	£10k-£25k
Branston Avenue, Farnsfield - Surface Dressing	Newark and Sherwood	≤£10k
Brickyard Lane, Farnsfield - Micro Asphalt	Newark and Sherwood	£10k-£25k
Broomfield Lane, Farnsfield - Surface Dressing	Newark and Sherwood	£10k-£25k
C25 Eakring Road, Wellow - Surface Dressing	Newark and Sherwood	£50k-£75k
Cavendish Avenue, Edwinstowe - Surface Dressing	Newark and Sherwood	£10k-£25k
Clumber Avenue, Edwinstowe - Surface Dressing	Newark and Sherwood	£10k-£25k
D'Ayncourt Walk, Farnsfield - Surface Dressing	Newark and Sherwood	£10k-£25k
Far Back Lane, Farnsfield - Surface Dressing	Newark and Sherwood	£10k-£25k
Gordon Close, Farnsfield - Surface Dressing	Newark and Sherwood	≤£10k
Greendale Avenue, Edwinstowe - Surface Dressing	Newark and Sherwood	£10k-£25k
Gregory Gardens, Farnsfield - Surface Dressing	Newark and Sherwood	≤£10k
Lintin Avenue, Edwinstowe - Surface Dressing	Newark and Sherwood	£10k-£25k
Long Meadow, Farnsfield - Surface Dressing	Newark and Sherwood	£10k-£25k
Maid Marrior Drive, Edwinstowe - Surface Dressing	Newark and Sherwood	≤£10k
Mansfield Road Service Road, Edwinstowe - Surface Dressing	Newark and Sherwood	£10k-£25k
Meadow Close, Farnsfield - Surface Dressing	Newark and Sherwood	≤£10k
Nether Court, Farnsfield - Surface Dressing	Newark and Sherwood	≤£10k
Newbery Close, Edwinstowe - Surface Dressing	Newark and Sherwood	≤£10k
Normanton Close, Edwinstowe - Surface Dressing	Newark and Sherwood	£10k-£25k
Oak Tree Avenue, Edwinstowe - Surface Dressing	Newark and Sherwood	≤£10k
Paddock Close, Edwinstowe - Surface Dressing	Newark and Sherwood	£10k-£25k
Parkside Road, Edwinstowe - Surface Dressing	Newark and Sherwood	£10k-£25k
Perlethorpe Close, Edwinstowe - Surface Dressing	Newark and Sherwood	≤£10k
Potter Lane, Wellow - Micro Asphalt	Newark and Sherwood	£25k-£50k
Quaker Lane, Farnsfield - Micro Asphalt	Newark and Sherwood	£25k-£50k
Ridgeway Close, Farnsfield - Surface Dressing	Newark and Sherwood	£10k-£25k
Sherwood Avenue, Edwinstowe - Surface Dressing	Newark and Sherwood	£10k-£25k
Spring Lane, Balderton - Micro Asphalt	Newark and Sherwood	£25k-£50k
St Edwin's Drive, Edwinstowe - Surface Dressing	Newark and Sherwood	≤£10k
St Mary's Drive, Edwinstowe - Surface Dressing	Newark and Sherwood	≤£10k
Thoresby Avenue, Edwinstowe - Surface Dressing	Newark and Sherwood	£10k-£25k

Surface dressing (continued)	Newark and Sherwood	£10k-£25k
Whittaker Road, Rainworth - Micro Asphalt	Rushcliffe	£100k-£125k
A6011 Radcliffe Road, West Bridgford - Structural patching	Rushcliffe	£25k-£50k
A606 Melton Road, Tollerton - Surface Dressing	Rushcliffe	≤£10k
Bishops Road, Bingham - Micro Asphalt [Member request]	Rushcliffe	≤£10k
Brookside Gardens, Ruddington - Surface Dressing	Rushcliffe	£10k-£25k
Brookside Road, Ruddington - Surface Dressing	Rushcliffe	£75k-£100k
C48 Leake Road, Gotham (Ridgeway) - Surface Dressing	Rushcliffe	£10k-£25k
Camelot Street, Ruddington - Surface Dressing - Deferred	Rushcliffe	£25k-£50k
Carnarvon Place, Bingham - Micro Asphalt [Member request]	Rushcliffe	≤£10k
Cedar Drive, Keyworth - Micro Asphalt	Rushcliffe	≤£10k
Chaworth Road, Bingham - Micro Asphalt	Rushcliffe	≤£10k
Chesterfield Avenue, Bingham - Micro Asphalt [Member request]	Rushcliffe	≤£10k
Dunblane Road, Ruddington - Surface Dressing	Rushcliffe	£10k-£25k
Edinburgh Drive, Bingham - Micro Asphalt [Member request]	Rushcliffe	≤£10k
Elms Gardens, Ruddington - Surface Dressing	Rushcliffe	£10k-£25k
Fairham Close, Ruddington - Surface Dressing	Rushcliffe	£10k-£25k
Grange Avenue, Ruddington - Surface Dressing	Rushcliffe	≤£10k
Hill Drive, Bingham - Micro Asphalt [Member request]	Rushcliffe	£10k-£25k
Langar Road, Bingham - Micro Asphalt	Rushcliffe	≤£10k
Leys Road, Ruddington - Surface Dressing	Rushcliffe	£10k-£25k
Margaret Place, Bingham - Micro Asphalt	Rushcliffe	≤£10k
Musters Road, Bingham - Micro Asphalt	Rushcliffe	£10k-£25k
Newstead Drive, West Bridgford - Micro Asphalt	Rushcliffe	£10k-£25k
Newton Avenue, Bingham - Micro Asphalt	Rushcliffe	≤£10k
Porchester Road, Bingham - Micro Asphalt	Rushcliffe	£10k-£25k
Queens Court, Bingham - Micro Asphalt [Member request]	Rushcliffe	≤£10k
Rupert Road, Bingham - Micro Asphalt	Rushcliffe	≤£10k
Sheepfold Lane, Ruddington - Surface Dressing	Rushcliffe	£10k-£25k
Shelford Drive, Bingham - Micro Asphalt	Rushcliffe	≤£10k

Surface dressing (continued)		
Shelton Gardens, Ruddington - Surface Dressing	Rushcliffe	≤£10k
Spinney Road, Bingham - Micro Asphalt	Rushcliffe	≤£10k
Templeman Close, Ruddington - Surface Dressing	Rushcliffe	≤£10k
Western Avenue, Bingham - Micro Asphalt	Rushcliffe	≤£10k
Westfield Road, Bingham - Micro Asphalt [Member request]	Rushcliffe	≤£10k
Wiverton, Bingham - Micro Asphalt	Rushcliffe	≤£10k
Wolds Drive, Keyworth (Phased) - Micro Asphalt / Ralumac	Rushcliffe	£50k-£75k
Sub -block allocation		£3,131

Sub-block/scheme	District	Scheme budget (£000)
Flood risk management		
Works programme under development		
Sub -block allocation		£600

Sub-block/scheme	District	Scheme budget (£000)
Street lighting replacement/upgrades		
Ashland Road West, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Ashland Road, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Beeley Avenue, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Bonser Gardens, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Coultons Avenue, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Coultons Close, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Farcroft Avenue, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Garside Avenue, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Greenland Road, Skegby - 6 N° columns	Ashfield	≤£10k
High Tor, Skegby - 10 N° columns	Ashfield	£10k-£25k
Meadow Drive, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Norwood Close, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Riley Avenue, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Riley Close, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Rooley Drive and footpath, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Stevenson Crescent, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Wheatfield, Skegby - 4 N° columns	Ashfield	≤£10k
Wordsworth Avenue, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Kilton Glade, Worksop - 16 N° columns	Bassetlaw	£10k-£25k
Thievesdale Lane / Farmers Branch, Worksop - 38 N° columns	Bassetlaw	£75k-£100k
Farcroft Avenue, Sutton in Ashfield - Column replacement	Broxtowe	£25k-£50k

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Ribblesdale Court, Chilwell - 10 N° columns	Broxtowe	£10k-£25k
Teesdale Court, Chilwell - 23 N° columns	Broxtowe	£25k-£50k

Street lighting replacement/upgrades (continued)		
Lambley / Woodborough - Ornate column replacements	Gedling	£25k-£50k
Mansfield Road, Daybrook - 25 N° columns	Gedling	£25k-£50k
Rolleston Drive, Arnold - Column replacement	Gedling	£50k-£75k
Mansfield - General column replacement as part of LED roll out	Mansfield	£100k-£150k
Alberonway Street, Blidworth - 9 N° columns	Newark and Sherwood	£10k-£25k
Belle Vue Lane, Blidworth - 18 N° columns	Newark and Sherwood	£25k-£50k
Byron Street, Blidworth - 3 N° columns	Newark and Sherwood	≤£10k
Grange Road, Blidworth - 4 N° columns	Newark and Sherwood	≤£10k
Haywood Avenue, Blidworth - 7 N° columns	Newark and Sherwood	£10k-£25k
Lyndhurst Avenue, Blidworth - 10 N° columns	Newark and Sherwood	£10k-£25k
Priory Road, Blidworth - 1 N° column	Newark and Sherwood	≤£10k
Saville Street, Blidworth - 8 N° columns	Newark and Sherwood	£10k-£25k
The Crescent, Blidworth - 6 N° columns	Newark and Sherwood	≤£10k
Lady Bay Bridge, Lady Bay - 36 N° columns	Rushcliffe	£50k-£75k
Stanhope Square, West Bridgford - 13 N° columns	Rushcliffe	£10k-£25k
Sub -block allocation		£1,000

Sub-block/scheme	District	Scheme budget (£000)
Street lighting energy saving initiative		
Various locations	Mansfield	
Sub -block allocation		£3,200

Sub-block/scheme	District	Scheme budget (£000)
Traffic signal renewal		
A60 Mansfield Road / Sir John Robinson Way, Arnold - Deferred	Gedling	£50k-£75k
B686 Carlton Hill / Church Street, Carlton - Pedestrian crossing	Gedling	£10k-£25k
Nottingham Road / Fairfield Street / Tithby Road, Bingham	Newark and Sherwood	£50k-£75k
A606 Melton Road / Musters Road, West Bridgford	Rushcliffe	£100k-£150k
Sub -block allocation		£320

Sub-block/scheme	District	Scheme budget (£000)
Safety fencing		
Works programme under development. A proportion of the funding will be used for maintenance		
Sub -block allocation		£320

Sub-block/scheme	District	Scheme budget (£000)
Additional County capital maintenance allocation		
<i>This programme is over subscribed given predicted funding available for this budget block. Final programme will be determined through site assessment and those sites not delivered during 2018/19 will be considered for delivery during 2019/20</i>		
Auckland Road, Hucknall - Resurfacing	Ashfield	£25k-£50k
B6019 Pinxton Green / Kirkby Lane, Kirkby in Ashfield - Surface Dressing	Ashfield	£10k-£25k
Bolsover Street, Hucknall - Resurfacing	Ashfield	£25k-£50k
Cavendish Street / Clipstone Avenue, Sutton in Ashfield	Ashfield	£50k-£75k
Church Street, Kirkby in Ashfield - Surface Dressing [Member request]	Ashfield	≤£10k
Forster Street, Kirkby in Ashfield - Resurfacing - Deferred	Ashfield	£75k-£100k
Gladstone Street, Kirkby in Ashfield - Resurfacing [Member request]	Ashfield	£25k-£50k
Henry Street, Sutton in Ashfield - Surface Dressing [Member request]	Ashfield	≤£10k
Herne Street, Sutton in Ashfield - Micro Asphalt [Member request]	Ashfield	£10k-£25k
Milton Street, Kirkby in Ashfield - Resurfacing [Member request]	Ashfield	£25k-£50k
Newbound Lane, Teversal - Surface Dressing - Deferred	Ashfield	≤£10k
Park Street, Kirkby in Ashfield - Resurfacing	Ashfield	£25k-£50k
Sotherby Avenue, Sutton in Ashfield - Surface Dressing [Member request]	Ashfield	≤£10k
The Avenue, Sutton in Ashfield - Surface Dressing [Member request]	Ashfield	≤£10k
Wigwam Lane, Hucknall [Member request]	Ashfield	
Eagle Place, Retford - Resurfacing [Member request] - Deferred	Bassetlaw	£25k-£50k
High Street, Elkesley - Surface Dressing [Member request]	Bassetlaw	£10k-£25k
Highfield, Retford - Surface Dressing	Bassetlaw	≤£10k
Lawn Wood Avenue, Elkesley - Surface Dressing [Member request]	Bassetlaw	£10k-£25k
Markham Road, Langold - Surface Dressing [Member request]	Bassetlaw	£25k-£50k
Medway, Retford - Surface Dressing	Bassetlaw	£10k-£25k
Mellish Road, Langold - Resurfacing [Member request] - Deferred	Bassetlaw	£75k-£100k
Mill Lane 'The Beck', Clayworth - Resurfacing - Deferred	Bassetlaw	£10k-£25k
Milnecroft, Retford - Surface Dressing	Bassetlaw	≤£10k
Norfolk Street, Worksop - Resurfacing - Deferred	Bassetlaw	£25k-£50k
Old Bracken Lane, Retford - Resurfacing - Tar recycling site	Bassetlaw	£25k-£50k

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Rectory Road, Treswell - Resurfacing - Deferred	Bassetlaw	£25k-£50k
Riddell Avenue, Langold - Surface Dressing - Deferred	Bassetlaw	≤£10k
Robinson Drive, Worksop - Resurfacing - Deferred	Bassetlaw	£25k-£50k

Additional County capital maintenance allocation (continued)		
<i>This programme is over subscribed given predicted funding available for this budget block. Final programme will be determined through site assessment and those sites not delivered during 2018/19 will be considered for delivery during 2019/20</i>		
Sandringham Road, Retford - Surface Dressing	Bassetlaw	£10k-£25k
Sandringham Service Road, Retford - Surface Dressing - Deferred	Bassetlaw	≤£10k
South Street, Normanton on Trent - Resurfacing - Deferred [Member request]	Bassetlaw	£100k-£150k
Strawberry Road, Retford - Resurfacing - Deferred	Bassetlaw	£25k-£50k
Town Street, South Leverton - Resurfacing - Deferred [Member request]	Bassetlaw	£100k-£150k
Windsor Road, Retford - Surface Dressing	Bassetlaw	£25k-£50k
Alford Close, Beeston - Micro Asphalt	Broxtowe	≤£10k
Birch Avenue, Beeston - Micro Asphalt [Member request]	Broxtowe	≤£10k
C78 Cossall Road / Dead Lane, Cossall - Surface Dressing / Anti skid [Member request]	Broxtowe	£10k-£25k
Chewtown Street, Eastwood - Resurfacing [Member request] - Tar recycling site	Broxtowe	£25k-£50k
Cornwall Avenue, Beeston - Micro Asphalt	Broxtowe	≤£10k
Coronation Road, Cossall - Surface Dressing [Member request]	Broxtowe	£10k-£25k
Grenville Road, Beeston - Resurfacing [Member request] - Tar recycling site	Broxtowe	£25k-£50k
Leyton Crescent, Beeston - Micro Asphalt [Member request]	Broxtowe	≤£10k
Lilac Crescent, Beeston - Micro Asphalt	Broxtowe	≤£10k
Lilac Grove, Beeston - Surface Dressing - Deferred	Broxtowe	£10k-£25k
Longlands Road, Beeston - Surface Dressing - Deferred	Broxtowe	£10k-£25k
Maple Avenue, Beeston - Surface Dressing - Deferred	Broxtowe	£10k-£25k
Metcalfe Road, Newthorpe - Estate - Resurfacing [Member request]	Broxtowe	£25k-£50k
Sandringham Drive, Bramcote - Resurfacing [Member request] - Tar recycling site	Broxtowe	£50k-£75k
Temple Crescent, Nuthall - Resurfacing [Member request]	Broxtowe	£25k-£50k
Thoresby Road, Bramcote - Resurfacing [Member request] - Deferred	Broxtowe	£25k-£50k
C167 Main Street, Woodborough - Surface Dressing - Deferred [Member request]	Gedling	£10k-£25k
Forester Road, Carlton - Micro Asphalt - Deferred [Member request]	Gedling	£25k-£50k
Fraser Road, Carlton - Resurfacing [Member request] - Tar recycling site	Gedling	£150k-£200k
Haywood Road, Mapperley - Resurfacing - Deferred [Member request]	Gedling	£100k-£150k
High Street, Arnold - Structural patching - Deferred [Member request]	Gedling	£100k-£150k
Kent Road, Mapperley - Micro Asphalt [Member request] - Deferred	Gedling	£10k-£25k
Main Street, Burton Joyce - Resurfacing - [Member request]	Gedling	£100k-£150k
Mays Avenue, Carlton - Resurfacing [Member request] - Deferred	Gedling	£100k-£150k
Moore Road, Mapperley - Micro Asphalt [Member request] - Deferred	Gedling	£10k-£25k
Park Road, Calverton - Surface Dressing - Deferred [Member request]	Gedling	£25k-£50k
Pierrepont Avenue, Gedling - Resurfacing - [Member request]	Gedling	£10k-£25k
Sandford Road, Mapperley - Resurfacing - Deferred [Member request]	Gedling	£100k-£150k
Woodside Drive, Arnold - Micro Asphalt [Member request]	Gedling	≤£10k
Coronation Road / Bonington Road, Woodthorpe - Resurfacing - Deferred	Gedling	£100k-£150k
Birkland Avenue, Mansfield Woodhouse - Surface Dressing - Deferred	Mansfield	≤£10k
Budby Crescent, Meden Vale - Resurfacing - Deferred	Mansfield	£50k-£75k
Byron Street, Mansfield - Resurfacing	Mansfield	≤£10k
Corporation Street, Mansfield - Resurfacing	Mansfield	≤£10k
Cromwell Street, Mansfield - Micro Asphalt [Member request]	Mansfield	£10k-£25k
Denby Drive, Mansfield - Resurfacing - Deferred [Member request]	Mansfield	£25k-£50k
Kennedy Avenue, Mansfield Woodhouse - Surface Dressing	Mansfield	≤£10k
Noel Street, Mansfield - Resurfacing	Mansfield	≤£10k
Nursery Street, Mansfield - Micro Asphalt	Mansfield	≤£10k
Poplar Drive, Pleasley - Resurfacing [Member request]	Mansfield	£25k-£50k
Robin Down Lane, Mansfield - Micro Asphalt - Deferred	Mansfield	≤£10k
Rufford Avenue, Mansfield - Micro Asphalt	Mansfield	≤£10k
Rushpool Avenue, Mansfield Woodhouse - Surface Dressing	Mansfield	≤£10k
Taylor's Close, Mansfield - Resurfacing	Mansfield	£25k-£50k
Terrace Road, Mansfield - Micro Asphalt [Member request]	Mansfield	≤£10k
The Burns/Meden Avenue/George Street, Warsop - Surface Dressing	Mansfield	≤£10k
Titchfield Avenue, Mansfield Woodhouse - Surface Dressing - Deferred	Mansfield	≤£10k
Watson Avenue, Mansfield - Micro Asphalt [Member request]	Mansfield	≤£10k
West Bank Lea, Mansfield - Resurfacing - Deferred	Mansfield	£25k-£50k
Windmill Lane, Mansfield - Surface Dressing - [Member request]	Mansfield	£10k-£25k
Wood Lane, Church Warsop - Resurfacing	Mansfield	£25k-£50k
Yorke Street, Mansfield Woodhouse - Resurfacing - Deferred [Member request]	Mansfield	£25k-£50k
Back Street & Front Street, South Clifton - Surface Dressing - [Member request]	Newark and Sherwood	£25k-£50k
Barby Gate, Newark (Phase 1) - Resurfacing - Deferred [Member request]	Newark and Sherwood	£100k-£150k
C208 Beacon Hill Road, Newark - Resurfacing - Deferred [Member request]	Newark and Sherwood	£75k-£100k
Burton Rise, Walesby - Micro Asphalt	Newark and Sherwood	£25k-£50k
Church Lane, Averham - Resurfacing - [Member request]	Newark and Sherwood	£25k-£50k
Church Lane, South Muskham - Micro Asphalt	Newark and Sherwood	£25k-£50k
Eastfield Close, Clipstone - Micro Asphalt	Newark and Sherwood	≤£10k
Elizabeth Road, Newark - Resurfacing - [Member request]	Newark and Sherwood	£75k-£100k
First Avenue, Clipstone - Resurfacing - [Member request]	Newark and Sherwood	£75k-£100k
Greenvale, Farnsfield - Surface Dressing - Deferred due to Development in the area	Newark and Sherwood	≤£10k

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Greenwood Close, Farnsfield - Surface Dressing - Deferred due to Development in the area	Newark and Sherwood	≤£10k
Halam Hill, Halam - Surface Dressing [Member request]	Newark and Sherwood	£10k-£25k
Main Street, South Scarle - Micro Asphalt [Member request]	Newark and Sherwood	£10k-£25k
Milldale Road, Farnsfield - Surface Dressing - Deferred due to Development in the area	Newark and Sherwood	≤£10k

Additional County capital maintenance allocation (continued)		
<i>This programme is over subscribed given predicted funding available for this budget block. Final programme will be determined through site assessment and those sites not delivered during 2018/19 will be considered for delivery during 2019/20</i>		
Wetsyke Lane, Balderton - Micro Asphalt	Newark and Sherwood	£10k-£25k
Woodland Close, Farnsfield - Surface Dressing - Deferred due to Development in the area	Newark and Sherwood	≤£10k
Woodside, Farnsfield - Surface Dressing - Deferred due to Development in the area	Newark and Sherwood	≤£10k
A60 Loughborough Road, Bunny - Surface Dressing [Member request]	Rushcliffe	£50k-£75k
Back Lane, Cropwell Butler - Micro Asphalt [Member request]	Rushcliffe	£10k-£25k
Bassingfield Lane, Bassingfield - Resurfacing [Member request] - Tar recycling site	Rushcliffe	£25k-£50k
C48 Gotham Road, East Leake - Surface Dressing - Deferred [Member request]	Rushcliffe	£50k-£75k
Charles Street, Ruddington - Resurfacing - [Member request]	Rushcliffe	£50k-£75k
Cropwell Road, Radcliffe on Trent - (Section North of A52) - Resurfacing [Member request]	Rushcliffe	£75k-£100k
Cropwell Road, Radcliffe on Trent - (Section South of A52) - Structural patching [Member request]	Rushcliffe	£50k-£75k
Exchange Road, West Bridgford - Resurfacing - Deferred [Member request]	Rushcliffe	£75k-£100k
Far Lane, Normanton on Soar - Micro Asphalt [Member request] - Deferred	Rushcliffe	£10k-£25k
Harrow Road, West Bridgford - Resurfacing [Member request] - Deferred	Rushcliffe	£75k-£100k
Parkyns Street, Ruddington - Resurfacing [Member request]	Rushcliffe	£50k-£75k
Shelford Road, Radcliffe -on-Trent / Newton [Member request]	Rushcliffe	£100k-£150k
Trevor Road, West Bridgford - Resurfacing - Deferred [Member request]	Rushcliffe	£100k-£150k
Block allocation		£3,250

Sub-block/scheme	District	Scheme budget (£000)
Network structural patching / DfT Pothole Fund		
<i>This programme is over subscribed given predicted funding available for this budget block. Final programme will be determined through site assessment and those sites not delivered during 2018/19 will be considered for delivery during 2019/20</i>		
B6018 Mansfield Road, Selston [Member request]	Ashfield	TBD
Daniels Way, Hucknall	Ashfield	TBD
Kings Street, Kirkby in Ashfield	Ashfield	TBD
Maori Avenue, Hucknall	Ashfield	TBD
St Mary's Road, Sutton in Ashfield [Member request]	Ashfield	£25k-£50k
Westbourne Road, Sutton in Ashfield [Member request]	Ashfield	TBD
Westbourne View, Sutton in Ashfield [Member request]	Ashfield	TBD
C24 Askham Lane, Upton	Bassetlaw	£10k-£25k
B6045 Eel Pool Road, Drakeholes [Member request]	Bassetlaw	TBD
C36 Diggles Lodge Lane, Barnby Moor - Deferred	Bassetlaw	£10k-£25k
Durham Close, Worksop - Deferred	Bassetlaw	TBD
High Street, Walkeringham [Member request]	Bassetlaw	£25k-£50k
Hillsyde Avenue, Misterton - [Member request]	Bassetlaw	TBD
Low Marnham Village [Member request]	Bassetlaw	TBD
Main Street, Oldcotes [Member request]	Bassetlaw	TBD
Meden Bank, Bothamsall - Deferred	Bassetlaw	TBD
Owday Lane, Worksop	Bassetlaw	£10k-£25k
Roberts Close, Ragnall	Bassetlaw	TBD
C76 Upton T junction, Headon Cum Upton - Deferred [Member request]	Bassetlaw	TBD
Winston Green, Retford - Deferred	Bassetlaw	TBD
C24 Yew Tree Road, Headon-cum-Upton - Tar recycling site	Bassetlaw	£10k-£25k
Awsorth Lane, Cossall - [Member request]	Broxtowe	£50k-£75k
B600 Moorgreen, Newthorpe - Resurfacing - Additional site	Broxtowe	£75k-£100k
Baldwin Street, Newthorpe [Member request]	Broxtowe	TBD
Ewe Lamb Lane, Stapleford [Member request]	Broxtowe	TBD
Melbourne Road, Stapleford [Member request]	Broxtowe	TBD
Oak Drive, Nuthall - Deferred [Member request]	Broxtowe	TBD
Richmond Avenue, Giltbrook [Member request]	Broxtowe	TBD
Swingate, Nuthall - Deferred [Member request]	Broxtowe	TBD
The Glebe, Cossall - Resurfacing - Deferred [Member request]	Broxtowe	£50k-£75k
Victoria Street, Kimberley - Deferred [Member request]	Broxtowe	TBD
Addison Road, Carlton Hill [Member request]	Gedling	TBD
Albert Street, Gedling - Deferred	Gedling	£25k-£50k
Bennett Road, Mapperley - Deferred [Member request]	Gedling	TBD
Birch Avenue, Carlton	Gedling	£10k-£25k
Cantley Avenue, Gedling	Gedling	£10k-£25k
Hickling Road, Mapperley	Gedling	≤£10k
Hilton Road, Mapperley - Deferred [Member request]	Gedling	£10k-£25k
Kenrick Road, Mapperley - Deferred [Member request]	Gedling	TBD
Kensington Gardens, Carlton	Gedling	£10k-£25k
Lodge Farm Lane, Arnold - Deferred [Member request]	Gedling	TBD

Appendix 2 - Capital maintenance programme 2018/19

Marshall Hill Drive, Mapperley	Gedling	£25k-£50k
Milton Drive, Ravenshead - Deferred [Member request]	Gedling	TBD
Morris Street, Netherfield [Member request]	Gedling	TBD
Oakfieldwood Drive, Ravenshead - Deferred [Member request]	Gedling	TBD
Priory Avenue, Ravenshead - Deferred [Member request]	Gedling	TBD

Network structural patching / DfT Pothole Fund (continued)

This programme is over subscribed given predicted funding available for this budget block. Final programme will be determined through site assessment and those sites not delivered during 2018/19 will be considered for delivery during 2019/20

Robinson Road, Mapperley - Deferred [Member request]	Gedling	£25k-£50k
Roundwood Road, Daybrook [Member request]	Gedling	TBD
Rowan Avenue, Ravenshead	Gedling	≤£10k
Somersby Road, Woodthorpe - Deferred [Member request]	Gedling	TBD
Standhill Road, Carlton [Member request]	Gedling	TBD
Towes Mount, Carlton	Gedling	£10k-£25k
Welbeck Avenue, Gedling	Gedling	£10k-£25k
Whittingham Road, Mapperley - Deferred [Member request]	Gedling	£10k-£25k
Wood End Drive, Ravenshead - Deferred	Gedling	≤£10k
A60, Mansfield Woodhouse - Footway [Member request]	Mansfield	TBD
Southwell Road West, Mansfield (Junction) - Resurfacing - Additional site	Mansfield	£75k-£100k
Pleasley Hill Way, Mansfield - Resurfacing - Additional site	Mansfield	£25k-£50k
B6020 Southwell Road East, Rainworth [Member request]	Mansfield	TBD
Chesnut Drive, Mansfield [Member request]	Mansfield	TBD
High Street, Mansfield Woodhouse [Member request]	Mansfield	TBD
Sherwood Street, Mansfield Woodhouse [Member request]	Mansfield	TBD
Sherwood Street/Forest Road, Warsop [Member request]	Mansfield	TBD
The Ridings, Forest Town [Member request]	Mansfield	TBD
Bell Lane, Weston [Member request] - Tar recycling site	Newark and Sherwood	£50k-£75k
Chapel Lane, Elston - Deferred [Member request]	Newark and Sherwood	£10k-£25k
Coronation Street, Balderton [Member request]	Newark and Sherwood	£10k-£25k
Hatfield Close, Rainworth	Newark and Sherwood	TBD
Low Street, Collingham [Member request]	Newark and Sherwood	≤£10k
Main Street, Coddington [Member request]	Newark and Sherwood	£10k-£25k
Main Street, Fiskerton [Member request]	Newark and Sherwood	TBD
Meering Avenue, Newark - Footway [Member request]	Newark and Sherwood	TBD
Pinfold, Elston - Deferred [Member request]	Newark and Sherwood	£25k-£50k
Woodlands, Winthorpe [Member request]	Newark and Sherwood	£50k-£75k
A60 Loughborough Road, West Bridgford - Resurfacing - Additional site	Rushcliffe	£75k-£100k
Asher Lane, Ruddington - Deferred [Member request]	Rushcliffe	TBD
Barleylands, Ruddington - Deferred [Member request]	Rushcliffe	TBD
Barn Lane, Upper Broughton	Rushcliffe	£25k-£50k
Dark Lane, Aslockton/Watton - Resurfacing - Additional site	Rushcliffe	£50k-£75k
Devonshire Road, West Bridgford [Member request]	Rushcliffe	TBD
Landmere Lane, West Bridgford - Resurfacing - Additional site	Rushcliffe	£75k-£100k
Main St/Station Rd, Plumtree [Member request]	Rushcliffe	£150k-£200k
Main Street, Ratcliffe-on-Soar	Rushcliffe	£10k-£25k
Manvers Road, West Bridgford - Deferred [Member request]	Rushcliffe	TBD
New Road, Colston Bassett - Deferred [Member request]	Rushcliffe	TBD
Northfield Avenue, Radcliffe on Trent	Rushcliffe	£25k-£50k
Nursery Close, Radcliffe on Trent - Deferred	Rushcliffe	≤£10k
Nursery Road, Radcliffe on Trent - Deferred	Rushcliffe	£10k-£25k
Oatfield Lane, Radcliffe on Trent [Member request]	Rushcliffe	TBD
Oatfield Lane, Saxondale	Rushcliffe	TBD
Owthorpe Road, Cotgrave [Member request]	Rushcliffe	TBD
Portland Road, West Bridgford - Deferred [Member request]	Rushcliffe	TBD
Station Road, Plumtree [Member request]	Rushcliffe	£25k-£50k
The Green, Ruddington - Deferred [Member request]	Rushcliffe	TBD
Tollerton Lane, Tollerton - Deferred	Rushcliffe	£50k-£75k
Woodside Road, Radcliffe on Trent - Deferred	Rushcliffe	£10k-£25k
Sub -block allocation		£2,381

Sub-block/scheme	District	Scheme budget (£000)
Network structural patching / DfT Pothole Fund		
Various locations	Countywide	
Sub -block allocation		£1,000

Sub-block/scheme	District	Scheme budget (£000)
Additional Tar Recycling Sites*		
Breck Lane, Mattersey Thorpe - Additional tar recycling site	Bassetlaw	TBD
C97 Gonalston Lane and Main Street, Epperstone - Additional tar recycling site	Newark and Sherwood	TBD
<i>*Other recycling sites are contained in the overall programme and therefore budgets will increase due to this and the associated enhanced level of treatment.</i>		

Appendix 3 - 2018/19 Traffic management revenue programme

Location/Scheme	District	Scheme budget
Beech Road, Underwood - double yellow lines on junction	Ashfield	≤£5k
Beulah Road/Kingsway, Kirkby - double yellow lines	Ashfield	≤£5k
Bishops Way, Hucknall - double yellow lines	Ashfield	≤£5k
Carlingford Road/Linby Walk, Hucknall - school keep clear or no waiting restrictions	Ashfield	≤£5k
Carnarvon Road/Common Road, Huthwaite junction - double yellow lines	Ashfield	≤£5k
Church Avenue, Sutton - school keep clear or no waiting restrictions	Ashfield	≤£5k
Church Hill, Kirkby at junctions with Princess Street and Laburnham Grove - double yellow lines	Ashfield	≤£5k
Edward Close, Hucknall - handrails at back of the footway	Ashfield	≤£5k
Hill Crescent/Skegby Road, Sutton - double yellow lines on junction	Ashfield	≤£5k
Redcliffe Street/Dalestorth Street, Sutton - double yellow lines	Ashfield	≤£5k
Rookery Lane, Sutton - No access to industrial estate sign	Ashfield	≤£5k
Selston - lengthman scheme	Ashfield	≤£5k
Shortwood Ave/Watnall Road, Hucknall - double yellow lines	Ashfield	≤£5k
Skegby Road/Lawns Road, Kirkby - double yellow lines on junction	Ashfield	≤£5k
Station Road/Norman Road, Sutton - double yellow lines and deflection arrows	Ashfield	≤£5k
Strawberry Bank, Huthwaite - playground signs	Ashfield	≤£5k
Various locations - minor drainage repairs in Ashfield area	Ashfield	£5k-£10k
Bothamsall - advance weight restriction signage	Bassetlaw	≤£5k
Bridge Place, Worksop - Keep Clear marking	Bassetlaw	≤£5k
Carburton - lengthman scheme (<i>scheme still awaiting confirmation to proceed and agreement with parish council</i>)	Bassetlaw	≤£5k
Carlton Road/Sunnyside, Worksop - junction protection	Bassetlaw	≤£5k
Church Road, Langold - extension of existing restrictions	Bassetlaw	≤£5k
Dunham - lengthman scheme (<i>scheme still awaiting confirmation to proceed and agreement with parish council</i>)	Bassetlaw	≤£5k
Everton - lengthman scheme (<i>scheme still awaiting confirmation to proceed and agreement with parish council</i>)	Bassetlaw	≤£5k
Grange Close, Carlton in Lindrick - junction protection	Bassetlaw	≤£5k
Mattersey - lengthman scheme (<i>scheme still awaiting confirmation to proceed and agreement with parish council</i>)	Bassetlaw	≤£5k
Mill Lane, Gringley on the Hill - parking restrictions on the bend opposite school	Bassetlaw	≤£5k
Misson - lengthman scheme (<i>scheme still awaiting confirmation to proceed and agreement with parish council</i>)	Bassetlaw	≤£5k
Norton & Cuckney - lengthman scheme (<i>scheme still awaiting confirmation to proceed and agreement with parish council</i>)	Bassetlaw	≤£5k
Plantation Hill/Kilton Hill, Worksop – junction protection	Bassetlaw	≤£5k
Primrose Way/Wingfield Avenue, Worksop - junction protection (also possible restrictions on the bend o/s Greenacres)	Bassetlaw	≤£5k
Priorswell Road, Worksop at junctions with Garside Street and Shelley Street - junction protection	Bassetlaw	≤£5k
Rampton - lengthman scheme (<i>scheme still awaiting confirmation to proceed and agreement with parish council</i>)	Bassetlaw	≤£5k
Rotherham Baulk/Lawn Road, Carlton in Lindrick - unsuitable for HGV signs	Bassetlaw	≤£5k
Sturton Cluster - lengthman scheme (<i>scheme still awaiting confirmation to proceed and agreement with parish council</i>)	Bassetlaw	≤£5k
Treswell Road, Rampton - chevrons	Bassetlaw	≤£5k
Tuxford - lengthman scheme (<i>scheme still awaiting confirmation to proceed and agreement with parish council</i>)	Bassetlaw	≤£5k
35 Inham Road, Chilwell - handrail at steps across verge	Broxtowe	≤£5k
Chetwyn Road/High Road, Toton - double yellow lines on junction	Broxtowe	≤£5k
Hempstill Lane, Nuthall - illuminated 'Give Way' sign on junction	Broxtowe	≤£5k
Maws Lane, Kimberley - double yellow lines on junction (carry over)	Broxtowe	≤£5k
Millenium Way Phonix Park, Nuthall - double yellow lines to improve access for HGVs	Broxtowe	≤£5k
Moorgreen, opposite Horse and Groom Pub - new chevrons on bend	Broxtowe	≤£5k
Padge Road, Beeston - double yellow lines to improve access for HGVs	Broxtowe	≤£5k
Queens Road North, Eastwood - waiting restrictions on same side as Police Station	Broxtowe	≤£5k
The Parris, Beeston Rylands - double yellow lines to improve access for HGVs	Broxtowe	≤£5k
Various locations - minor drainage repairs in Broxtowe area	Broxtowe	£10k-£20k
A60 Mansfield Rd, On Bend South of Kighill Ln Jcn, Ravenshead - Layby Access/Redesign	Gedling	£5k-£10k
A60 Mansfield Rd, Woodthorpe Hospital - Sign Repositioning/ Removal	Gedling	≤£5k
A612 Church Rd, Various Junctions, Burton Joyce - Parking Restrictions (Burton Joyce Combined TRO)	Gedling	≤£5k
B684 Plains Road, Mapperley - 30mph signing/lining Improvement	Gedling	≤£5k
Buxton Ave, Carlton (sharp left 90degree bend at bottom of hill) - Bend sign/SLOW	Gedling	≤£5k
Chapel Lane/Main Street, Lambley junction - unsuitable for HGVs sign	Gedling	≤£5k
Charles Close, Gedling - mark out parking bays on both sides of the road	Gedling	≤£5k
Collyer Road, Calverton - footway link	Gedling	≤£5k
FP Ramsey Dr, Arnold - Cycle Barriers	Gedling	≤£5k
Front St & Worrall Ave, Arnold - One Way Arrow Road/Lane Markings	Gedling	≤£5k
Hooton Rd, Carlton across car park junction - disabled access kerbs	Gedling	≤£5k
Lowdham Lane, Woodborough A6097 Slip Rd - lane markings	Gedling	≤£5k
Lowdham Lane, Woodborough Garden Centre access - carriageway edge line	Gedling	≤£5k
Main St, Various Junctions, Burton Joyce - Parking Restrictions (Burton Joyce Combined TRO)	Gedling	≤£5k
Main Street/Lingwood Lane, Woodborough, main entrance to St Swithuns Church - disabled access kerbs	Gedling	≤£5k
Muirfield Road, Bestwood Estate, park entrance opposite Jermyn Drive junction - pedestrian guardrail	Gedling	≤£5k
Newstead Cluster Lengthsman Scheme (Pending approval of Lengthsman Schemes continuation in principle)	Gedling	£5k-£10k
Shelt Hill, Woodborough - 30mph Speed Limit Gateway Improvement	Gedling	≤£5k
St Austins Dr/Gedling Rd, Carlton - Junction Protection Yellow Lines (P&B)	Gedling	≤£5k
Stanhope Road/Arnold Lane, Gedling junction - 30mph sign improvements	Gedling	≤£5k
Valley Rd, Either Side of Ernest Rd Jcn, Carlton - Crossroads Warning Signs	Gedling	≤£5k

Appendix 3 - 2018/19 Traffic management revenue programme

Woodborough Lengthsman Scheme (Pending approval of Lengthsman Schemes continuation in principle)

Gedling

≤£5K

Woodchurch Road/Pavilion Road, Bestwood Estate junction - removal of 2 signs & 1 post

Gedling

≤£5K

Woodthorpe Drive, Bridge Area, Woodthorpe - edge lining & H-bars

Gedling

≤£5K

Appendix 3 - 2018/19 Traffic management revenue programme

Location/Scheme	District	Scheme budget
A60 Church Street/Hetts Lane, Warsop junction - parking restriction (Warsop combined TRO)	Mansfield	≤£5k
A6075 Abbott Rd, Opp Beckett Ave Jcn - Keep Clear Marking	Mansfield	≤£5k
Bath Street area, Mansfield - Removal of 19 Making It Centre signs	Mansfield	≤£5k
Carr Lane, Stonebridge Rd & King Rd junctions - junction protection parking restriction (Warsop combined TRO)	Mansfield	≤£5k
Castle Street, Mansfield Woodhouse - edge lines, 3 pedestrian logos & cul-de-sac sign	Mansfield	≤£5k
Clipstone Drive/Newlands Drive, Forest Town junction - junction lining & road narrows sign	Mansfield	≤£5k
Eakring Road to Cawthorne Way, Mansfield footpath - staggered barriers	Mansfield	≤£5k
Kingsway Community Project Lengthsman Scheme (Pending approval of Lengthsman Schemes continuation in principle)	Mansfield	≤£5k
Lismore Court, Mansfield end steps to footpath - alter steps to ramp	Mansfield	≤£5k
Mansfield BID Lengthsman Scheme (Pending approval of Lengthsman Schemes continuation in principle)	Mansfield	≤£5k
Mansfield Woodhouse Community Development Group Lengthsman Scheme (Pending approval of Lengthsman Schemes continuation in principle)	Mansfield	≤£5k
New Mill Ln, Bend Near Meadow House, Mansfield Woodhouse/Forest Town - Bend Safety Improvements	Mansfield	£5k-£10k
Oakfield Lane/B6035 Sherwood Street, Warsop junction - parking restriction (Warsop combined TRO)	Mansfield	≤£5k
Old Newark Road, Mansfield public spaces protection order barrier/junction redesign	Mansfield	£5k-£10k
Station Road, Mansfield Bus Station - footway improvement	Mansfield	≤£5k
Station Street, Mansfield Woodhouse outside 54 Double Dragon - bollards	Mansfield	≤£5k
Toothill Rd, Car Park Access, Mansfield - Double Yellow Lines (TRO)	Mansfield	≤£5k
Woburn Rd, A6191 Jcn & School Entrance - Removal/redesign of Sure Start Signs	Mansfield	≤£5k
A1133/Woodhill Road, Collingham - double yellow lines	Newark & Sherwood	≤£5k
Beacon Hill - contribution towards interactive sign	Newark & Sherwood	≤£5k
Bleasby - lengthman scheme (<i>scheme still awaiting confirmation to proceed and agreement with parish council</i>)	Newark & Sherwood	≤£5k
Clipstone - lengthman scheme (<i>scheme still awaiting confirmation to proceed and agreement with parish council</i>)	Newark & Sherwood	≤£5k
Grove Street area/London Road, Balderton - junction protection	Newark & Sherwood	≤£5k
Mill Lane/High Street, Edwinstowe junction - double yellow lines	Newark & Sherwood	≤£5k
Newark and Balderton - Blue Badge bays x3	Newark & Sherwood	≤£5k
Ollerton Cluster - lengthman scheme (<i>scheme still awaiting confirmation to proceed and agreement with parish council</i>)	Newark & Sherwood	≤£5k
Rufford Road, Edwinstowe - TRO amendment from 18T to 7.5T to align with Mill Lane (subject to further discussion with Cllr Peck)	Newark & Sherwood	≤£5k
Southwell - lengthman scheme (<i>scheme still awaiting confirmation to proceed and agreement with parish council</i>)	Newark & Sherwood	≤£5k
Southwell Road East/Ramsden Croft Road, Rainworth - road markings	Newark & Sherwood	≤£5k
Station Road area, Lowdham - junction protection	Newark & Sherwood	≤£5k
Station Road Collingham - horse warning signs	Newark & Sherwood	≤£5k
Staythorpe - horse warning signs	Newark & Sherwood	≤£5k
The Osiers with Farndon Road, Newark - junction protection and extended double yellow lines	Newark & Sherwood	≤£5k
A6006/Main Street area, Normanton & Stanford on Soar - direction signing to chain ferry	Rushcliffe	≤£5k
A606 Melton Road/Folly Hall Lane, Upper Broughton junction - junction warning sign	Rushcliffe	≤£5k
Ambleside, Gamston near play park/puffin crossing - guardrail across worn footpath entry in verge	Rushcliffe	≤£5k
Beckside, Edwalton roundabouts at Morrisons and Alford Road - Removal of sponsorship signs	Rushcliffe	≤£5k
Bingham Road, Wiverton Hall access - SLOW marking	Rushcliffe	≤£5k
Bridge Gr, West Bridgford - One Way Arrows	Rushcliffe	≤£5k
Camelot Street, Opp Clifton Road junction & Camelot Street/Camelot Cres junction protection/HGV access (Ruddington combined TRO)	Rushcliffe	≤£5k
Car Colston Rd/Spring Ln, Screveton - Bend Signing Improvements	Rushcliffe	≤£5k
Car Ln, Near Frost's Nursery, Car Colston - Double Bend Warning Sign	Rushcliffe	≤£5k
Clawson Ln, Main St, Hickling Ln & Bridgegate Ln, Hickling - 4 Speed Limit Gateway Improvements	Rushcliffe	≤£5k
Compton Acres, Path To Belton Dr Adj No 16, West Bridgford - Replace Bollard	Rushcliffe	≤£5k
Coneygreys Spinney, Flintham loop junction - Give Way line	Rushcliffe	≤£5k
Costock Road, Wysall bend at Disney House - bend warnings/SLOW	Rushcliffe	≤£5k
Cotgrave Lengthsman Scheme (Pending approval of Lengthsman Schemes continuation in principle)	Rushcliffe	≤£5k
Cropwell Bishop Lengthsman Scheme (Pending approval of Lengthsman Schemes continuation in principle)	Rushcliffe	≤£5k
Hollygate Ln, Adj Industrial Access, Cotgrave - Weight Restriction Sign & Poss Others	Rushcliffe	≤£5k
Langar Cum Barnstone Lengthsman Scheme (Pending approval of Lengthsman Schemes continuation in principle)	Rushcliffe	≤£5k
Langar Lane, Langar - side fences on 2 cattle grids	Rushcliffe	£5k-£10k
Leake Lane, Stanford-on-Soar approach to Old School House/bus stop - SLOW marking	Rushcliffe	≤£5k
Lordship Lane, Orston - SLOW marking	Rushcliffe	≤£5k
Lutterell Way/Ridgeway Close, West Bridgford to footpath - disabled access	Rushcliffe	≤£5k
Lyndhurst Gdns/ Waddington Dr Jcn, West Bridgford - 2 Bollards	Rushcliffe	≤£5k
Main Rd, West St/Pinfold Ln jcn, Shelford - Horse Warning Signs	Rushcliffe	≤£5k
Main St, No 30/Co-op Funeralcare, East Leake - Guardrail at Raised Kerbline in Footway	Rushcliffe	≤£5k
Main St, Pedestrian Gate To School, Normanton-on-Soar - Pedestrian Guardrail	Rushcliffe	≤£5k
Manvers Road, West Bridgford footpath access west of Exchange Road - H-Bars x 2	Rushcliffe	≤£5k
Mere Way Business Park, Ruddington all along, but also near roundabout (Ruddington combined TRO)	Rushcliffe	≤£5k
Mount Pleasant/Main Road, Radcliffe on Trent junction - kerbing improvement	Rushcliffe	≤£5k
Musters Road, Langar either side of Barnstone Road crossroads - child triangle warning markings/improvements	Rushcliffe	≤£5k
Old Rectory Close/Brookside, East Leake junction - 2 H-Bars	Rushcliffe	≤£5k
Platt Ln/Nicker Hill, Keyworth - Give Way Triangle & Renew Lining	Rushcliffe	≤£5k
Rutland Road/Chatsworth Road, West Bridgford junction - cul-de-sac sign	Rushcliffe	≤£5k

Appendix 3 - 2018/19 Traffic management revenue programme

Shaw Street, Ruddington car park access (Ruddington combined TRO)	Rushcliffe	≤£5k
Shelford Rd, Radcliffe-on-Trent to Shelford Crossroads - Deer Warning Signs	Rushcliffe	≤£5k
Stanford Ln, Normanton-on-Soar - Bend Warning Sign	Rushcliffe	≤£5k
Vicarage Lane, Ruddington narrow single lane section - emergency access (Ruddington combined TRO)	Rushcliffe	≤£5k
Westhorpe, Willoughby on the Wolds approach to Back Lane crossroads - advanced Give Way sign	Rushcliffe	≤£5k

Appendix 3 - 2018/19 Traffic management revenue programme

Location/Scheme	District	Scheme budget
<u><i>Schemes added to the programme since approval</i></u>		
Skegby Road/Dalestorth Street, - double yellow lines on junction	Ashfield	≤£5k
Elkesley T-junction - signing improvements	Bassetlaw	≤£5k
Watermeadows, Worksop – junction protection and parking restrictions	Bassetlaw	≤£5k
Clive Crescent and Swingate, Kimberley - bespoke barriers on jitty between the two roads	Broxtowe	≤£5k
Nottingham Road, Kimberly - 'SLOW' and junction warning sign	Broxtowe	≤£5k
Queens Road (near to Dovecote Recreation Ground), Beeston - children warning signs	Broxtowe	≤£5k
Mansfield Road/Nether Green, Eastwood (outside Bed and Biscuit) - pedestrian dropped kerbs	Broxtowe	≤£5k
9 Maryland Ct, Stapleford - disabled bay markings	Broxtowe	≤£5k
Eastwood Road, Kimberley - junction warning sign and new SLOW markings	Broxtowe	≤£5k
Queens Road, Beeston - child warning signs	Broxtowe	≤£5k
Clive Crescent, Kimberley - upgrade of cycle barriers	Broxtowe	≤£5k
Mansfield Road, Nether Green Eastwood - dropped kerbs	Broxtowe	≤£5k
Advisory Markings for the Mobility Impaired - Various Locations	Gedling/ Mansfield/ Rushcliffe	≤£5k
Great North Road, South Muskham/Newark – safety improvements (parking restrictions)	Newark & Sherwood	≤£5k
Church St, War Memorial & Outside Vets - Disabled Blue Badge Holder Parking Bays (Ruddington Combined TRO)	Rushcliffe	≤£5k
<u><i>Schemes removed from programme since approval</i></u>		
Dunoon Road, Mansfield cul-de-sac end footpath entrance - disabled access - <i>scheme included in integrated transport programme</i>	Mansfield	
Lamond Close, Mansfield end steps to footpath - handrail adjacent to steps - <i>scheme not feasible</i>	Mansfield	
The Square, Gotham - additional bollards - <i>scheme confirmation not received by Parish Council</i>	Rushcliffe	

Appendix 4 – Road safety education, training and awareness programme 2018/19

2019	Road Safety Issue	Target Audience	Key messages	Activity / Event(s)		Campaign		Press Release / Publicity May include local press, and social media	
Winter	Winter Driving	Drivers, Riders	<ul style="list-style-type: none"> • Tyres • Weather related advice 	X	NRSP awareness Events at local stores			X	
	Driver/ Rider Behaviour	Drivers & Riders	<ul style="list-style-type: none"> • Attitudes to driving • Influences on your driving/riding behaviour 	X	NRSP awareness Events at local stores			X	
	Drink / Drugs	Drivers, Riders & Pedestrians	<ul style="list-style-type: none"> • Designated Driver • Morning After 	x	Mocktails & advice events	x	Local football/sport teams Posters	X	
Spring	British Summer Time begins	All Road Users	<ul style="list-style-type: none"> • Change in driving conditions (commute) 					X	
	Distraction	Teenage Pedestrians	<ul style="list-style-type: none"> • Headphones, mobile phones 					X	
	Cycle Safety	Adult Pedal Cyclists	<ul style="list-style-type: none"> • Road positioning • Group riding • Conspicuity • Cycle helmets 	X				X	
Summer	Drink / Drugs	Drivers, Riders & Pedestrians	<ul style="list-style-type: none"> • Designated Driver • Morning After 	X				X	
	Cycle Safety	Adult Pedal Cyclists	<ul style="list-style-type: none"> • Road positioning • Group riding • Conspicuity • Cycle helmets 	X				X	
	In Car Safety	Drivers	<ul style="list-style-type: none"> • Car Seat advice • Seatbelt wearing 	X	Car Seat Advice Events			X	
Autumn	Back to School	All Road Users	<ul style="list-style-type: none"> • Children on school journey • Route planning 					X	
	Cycle to Work	Pedal Cyclist	<ul style="list-style-type: none"> • Road positioning • Group riding • Conspicuity • Cycle helmets 	X				X	
	British Summer Time End	All Road Users	<ul style="list-style-type: none"> • Change in driving conditions (commute) • Use of lights (in working order) 					X	
	Conspicuity	Pedestrians, Pedal Cyclists & Motorcyclists	<ul style="list-style-type: none"> • Visibility of road users • Reflective & Hi Vis clothing 	X	Support and RSE in schools through the JRSO programme			X	
All Year Round	Road Safety Education	Primary & Secondary Pupils, Colleges & Universities	<ul style="list-style-type: none"> • The resource package has been developed for each year group • Road Accident data used to target message appropriately for each age group • Particular emphasis on Secondary age group 	X	Freshers Fayres and Partnership events in schools			X	An occasional press release may be considered for special circumstances or events that promote the 'service' and NCC
		Adults of All ages including businesses & Older Drivers	<ul style="list-style-type: none"> • Occupational Road Risk with Businesses • 'Drive On' workshop with Older Road Users • Adult events 	X				X	As above
	Awareness Raising	All Road Users	<ul style="list-style-type: none"> • Messages appropriate to the audience attending 	X	Public and Partnership events			X	As above
	Partnership Events & Campaigns	All Road Users as appropriate	<ul style="list-style-type: none"> • Specific to target group e.g. Young Drivers • Any activity will be 'data led' • Key partners include 'NRSP' – Nottinghamshire Road Safety Partnership 	X	Partnership events	X	Road side campaigns & targeted Police enforcement operations	X	
					Supporting Police				

Appendix 4 – Road safety education, training and awareness programme 2018/19

Training

2018-19	Activity	Training Module	Target Age Group
Pedal Cycle Training (Bikeability)	Bikeability Core Activities and Training	Level 1	Years 3 -6
		Level 2	Primary
		Level 3	Primary & Secondary
	Bikeability Plus Modules	Balance Bikes	KS1
		Learn to Ride	KS1 & 2
		Bikeability Fix	All Ages
		On Show	Parents
		Bikeability Parents	Adults
		Bikeability Promotion	All Ages
		Bikeability Ride	All Ages
		Transition	Year 6 Primary children
	Partnership events	Fix Track & Road	11-14 yr olds
School Holidays: Easter, Summer and half-terms	Pre Driver Events	All day event	15-17 year olds (prior to learning to drive)

8 November 2018**Agenda Item: 8****REPORT OF CORPORATE DIRECTOR, PLACE****PROVISIONAL HIGHWAYS CAPITAL & REVENUE PROGRAMMES 2019/20****Purpose of the Report**

1. The purpose of this report is to seek Committee approval for the provisional Highways capital and revenue programmes to be delivered during 2019/20. The proposed programmes are detailed in this report with individual schemes included in the attached appendices. The programmes include work to be delivered as part of the Authority's additional £20m investment in highways up to 2021/22. The programmes will be reviewed and updated following the Council's 2019/20 budget decisions.
2. Approval of the provisional programmes at this time provides an opportunity for comments on the programmes to be provided by councillors, local communities, residents, interested groups and road users which will be considered and reported to Committee as necessary when approval of the final 2019/20 highway programmes is sought. Approval at this time also enables development of the programmes (e.g. advance design and consultation; as well as publicity and media activity) to start which in turn enables delivery of the programmes to start in April 2019.

Information

3. This report (and its appendices) detail the proposed highways programmes utilising £27.6m of funding allocated to the integrated transport and highways maintenance programmes (this figure includes a proportion of the Authority's additional £20m investment in highways over the period 2018/19 to 2021/22). Having listened to local communities across the county, it is proposed that the additional funding is allocated to schemes to help deliver local priorities, predominantly addressing the backlog of structural maintenance, as well as helping tackle local journey time delay. The report also details the external funding secured by the County Council and allocated in 2019/20 to deliver Gedling Access Road and DfT Access Fund initiatives.

Capital programmes**Local Growth Fund transport schemes**

4. Local Growth Fund (LGF) contributions have been successfully secured to help fund the delivery of Gedling Access Road as well as Midland Mainline line speed improvements (which will improve journey times between Nottingham and London) during 2019/20.

5. Gedling Access Road (GAR) is a proposed new access road bypassing Gedling village and is being provided as supporting infrastructure for the mixed-use residential and employment development on the former Gedling colliery/Chase Farm site. Subject to the completion of all necessary funding arrangements, planning approvals and statutory processes the construction of the new £40.9m road is planned to commence in summer 2019. It is currently anticipated that the GAR would be fully complete and open to traffic by the end of 2020. The current funding allocations for this scheme are shown in the table below.

	Funding contribution (£m)					
	2016/17	2017/18	2018/19	2019/20	2020/21	TOTAL
County Council		0.508			4.892	5.400
D2N2 LEP LGF		0.500	1.400	8.900		10.800
Developer contributions/Gedling BC					17.529	17.529
Homes and Communities Agency	0.138	0.206	1.600	2.000	3.226	7.170
TOTAL	0.138	1.214	3.000	10.900	25.647	40.899

6. The complexities of delivering a large infrastructure project with a range of landowners, funding streams, ecology and engineering challenges relating to former colliery sites mean that the delivery timescales for GAR remain challenging. The reprofile of the funding detailed in the table above takes into account the current delivery programme, and the significant investment already made, with construction works on GAR commencing with diversions to utility works that are ongoing and the completion of the first phase of advanced drainage works. In addition, further opportunities are being considered to ensure that critical tasks, wherever possible, are completed that helps reduce the risk to delivery and to keep within an 18 month build programme.
7. The Market Harborough line speed (and station) improvement scheme is a £54m infrastructure enhancement scheme. Network rail is funding the bulk of the scheme costs with £13m being contributed from three Local Enterprise Partnerships – D2N2 LEP (£5m), Sheffield City Region LEP (£5m) and Leicester/Leicestershire (£3m). The scheme includes track realignment, signalling alterations, structures, earthworks and station improvements. The track realignment will deliver a straighter rail line to allow non-stopping trains to travel faster between London and Sheffield. Works to construct a car park will be undertaken first followed by station improvements and the line speed improvements. The scheme started in July 2017 and is due to be completed in September 2019.

Flood mitigation scheme

8. The Southwell flood mitigation scheme and Natural Flood Management scheme commenced delivery in 2018/19, having received National Project Assurance Board sign off in January 2018, jointly securing £5.3m of investment from DEFRA. The schemes have a number of other funding partners including the Environment Agency, Newark and Sherwood District Council, Southwell Town Council and community partners. The proposed mitigation measures are scheduled to be completed by Spring 2021 and will benefit approximately 240 properties and 60 businesses.

Additional funding for maintenance and integrated transport improvements

9. Having listened to local communities across the county, in order to help address local priorities £20m of additional funding has been allocated to highway improvements to predominantly address the backlog of structural maintenance (£17m for the period 2018/19 to 2021/22) and help address local journey time delay (£3m for the period 2018/19 to 2021/22).
10. The additional funding available for highway maintenance will primarily be used to deliver improvements to residential unclassified roads (including those roads prioritised by the local members) reducing the impacts that deteriorated highway conditions have on local communities. The funding will be concentrated on the roads we know are going to deteriorate in the next few years, making the 'right repair at the right time' with the use of a range of repair techniques.
11. The additional funding available to help tackle local journey time delay during 2019/20 will be used to deliver traffic signal improvements at the A60 Larch Farm crossroads, Ravenshead (A60 Nottingham Road/B6020 Kirkby Road/B6020 Main Road junction) and potentially at the A60/Park Lane/Baum Lane, Mansfield junction (subject to the outcome of feasibility work currently being undertaken).

Integrated transport block

12. 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 improving accessibility, addressing congestion or road safety, and promoting sustainable travel, is called the integrated transport block.
13. The integrated transport block and highway capital maintenance block allocations will be determined at the 28 February 2019 County Council meeting but the provisional 2019/20 allocation for integrated transport, based on the Department for Transport (DfT) allocation and the current Medium Term Financial Strategy, is detailed below:

• Integrated transport block	£4.416m
• Additional County capital allocation for road safety	£0.350m
• Additional County capital allocation to address congestion	<u>£0.750m</u>
Total	<u>£5.516m</u>
14. A balanced range of integrated transport measures has been developed that contributes to delivering corporate priorities; national transport priorities; and the local transport goals and objectives. The proposed packages of measures (and the individual schemes detailed in the appendices) reflect corporate commitments; a balance of member, public and stakeholder requests and priorities; evidence of need and value for money; delivery of the County Council's vision and transport objectives; and the ability to draw in external funding.
15. The County Council receives requests for many more schemes than available funding will permit. Scheme requests are therefore prioritised to ensure that the County Council and Nottinghamshire residents get the greatest benefit from the funding available. For example, requests for:
 - New crossings are prioritised based on the number of people crossing and the volume of traffic at the proposed crossing location

- Bus improvements are provided at targeted locations to increase bus patronage by improving journey times and reliability of services, as well as the passenger transport experience
 - Capacity improvements are prioritised based on journey time delay
 - Cycling schemes are prioritised based on their ability to deliver a strategic cycle network consistent with the Cycling Strategy Delivery Plan and as part of a package to help address journey time delay
 - Environmental weight limits are only delivered where there are high levels of HGVs and are prioritised based on the class of road and the number of HGVs using a road
 - Residents' parking schemes are only delivered where people do not have off-street parking and where a scheme won't negatively affect nearby streets and town centres, or increase rat running or traffic speeds. Schemes are prioritised based on the level of non-resident parking throughout the day
 - Safety schemes are prioritised at locations with a history of reported road casualties
 - Speed limit reductions are only delivered where they meet DfT guidelines and are prioritised based on traffic speeds, traffic volumes, reported road casualty accidents, population size, and the road purpose/use
 - Interactive speed signs are only provided where the speed of traffic exceeds police enforcement guidelines and are prioritised based on the speed and volume of traffic.
16. The detailed provisional integrated transport programme (including the £350k additional road safety funding and £750k additional funding to address journey time delay) is set out in appendix 1 of this report. All County Council members were asked for integrated transport scheme suggestions by the end of September 2018. This has resulted in over 200 integrated transport scheme requests from 56 County Council members; and initial feasibility work is still ongoing on most of these requests. Whilst the 2019/20 programme will not be able to accommodate all of the requests (and some will not be feasible), to allow full consideration and feasibility work to be undertaken on these scheme suggestions several sub-blocks of the programme are still to be finalised – particularly the access to local facilities, parking and speed management sub-blocks. This will allow the necessary time to properly consider some of these scheme suggestions for inclusion in the final capital programmes scheduled to be approved in March 2019. Any schemes subsequently added to the attached programmes will be subject to approval at a future Communities & Place Committee.
17. In order to help secure external funding and to be ready to bid for funding as and when opportunities arise the County Council will need to develop a range of schemes to a point where the Council can demonstrate they offer value for money and can be delivered within the funding timescales. The provisional integrated transport programme therefore includes an allocation within the 'Traffic monitoring and advanced development/design of future schemes sub-block towards the development of future schemes (e.g. feasibility, business case assessments, and advance design).

Capital maintenance block

18. The highway capital maintenance block accounts for 80% of the discretionary capital transport funding (excluding major schemes) and is used to carry out planned structural maintenance across a range of highways assets throughout the seven districts in Nottinghamshire. Prioritisation of the maintenance works programme involves analysis of technical condition survey data utilising the Horizons Pavement Management software, supplemented with local knowledge / judgement.

19. In addition to the formal process of identifying schemes through a planned asset management approach to highway maintenance, each County Council member was asked to identify the locations within their division that they consider should be a priority for maintenance works. Currently over 200 requests have been received as part of the 2018 returns. These requests are being reviewed against previous submissions for 2017, schemes already identified on the Candidate List (Asset Management) and where no previous records exist, their condition will be assessed on site. At this stage given the large number and value of schemes requested in 2018 and the overprogrammed report that was previously approved for 2018/19, there are a significant number of schemes which are rolling over into the proposed programme for 2019/20. The number of such schemes have been exacerbated by the levels of tarbound material found in many of the unclassified sites in the 2018/19 programme and the associated cost of delivering the respective schemes. The work involved with evaluating the new requests and consolidating the programme is ongoing and will not be available until later in the year. Currently the proposed 2019/20 Additional County Capital block is made up of deferred 2018 Members requests with only a relatively small element of unallocated funding being available for a number of Districts which is identified in Appendix 2. Therefore when the review process is complete the resulting programme that will be brought to committee ahead of financial year 19/20 will contain an indicative 2 year programme based on members requests.

20. The detailed provisional highway maintenance programme is set out in appendix 2 of this report. Road maintenance is delivered through a number of different funding sources as detailed below. The main part of the proposed programme consists of schemes that are primarily identified through asset management principles (as detailed in para. 17 above) and are identified under the road, footway and asset maintenance blocks. The Additional County Capital block consists of sites primarily on the unclassified road network which are funded through a combination of the additional capital allocations and other NPIF funding. This block is made up solely of schemes having members support with it predominantly consisting of deferred schemes from 2018/19 (see para. 19 above).

21. The 2018/19 capital maintenance allocations based on the DfT allocation and the current Medium Term Financial Strategy, is detailed below:

• Highway capital maintenance (DfT allocation)*	£12.006m
• Additional County capital allocation for road maintenance	£ 5.250m
• Highway capital maintenance (DfT Incentive Fund allocation)**	£ 2.520m
• Highway revenue maintenance (DfT Pothole Fund allocation)**	£ 0.419m
• Flood alleviation and drainage (County capital allocation)	£ 0.900m
• Street lighting renewal (County capital allocation)	<u>£ 1.000m</u>
Total	£22.095m

**This figure is indicative as the final allocation value is still to be confirmed*

*** These are indicative figures based on the Authority's 2018/19 allocations as the final allocation values are still to be confirmed*

22. Nationally many of the older roads in the country contain tar bound materials within their construction layers due to past working practices. Tar has been classed as a hazardous material nationally and as such any material excavated which contains a prescribed level of contamination must either be recycled or disposed of through special designated routes. Given the nature of the material, disposal costs are very high and hence where possible, recycling has to be the more environmental and cost effective option. Where material is recycled it is reused within the maintenance process but can only be incorporated into the

lower levels of construction. This means that it is only suitable on sites where it can be laid below the surface course level. As many sites in the annual programme do not have treatment below the surface course level this is posing an issue. Fortunately, not all sites contain tar and hence by careful site identification and programming, the associated issues can be minimised, however, this new constraint does have cost and logistical implications.

23. The proposed programme is already being cored to establish the sites containing tar. Whilst this work is ongoing, a number of additional schemes have been included in the programme that are suitable for the recycled material to be reused, so there is a contingency in this programme to deal with the recycling through over programming. This year an additional maintenance subblock is being proposed (see para.34 below) for in year and advanced coring so that contaminated sites can be identified early in the design process.
24. To ensure utility providers adhere to the stipulations placed on them whilst working on our roads, an additional resource will be provided to support them to deliver these conditions. This inspection function will ensure the network continues to flow smoothly whilst the utility companies carry out their necessary work, and that the reinstatements to our roads are in accordance with the required specification.

Street lighting energy saving

25. Works are ongoing to deliver LED street lights throughout Mansfield. The LED installation works are due to be complete by April 2019 with further street lighting improvements identified on some ornate/historical features around the town centre. There may be the possibility to apply for further Salix funding for further upgrade work in the county following the Mansfield works.

Maintenance Incentive Fund

26. The purpose of the DfT Maintenance Incentive Fund allocation is to ensure that highway authorities are using best practice in asset management. Individual authorities' allocations are based on the results of a questionnaire which demonstrates how the authority is using best practice and has to be submitted to DfT in January of each year. Local authorities score themselves against 22 questions, and place themselves into one of three bands on the basis of the available evidence. To achieve the highest band, band 3, an authority has to be at the top level for 18 of the 22 criteria. Whilst the DfT will not necessarily want to see the supporting evidence from every local highway authority and reserves the right to undertake sample audits, it is the responsibility of the County Council's Section 151 Officer to ensure that they are satisfied that the evidence is sufficient to sign-off the overall submission and total score. In 2018/19 Nottinghamshire was assessed as being in 'band 3' the highest band possible and it is anticipated that this will continue in 2019/20 if asset management principles continue to be followed.

Pothole Action Fund

27. The Pothole Action Fund was announced in the 2015 Budget Statement and totals £250m for the period 2016-2021, which the DfT estimates to be sufficient to repair over 4.7m potholes nationally. This funding is allocated to local highway authorities in England, outside London, by formula. DfT are yet to announce the level of funding available in 2019/20 but the County Council has developed the provisional highways maintenance programme based on the 2018/19 Nottinghamshire allocation of £0.419m pending the announcement of the final allocation.

Local Highways Maintenance Challenge Fund

28. The Local Highways Maintenance Challenge Fund has historically been available to enable local highway authorities in England to bid for major maintenance projects that are otherwise difficult to fund through the normal 'needs based formula' funding they receive. In 2017/18 the County Council successfully secured £5m from this Fund to undertake major maintenance works as a whole route treatment along the A38/A617 Mansfield & Ashfield Regeneration Route, as detailed in the 13 September 2017 'Maintenance Challenge Fund and Safer Roads Fund Bids' Policy Committee report.

29. The DfT is yet to announce if any Local Highways Maintenance Challenge Fund funding will be available during 2018/19 or 2019/20 but should funding become available the County Council will look to make an appropriate bid (based on the bidding timetable and guidelines/criteria for bids).

Nottingham Go Ultra Low programme

30. The County Council (along with Nottingham and Derby City Councils) is a partner in the successful £6.1m Nottingham Go Ultra Low City Bid to the Office of Low Emission Vehicles (OLEV) which aims to deliver a step-change in the number of ultra-low emission cars and vans. The objectives of the funding are to deliver significant air quality benefits, reduce carbon emissions and create ultra-low emission vehicle (i.e. electric vehicles) related growth opportunities for car manufacturing and businesses both locally and beyond. The successful Nottingham, Nottinghamshire, Derby Bid focuses on a number of work programmes which will be funded from the successful Bid funding allocation of £6.1m (as detailed in the 18 July 2018 Policy Committee and 19 July 2018 Communities & Place Committee 'Electric Vehicles Charging Infrastructure' reports, as well as the Nottingham Go Ultra Low City Bid to the Office of Low Emission Vehicles [OLEV] Transport & Highways Committee reports of 8 October 2015 and 17 March 2017) and there is currently no local funding commitment required. It is intended that each of the programmes will be extended into the county whenever possible, particularly those relating to:

- Grants, loans and advice to support businesses to introduce low-emission vehicles and electric charging at workplaces
- Expansion of the Council's electric vehicle fleet (e.g. pool cars and vans and associated charging facilities at County Council sites) should this be feasible
- Expansion of the public electric vehicle charging infrastructure to create an area-wide network of charging infrastructure
- Expansion of the existing car club into the county
- A programme of targeted promotional events in areas where data highlights the residents and/or businesses are more likely to transfer to ULEVs.

Flood risk management

31. To maximise the £0.6m capital allocation for flood risk management a number of successful external funding opportunities have been realised and are now being delivered. These include £1.48m from Local Levy, £4.6m Flood Defence Grant In Aid (FDGID) plus district council and community contributions.

32. In addition to the Sothwell mitigation scheme detailed above, flood risk management schemes led by the County Council currently in delivery include schemes in Southwell, Daybrook, Calverton, Sutton on Trent, Egmont, Newthorpe, Mansfield and Hucknall. Schemes

supported by the County Council but being progressed by the Environment Agency include schemes in Gunthorpe, Lowdham and Carlton on Trent.

33. Nottinghamshire's Local Levy revenue contributions for 2019/20 will be in the region of £280.00 to support the work of the Regional Flood and Coastal Committee (RFCC) to facilitate investment into mitigating surface water flooding. This annual fund allows the County Council to bid for scheme contributions especially for smaller schemes that are subject to a lesser cost benefit requirement of 1:1 rather than the more substantial 8:1 requirement for significant schemes. This allows greater flexibility to finance schemes which protect smaller communities that would not otherwise be eligible. RFCC elected members of which NCC are one will vote in January on any proposed increases to the levy. For the last 3 years this has been set at 2%.

2019/20 capital allocations

34. The provisional 2019/20 capital spending levels for different integrated transport and highway maintenance sub-blocks, are set out in the table below, along with details of the 2018/19 allocations for comparative purposes. The detailed provisional integrated transport and highway capital maintenance programmes, listing the proposed schemes to be delivered during 2019/20 are attached as appendices 1 and 2 respectively to this report.

Integrated transport programme	2018/19 (£m)	2019/20 (£m)
Access to local facilities (e.g. footway improvements and new crossings)	1.300	1.370
Bus improvements (e.g. bus stop infrastructure and bus stop clearways)	0.416	0.416
Capacity improvements (e.g. traffic signal and junction improvements to reduce congestion)	0.400	*0.400
Cycling and health (match funding for externally funded projects in 2019/20 Miner2Major project and visitor economy bid)	0.300	0.250
Environmental weight limits (e.g. HGV weight limits and HGV route signing)	0.075	0.050
Traffic monitoring and advanced development and design of future schemes	0.575	0.600
Parking (e.g. review of parking in town centres, and delivery and review of new residents' parking schemes)	0.075	0.080
Rail improvements (e.g. small scale improvements to services and stations as well as feasibility studies on large scale improvements)	0.055	0.055
Safety improvements (e.g. local safety schemes and £100k for the provision of crossing facilities on routes to school)	0.820	0.820
Smarter choices (e.g. measures to help people access work by bus or walking and support for businesses developing travel plans)	0.150	0.150
Speed management (e.g. addressing local speed concerns, 20mph speed limits and interactive signs)	0.250	0.225
Integrated transport measures	4.416	4.416
Additional County capital allocation	0.750	0.750
External contributions to cycling schemes	0.550	0
Additional road safety	0.350	0.350
Nottingham to Newark rail service enhancements	0.050	0.000
TOTAL	6.116	5.516

* In 2019/20 the £750k additional County capital integrated transport allocation will be included in the capacity improvements sub-block

Highway maintenance programme	2018/19 (£m)	2019/20 (£m)
Bridges (including condition assessments)	1.267	1.300
Carriageway maintenance (A, B & C, Unclassified roads)	*12.249	*12.083
Surface dressing (added protection to the carriageway surface, sealing it from the ingress of water while also enhancing its skid resistance, including pre-patching)	3.100	3.148
Footway maintenance	1.175	1.234
Structural drainage	0.500	0.500
Flood alleviation (5year allocation)	0.600	0.900
Street lighting renewal and improvement	1.000	1.000
Street lighting energy saving (including Salix & ACE grant funding, and LAEF loan)	3.167	0
Traffic signal renewal	0.320	0.600
Safety fencing	0.320	0.330
Network structural patching	1.000	1.000
TOTAL	24.698	22.095

**The DfT Pothole Funding is already included in the carriageway maintenance figure detailed in the table above. Similarly, the additional County capital maintenance allocation of £4.25m in 2018/19 and £5.25m in 2019/20 is included in the carriageway maintenance sub-block allocation*

Revenue programmes

Traffic management revenue programme

35. The County Council has historically prioritised a small amount of revenue funding for the delivery of small-scale transport improvements such as lining schemes (e.g. junction protection), signing improvements (e.g. warning signs), and other minor improvements such as hand rail or bollards. The Council has allocated £0.315m in 2019/20 for such schemes which is distributed equally between the seven districts in the county. A significant number of these small-scale schemes are requested each year, which are prioritised for consideration within each district; and the attached Appendix 3 details the schemes provisionally prioritised for delivery using this funding during 2019/20. An element of the funding has been retained for in-year requests such as for disabled parking bays.

Access Fund

36. As detailed in the 9 February 2017 'Personal Travel Planning' Transport & Highways Committee report, the County Council has been successful in securing funding from the DfT to deliver the following travel planning work during 2018/19 and 2019/20:

- £845,000 to develop a marketing and communications strategy and materials; and undertake personal travel planning work with businesses, jobseekers, residents and school leavers in Mansfield and Newark on Trent (£377,000 in 2019/20). This work will be undertaken throughout the financial year in both towns
- £150,000 to undertake personalised travel planning with residents in Daybrook and West Bridgford to further address air quality issues in these two areas (£75,000 in 2019/20). This work was undertaken in West Bridgford during April and May 2018; and will be undertaken in Daybrook during 2019/20.

37. Delivery of the travel planning, which aims to address local congestion and help people access jobs and training, is underway. An update report on the first year of delivery of the programme is planned to be presented to Committee in June 2019 but during the first two quarters of 2018/19 travel planning has been undertaken with:
- 8 businesses, 150 jobseekers, 1,800 residents and 200 school leavers in Mansfield and Newark on Trent
 - 1,200 residents in West Bridgford.
38. The travel planning will also be used to promote active leisure activities such as using the countryside access network in the county which provides opportunities for walkers, cyclists and horse riders. There are over 4,000 paths and byways in the county for members of the public to enjoy. The County Council has produced an A5 free publication called 'Routes and Rides' which details self-guided walks and rides which will be promoted and distributed as part of the travel planning undertaken as part of the Access Fund.

Road safety education, training and awareness

39. The benefits of a broad, multi-disciplinary approach to casualty reduction have been long recognised by the Council. In addition to the highway infrastructure local safety schemes detailed in Appendix 1 the County Council therefore, working in partnership with stakeholders such as the DfT, emergency services, and neighbouring authorities, also develops and delivers an annual programme of road safety education, training and promotional activities. The education, training and awareness raising programme is based on the concept of lifelong learning to ensure that it encompasses the issues faced by people of all ages at the appropriate time. This programme includes a range of evidence led road safety education and awareness raising activities to support national campaigns and to address identified local road safety and travel awareness issues; and the proposed draft programme is attached as Appendix 4.

Further scheme/programme development, design and consultation

40. Each of the schemes detailed in this report and the attached appendices is still subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, and design. This will involve consultation and/or proactive information provision on the majority of schemes. For most individual schemes detailed within appendices 1, 2 and 3 statutory or non-statutory consultation will be undertaken with affected households and businesses only (i.e. households or businesses along the route of a proposed scheme).
41. Formal consultation will be undertaken on all schemes that require statutory consultation. These include any schemes that require a formal Traffic Regulation Order and include the introduction of (or changes to) parking restrictions, environmental weight limits, changes to mandatory speed limits, and changes that ban traffic movements (e.g. the introduction of a one-way system). Whilst not legally required the County Council also undertakes formal consultation on bus clearways.
42. Non-statutory consultation, or information provision (i.e. informing people that works will take place) will also be undertaken with households and businesses immediately adjacent to schemes that fall wholly within the highway boundary such as maintenance schemes, new crossing facilities, or new footways and cycleways.

43. Several proposed schemes in the programmes included in this report and its appendices will require more pro-active communications with local residents, including:
- The Access Fund which will require pro-active engagement with residents, businesses, jobseekers and schools/colleges throughout the year; and a marketing and communications programme for this programme has been developed. This will also include pre and post-programme monitoring and wider surveys on transport options
 - The road safety education, training and awareness programme (as detailed in Appendix 4) which will require pro-active engagement with targeted groups/road users throughout the year. Some of this work may require support from the media
 - The Go Ultra Low programme which involves pro-active engagement with businesses to promote the grants, loans and advice available to support businesses to introduce low-emission vehicles and electric charging at workplaces; and targeted promotional events to encourage the take-up of electric vehicles
 - Strategic parking reviews which require discussion with local district/town councils, residents and businesses to determine the parking requirements of all of the community and the most effective ways of implementing them
 - Flood risk management schemes led by the County Council in Boundary Brook, Stapleford, Daybrook, Calverton, Newthorpe, Southwell and Titchfield Park Brook, Hucknall which will require consultation with local communities on the recommended options.
44. The project manager responsible for the delivery of the scheme will ensure that County Council members are also advised of any proposed consultation prior to it occurring; and will liaise with communications and marketing colleagues where appropriate.
45. Work is also ongoing to identify, secure and maximise external funding opportunities for transport improvements (such as developer contributions) and this report and the attached appendices include the schemes utilising external funding where it has already been secured (e.g. the Access Fund and Arnold/Carlton cycling network).

Other Options Considered

46. Other options considered are set out within this report. Whilst the highway capital programmes are detailed within the appendices to this report, scheme development work is underway for future years' programmes as well as feasibility work on schemes which have been included as reserve schemes in the 2018/19 financial year's programme. Reserve schemes could potentially be delivered during the 2018/19 financial year should other schemes become undeliverable or if other funding sources become available enabling schemes to be brought forward for delivery.

Reason/s for Recommendation/s

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

Statutory and Policy Implications

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

Financial Implications

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

50. The additional County capital funding investment represents a budget increase of over 28% of the funding allocated for capital maintenance and integrated transport schemes in 2018/19 (31% increase in funding available for capital maintenance schemes; and 17% available for integrated transport improvements).

Public Sector Equality Duty implications

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

52. Equality impact assessment of individual significant and major transport schemes (schemes costing more than £250,000) and Bid programmes are also undertaken by project managers to ensure that they comply with the Public Sector Equality Duty, based on advice from the policy and equality officers. Such assessments include those undertaken on the Access Fund programme (undertaken in September 2016) and the A634 Safer Roads Fund programme (undertaken in April 2017).

Implications for Sustainability and the Environment

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

RECOMMENDATION/S

It is recommended that Committee:

- 1) approve the proposed integrated transport block programme for implementation as contained in this report and detailed in Appendix 1 subject to the provisions set out in paragraph 40;
- 2) approve the proposed highway capital maintenance programme for implementation as contained in this report and detailed in Appendix 2 subject to the provisions set out in paragraph 40;
- 3) approve the proposed highway traffic management revenue programme for implementation as contained in this report and detailed in Appendix 3 subject to the provisions set out in paragraph 40;
- 4) approve the road safety education, training and awareness programmes as contained in this report and detailed in Appendix 4 subject to the provisions set out in paragraph 40;
- 5) approve the proposed consultation and information provision required to deliver each of the schemes and work programmes detailed in this report and its appendices.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact:

Sean Parks – Local Transport Plan manager Tel: 0115 9774251

Constitutional Comments (SJE 05/10/2018)

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

Financial Comments (GB 25/10/18)

55. The financial implications are set out in the report. Any proposed variations required to the capital programme will be included for formal approval at Full Council as part of the Annual Budget Report 2019/20.

Background Papers and Published Documents

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

- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- Nottinghamshire Local Transport Plan Implementation Plan 2018/19-2021/22
- Nottinghamshire Local Transport Plan Evidence Base 2010

- Gedling Access Road – Scheme Update – 8 March 2018 Communities & Place Committee report
- Place Departmental Strategy – January 2018
- Street Lighting Energy Saving – 11 January 2018 Communities & Place Committee report
- Highway Infrastructure Asset Management Plan (HIAMP) – 12 November 2015 Transport & Highways Committee report
- Electric Vehicle Charging Infrastructure – 18 July 2018 Policy Committee report
- Electric Vehicle Charging Infrastructure – 19 July 2018 Communities & Place Committee report
- Nottingham Go Ultra Low City Bid to the Office of Low Emission Vehicles
- Nottingham Go Ultra low City Bid to the Office of Low Emission Vehicles (OLEV) Transport & Highways Committee – 8 October 2015
- Nottingham Go Ultra low Bid to the Office of Low Emission Vehicles (OLEV) Transport & Highways Committee – 17 March 2016
- Nottinghamshire Access Fund Bid to the Department for Transport
- Access Fund 2017-2020 Funding Bids – 20 October 2016 Transport & Highways Committee report
- Personal Travel Planning – 9 February 2017 Transport & Highways Committee report
- Flood Risk Management Update – 16 March 2017 Transport & Highways Committee report
- Miner to Major: The Real Sherwood Forest Stage 2 Application– 11 January 2018 Communities & Place Committee report.

Electoral Division(s) and Member(s) Affected

- All

Appendix 1 - 2019/20 Integrated transport programme

Sub-block/scheme	District	Scheme budget (£000)
Access to local facilities		
B6011 Wighay Road, Hucknall - pedestrian warning signs	Ashfield	≤£10k
B6018 Mansfield Road, Selston - pedestrian crossing [Member request]	Ashfield	£50k-£100k
Main Road, Jacksdale - zebra crossing [subject to PV2]	Ashfield	£25k-£50k
A60 Sandy Lane/Babbage Way, Worksop - pedestrian refuge [Member request]	Bassetlaw	£10k-£25k
A60, Welbeck - crossing improvements	Bassetlaw	£25k-£50k
New Street (west of Arlington Way), Retford - dropped kerbs [Member request]	Bassetlaw	≤£10k
Retford BW 34	Bassetlaw	£25k-£50k
Shireoaks Common, Shireoaks - crossing improvements [Member request]	Bassetlaw	≤£10k
B5010 Derby Road, Stapleford (near Russley Road) - crossing improvements	Broxtowe	£10k-£25k
Beeston railway station - disabled access improvements	Broxtowe	£10k-£25k
Dropped kerb programme - locations to be determined	Countywide	£25k-£50k
ROW signing improvements	Countywide	≤£10k
ROW upgrades	Countywide	£25k-£50k
Arnold Lane, Gedling - toucan crossing	Gedling	£100k-£150k
B684 Mapperley Plains, Arnold - pedestrian refuge	Gedling	£25k-£50k
Black Scotch Lane, Mansfield - pedestrian crossing [Member request]	Mansfield	£25k-£50k
Plumtree Road, Cotgrave - junction and crossing improvements [Member request]	Rushcliffe	£25k-£50k
Sub-block total		£1,370

Sub-block/scheme	District	Scheme budget (£000)
Bus improvements		
A611/Hucknall Road - bus priority	Ashfield	≤£10k
Ashfield Clearway Programme	Ashfield	≤£10k
Ashfield Infrastructure Improvements	Ashfield	£50k-£100k
High Street/Station Road/Duke Street, Hucknall - bus priority	Ashfield	≤£10k
High Street/Watnall Road/bus link, Hucknall - bus priority	Ashfield	≤£10k
Bassetlaw Clearway Programme	Bassetlaw	≤£10k
Manton Estate hot spot resolution, Worksop	Bassetlaw	≤£10k
Broxtowe Clearway Programme	Broxtowe	£10k-£25k
North Broxtowe Infrastructure Improvements	Broxtowe	£50k-£100k
Nottingham Road, Nuthall - bus gate exemptions	Broxtowe	≤£10k
Traffic Light Priority junction upgrades	Broxtowe	≤£10k
Gedling Clearway Programme	Gedling	≤£10k
Traffic Light Priority junction upgrades	Gedling	≤£10k
Mansfield Clearway Programme	Mansfield	£10k-£25k
Mansfield Infrastructure Improvements	Mansfield	£50k-£100k
Balderton hotspot resolution	Newark & Sherwood	≤£10k
Newark & Sherwood Clearway Programme	Newark & Sherwood	≤£10k
Rushcliffe Clearway Programme	Rushcliffe	£10k-£25k
Traffic Light Priority junction upgrades	Rushcliffe	≤£10k
Sub-block total		£416

Sub-block/scheme	District	Scheme budget (£000)
Capacity improvements		
A60 Mansfield Road/Sir John Robinson Way, Daybrook - traffic signal improvements	Gedling	£100k-£150k
A60 Nottingham Road/B6020 Kirkby Road/B6020 Main Road, Ravenshead - traffic signal improvements	Gedling	£100k-£150k
A60 Nottingham Road/Baums Lane/Park Lane, Mansfield - subject to feasibility study	Mansfield	>£250k
A6075 Debdale Lane, Mansfield - advanced height restriction warning signs [Member request]	Mansfield	≤£10k
Sub-block total		£400

Appendix 1 - 2019/20 Integrated transport programme

Sub-block/scheme	District	Scheme budget (£000)
Cycling and health		
Miner 2 Major match funding	Various	≤£50k
Visitor economy related walking and cycling route improvements	Various	£100k-£150k
Sub-block total		£250

Sub-block/scheme	District	Scheme budget (£000)
Environmental weight limits		
Nottingham Road, Nuthall [Member request]	Broxtowe	≤£10k
Sand Lane, Spalford [Member request]	Newark & Sherwood	≤£10k
Sub-block allocation		£50

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

Sub-block/scheme	District	Scheme budget (£000)
Parking		
Hawthorne Grove, Beeston - residents' parking scheme	Broxtowe	≤£10k
Orchard Street, Kimberley - residents' parking scheme	Broxtowe	≤£10k
Technology Drive, Beeston - pick up/drop off bays for disabled access to station	Broxtowe	≤£10k
Matlock Street, Netherfield - residents' parking scheme	Gedling	≤£10k
Brunt Street, Mansfield - modification of existing residents' parking scheme	Mansfield	≤£10k
Ley Lane, Mansfield Woodhouse - residents' parking scheme	Mansfield	≤£10k
Newgate Lane, Mansfield - modification of parking restrictions	Mansfield	≤£10k
Pelham Street, Mansfield - residents' parking scheme	Mansfield	≤£10k
Sub-block allocation		£80

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

Appendix 1 - 2019/20 Integrated transport programme

Sub-block/scheme	District	Scheme budget (£000)
Safety improvements		
A38 Kings Mill Road West / B6023 Alfreton Road, Sutton-in-Ashfield - signing and/or lining	Ashfield	≤£10k
Annesley Cutting / Byron Road, Annesley - signing and/or lining	Ashfield	≤£10k
Annesley Road / Spring Street, Hucknall - signing and/or lining	Ashfield	≤£10k
B6014 Wild Hill / Chesterfield Road, Huthwaite - signing and/or lining	Ashfield	≤£10k
B6018 Park Lane, bend adjacent rail crossing, Kirkby in Ashfield - signing and/or lining	Ashfield	≤£10k
B6019 Kirkby Lane, bend 75m west of Cliff Lane, Pinxton - surfacing	Ashfield	≤£10k
B6021 Low Moor Road north of Southwell Lane, Kirkby-in-Ashfield - signing and/or lining	Ashfield	≤£10k
B6026 Huthwaite Rd / B6023 Lammass Road, Sutton-in-Ashfield - signing and/or lining	Ashfield	≤£10k
Outram Street / Welbeck Street, Sutton-in-Ashfield - traffic calming	Ashfield	£25k-£50k
Salmon Lane, bend at Bog Farm Bottom, Annesley - signing and/or lining	Ashfield	≤£10k
A161 Haxey Gate Road, Misterton - bend at Tindale Bank - surfacing	Bassetlaw	£25k-£50k
A60 Worksop Road / Lady Margaret Hall, Holbeck - signing and/or lining	Bassetlaw	≤£10k
A614 / A638 Hawks Nest gyratory, Bawtry - signing and/or lining	Bassetlaw	£10k-£25k
A616 Budby Road east of Old Mill Lane, Cuckney - signing and/or lining	Bassetlaw	≤£10k
A620 Babworth Road / Straight Mile / Sutton Lane / Mansfield Road junction, Babworth - extension of 40mph speed limit [Member request]	Bassetlaw	≤£10k
A620 Gainsborough Road, Clarbrough to Bole - speed management	Bassetlaw	>£250k
A620 Retford Road - bend at railway bridge east of Retford - signing and/or lining	Bassetlaw	£10k-£25k
A620 Straight Mile / Old Blyth Road Ranby - signing and/or lining	Bassetlaw	≤£10k
A638 Arlington Way / Grove Street, Retford - signing and/or lining	Bassetlaw	≤£10k
A638 London Road south of Elm Walk, Retford - extension of 30mph speed limit	Bassetlaw	≤£10k
B6045 Blyth Road adjacent hospital, Worksop - signing and/or lining	Bassetlaw	≤£10k
B6420 Mansfield Road, Babworth - bend at Green Lane - surfacing	Bassetlaw	≤£10k
Laneham Road / Cocking Lane, Treswell - signing and/or lining	Bassetlaw	≤£10k
Manton Wood Enterprise Park, Worksop - signing and/or lining	Bassetlaw	≤£10k
A6002 Bilborough Road; A609 to College Way, Bilborough - speed management	Broxtowe	£100-£150k
A6007 Ilkeston Road / Hickings Lane / Coventry Lane, Stapleford - signing and/or lining	Broxtowe	≤£10k
Church Street, Eastwood - traffic calming	Broxtowe	£25k-£50k
Town Street, Bramcote - double bend system - surfacing	Broxtowe	£25k-£50k
A60 / Woodthorpe Drive, Gedling - signing and/or lining	Gedling	≤£10k
B684 Mapperley Plains / Coppice Road, Arnold - signing and/or lining	Gedling	≤£10k
Bank Hill, Woodborough - bend 287m NE Hunger Hill Lane - surfacing	Gedling	£25k-£50k
Calverton Road - bend west of Field Lane, Ravenshead - signing and/or lining	Gedling	≤£10k
Kenrick Road / Hallam Road, Mapperley - signing and/or lining	Gedling	≤£10k
Rigg Lane / Longdale Lane, Ravenshead - signing and/or lining	Gedling	≤£10k
Sherbrook Road, Arnold - traffic calming	Gedling	£25k-£50k
A60 Portland Street / Quarry Lane, Mansfield - lighting	Mansfield	≤£10k
A6009 St Peters Way / Bath Lane / Woodhouse Road, Mansfield - signing and/or lining	Mansfield	≤£10k
A6075 Debdale Lane / Sherwood Rise, Mansfield - drainage	Mansfield	£25k-£50k
A6075 Debdale Lane, Mansfield - approach to Railway Bridge - signing and/or lining	Mansfield	≤£10k
A617 Pleasley Hill Way / Water Lane, Pleasley - surfacing	Mansfield	£10k-£25k
High Street / Rose Lane, Mansfield Woodhouse - modification to zebra crossing	Mansfield	≤£10k
Leeming Street and Clumber Street, Mansfield - change priority at junction	Mansfield	£10k-£25k
New Mill Lane - Bend at Meadow Cottage, Mansfield Woodhouse - surfacing	Mansfield	£10k-£25k
A6075 Forest Road / Rufford Avenue, Ollerton - surfacing	Newark & Sherwood	£10k-£25k
A614 Old Rufford Road - Between May Lodge Drive and B6034, Rufford - signing and/or lining	Newark & Sherwood	£10k-£25k
A616 Cuckney Road / Netherfield Lane, Perlethorpe - signing and/or lining	Newark & Sherwood	≤£10k
B6326 London Road / Staple Lane, Balderton - signing and/or lining	Newark & Sherwood	≤£10k
Baulker Lane - bends east of Jolly Friar PH, Farnsfield - surfacing	Newark & Sherwood	£25k-£50k
Beckingham Road / A1 slip road, Newark - refuge(s)	Newark & Sherwood	£10k-£25k
Hawton Lane, Newark - east of railway bridge - signing and/or lining	Newark & Sherwood	≤£10k
Newark Road, Barnby in the Willows - signing and/or lining	Newark & Sherwood	≤£10k
Normanton Road bridge over River Greet, Southwell - signing and/or lining	Newark & Sherwood	≤£10k
A60 Bunny Hill - bend at Chestnut Farm, Bunny - surfacing	Rushcliffe	≤£10k

Appendix 1 - 2019/20 Integrated transport programme

Safety improvements (continued)		
A606 Melton Road / Station Road, Widmerpool - signing and/or lining	Rushcliffe	≤£10k
Back Lane / West Thorpe, Willoughby-on-the-Wolds signing and/or lining	Rushcliffe	≤£10k
Hollygate Lane / Stragglethorpe Road, Cotgrave - surfacing	Rushcliffe	≤£10k
Stragglethorpe Lane / Main Road, Cotgrave - signing and/or lining	Rushcliffe	£10k-£25k
Woodview, Cotgrave near Welfare PH - signing and/or lining	Rushcliffe	£10k-£25k
<i>Reserve schemes</i>		
B6028 Stoneyford Road near Rose and Crown PH, Sutton-in-Ashfield - signing and/or lining	Ashfield	≤£10k
A57 Lincoln Road at Dunham-on-Trent Toll Bridge - signing and/or lining	Bassetlaw	≤£10k
B6045 Mattersey Road, Ranskill - signing and/or lining	Bassetlaw	≤£10k
Bank Hill, Woodborough - bend at village entry - signing and/or lining	Gedling	≤£10k
New Mill Lane / Sandlands Way, Mansfield - interactive sign	Mansfield	£10k-£25k
A6097 Epperstone Bypass / A612 Nottingham Road, Lowdham - signing and/or lining	Newark & Sherwood	£10k-£25k
Safety schemes allocation		£720
County Capital allocation		£350
Improvements (e.g. crossings) on routes to schools		£100
Sub-block total		£1,170

Sub-block/scheme	District	Scheme budget (£000)
Smarter choices		
Match funding for Access Fund:		
- Jobseeker, school leaver, and workplace personal travel planning	Mansfield / Newark & Sherwood	£25k-£50k
- Sustainable transport infrastructure capital grants for workplaces	Mansfield / Newark & Sherwood	£25k-£50k
- Transport perception surveys	Ashfield / Bassetlaw / Mansfield / Newark & Sherwood	£25k-£50k
Sub-block total		£150

Sub-block/scheme	District	Scheme budget (£000)
Speed management		
Moor Lane, Calverton - speed limit reduction	Gedling	≤£10k
B6035 Forest Road, Market Warsop - speed limit reduction	Mansfield	≤£10k
A1133/Mill Lane, North Clifton (southbound approach) - vehicle-activated crossroads warning sign	Newark & Sherwood	≤£10k
A6075 Tuxford Road, Boughton - speed limit reduction	Newark & Sherwood	≤£10k
A612 Bulcote to Lowdham - speed limit reduction	Newark & Sherwood	≤£10k
B6030 Mansfield Road, Kings Clipstone - speed limit reduction	Newark & Sherwood	≤£10k
<i>Interactive speed signs</i>		
B6021 Kirkby Folly Road (N of Farndon Road), Sutton in Ashfield	Ashfield	≤£10k
Dalestorth Road (NE of of Dalestorth Close), Sutton in Ashfield	Ashfield	≤£10k
Wood Lane (W of Windermere Road), Hucknall	Ashfield	≤£10k
A606 Melton Road (SE of Endsleigh Gardens), West Bridgford	Rushcliffe	≤£10k
Sub-block total		£225

Appendix 2 - 2019/20 Capital maintenance programme

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

Sub-block/scheme	District	Scheme budget (£000)
Carriageway maintenance - Principal classified road network (A roads)		
A608 Mansfield Road, Underwood - Resurfacing	Ashfield	£200k-£250k
A638 London Road, Retford - Resurfacing	Bassetlaw	£200k-£250k
A6005 Queens Road West, Chilwell - Resurfacing	Broxtowe	£150k-£200k
A6191 Chesterfield Road South, Mansfield - Resurfacing	Mansfield	> £250k
A6075 Forest Road, Ollerton - Resurfacing	Newark and Sherwood	£200k-£250k
A606 Melton Road, West Bridgford - Resurfacing	Rushcliffe	£200k-£250k
Block Allocation		£1,454

Sub-block/scheme	District	Scheme budget (£000)
Carriageway maintenance - Non-principal classified road network (B & C roads)		
C96 Church Lane, Selston - Resurfacing [Member request]	Ashfield	£200k-£250k
B6045 Carlton Road, Worksop - Resurfacing	Bassetlaw	£200k-£250k
B6420 Mansfield Road, Morton - Resurfacing	Bassetlaw	£50k-£75k
C156 Sandy Lane, Worksop - Resurfacing	Bassetlaw	£100k-£150k
C36 Diggles Lodge Lane, Barnby Moor - Resurfacing and Structural patching	Bassetlaw	£75k-£100k
C76 Upton T junction, Headon Cum Upton - Resurfacing - Deferred from 2018/19 [Member request]	Bassetlaw	£25k-£50k
B6003 Toton Lane, Stapleford - Resurfacing	Broxtowe	£150k-£200k
B6464 High Road, Chilwell - Resurfacing	Broxtowe	£100k-£150k
C166 Westdale Lane, Carlton - Resurfacing	Gedling	> £250k
C213 Papplewick Lane, Papplewick - Resurfacing	Gedling	£50k-£75k
B6035 Forest Road, Warsop - Resurfacing [Member request]	Mansfield	£200k-£250k
C142 Bath Street, Mansfield - Resurfacing	Mansfield	£100k-£150k
B6030 Mansfield Road, Clipstone - Structural patching [Member request]	Newark and Sherwood	> £250k
C208 Beacon Hill Road, Newark - Resurfacing [Member request]	Newark and Sherwood	£100k-£150k
C102 Main Street, Flawborough - Resurfacing - Tar recycling site	Rushcliffe	£150k-£200k
C28 Bingham Road, Langar - Structural patching - Tar recycling site	Rushcliffe	£200k-£250k
Block Allocation		£2,597

Appendix 2 - 2019/20 Capital maintenance programme

Sub-block/scheme	District	Scheme budget (£000)
Carriageway maintenance - Unclassified road network		
Greenwood Avenue, Hucknall - Resurfacing	Ashfield	£75k-£100k
School Road, Bagthorpe, Underwood - Resurfacing	Ashfield	£50k-£75k
Eastgate, Normanton on Trent - Resurfacing	Bassetlaw	£150k-£200k
North Carr Road, Misterton - Resurfacing - Tar recycling site	Bassetlaw	£200k-£250k
Plantation Hill, Worksop - Resurfacing	Bassetlaw	> £250k
Queen Street, Worksop - Reconstruction	Bassetlaw	£50k-£75k
Linwood Crescent, Eastwood - Resurfacing	Broxtowe	£75k-£100k
Main Street, Newthorpe (Phase 2) - Resurfacing	Broxtowe	£50k-£75k
Wadsworth Road, Stapleford - Resurfacing	Broxtowe	£100k-£150k
Albert Street, Gedling - Resurfacing	Gedling	£25k-£50k
Belvoir Road, Netherfield - Resurfacing	Gedling	£10k-£25k
Besecar Avenue, Gedling - Resurfacing	Gedling	£100k-£150k
Clumber Avenue, Netherfield - Resurfacing	Gedling	£25k-£50k
Garnet Street, Netherfield - Resurfacing	Gedling	£25k-£50k
Kenrick Street, Netherfield - Resurfacing	Gedling	£25k-£50k
Larkspur Avenue, Arnold - Resurfacing - Deferred from 2018/19	Gedling	£25k-£50k
Victoria Close, Arnold - Resurfacing	Gedling	£10k-£25k
New Mill Lane, Mansfield Woodhouse - Resurfacing	Mansfield	£100k-£150k
Nightingale Drive incl. Cobden Place, Mansfield - Resurfacing	Mansfield	£50k-£75k
Maypole Road, Wellow - Resurfacing	Newark and Sherwood	£100k-£150k
Old Chapel Lane, Elston - Resurfacing [Member request]	Newark and Sherwood	£25k-£50k
Radley Lane, Halam - Resurfacing - Tar recycling site	Newark and Sherwood	£100k-£150k
Walesby Lane, Ollerton - Resurfacing	Newark and Sherwood	> £250k
Asher Lane, Ruddington - Resurfacing	Rushcliffe	£50k-£75k
Landmere Lane, West Bridgford - Resurfacing	Rushcliffe	£100k-£150k
Tollerton Lane, Tollerton - Structural patching - Tar recycling site	Rushcliffe	£100k-£150k
Block Allocation		£2,782

Sub-block/scheme	District	Scheme budget
Footway maintenance		
Grey Street, Kirkby in Ashfield - Resurfacing	Ashfield	£10k-£25k
Launds Avenue, Selston - Resurfacing	Ashfield	£25k-£50k
Lawrence Avenue, Kirkby in Ashfield - Resurfacing	Ashfield	£25k-£50k
Lindley Street, Selston - Resurfacing	Ashfield	£25k-£50k
Richmond Road, Kirkby in Ashfield - Resurfacing	Ashfield	£25k-£50k
Rowan Croft, Huthwaite - Resurfacing	Ashfield	£10k-£25k
Bramcote Drive, Retford - Resurfacing	Bassetlaw	£25k-£50k
Carlton Road, Worksop - Resurfacing	Bassetlaw	£50k-£75k
High Street, Ordsall - Resurfacing	Bassetlaw	£10k-£25k
Worksop Road, Blyth - Resurfacing	Bassetlaw	£50k-£75k
Carwood Road, Beeston - Resurfacing	Broxtowe	£25k-£50k
Seaburn Road, Toton - Resurfacing	Broxtowe	£75k-£100k
St Marys Close, Attenborough - Resurfacing	Broxtowe	£25k-£50k
Public Rights of Way maintenance	Countywide	£25k-£50k
Crookdole Lane, Calverton - Resurfacing	Gedling	£10k-£25k
Milton Crescent, Ravenshead - Resurfacing	Gedling	£50k-£75k
Somersby Road, Woodthorpe - Resurfacing	Gedling	£25k-£50k
Woodside Drive, Arnold - Resurfacing	Gedling	£25k-£50k
Davey Road and Langham Place, Mansfield - Resurfacing	Mansfield	£100k-£150k
Southwell Road West, Mansfield - Resurfacing	Mansfield	£25k-£50k
Stainsby Drive, Mansfield - Resurfacing	Mansfield	£25k-£50k
Blatherwick Road, Newark - Resurfacing	Newark and Sherwood	£50k-£75k
Hine Avenue, Newark - Resurfacing	Newark and Sherwood	£25k-£50k
Little John Drive, Rainworth - Resurfacing	Newark and Sherwood	£50k-£75k
Montgomery Road, Newark - Resurfacing	Newark and Sherwood	£25k-£50k
Beckside, Gamston - Resurfacing	Rushcliffe	£75k-£100k
C48 Leake Road, Gotham - Resurfacing	Rushcliffe	£25k-£50k
Chichester Drive, Cotgrave - Resurfacing	Rushcliffe	£10k-£25k
Block Allocation		£1,234

Sub-block/scheme	District	Scheme budget (£000)
Drainage		
Works programme under development		
Block Allocation		£500

Appendix 2 - 2019/20 Capital maintenance programme

Sub-block/scheme	District	Scheme budget (£000)
Surface dressing (added protection to the carriageway surface, sealing it from the ingress of water while also enhancing its skid resistance, including pre-patching)		
Alison Avenue, Hucknall - Micro Asphalt	Ashfield	≤£10k
Arden Close, Hucknall - Micro Asphalt	Ashfield	≤£10k
B6139 Coxmoor Road, Kirkby in Ashfield - Surface dressing	Ashfield	£75k-£100k
Barker Avenue, Stanton Hill - Micro Asphalt	Ashfield	£10k-£25k
Barker Street, Huthwaite - Micro Asphalt	Ashfield	£10k-£25k
Budby Rise, Hucknall - Micro Asphalt	Ashfield	≤£10k
C149 Newbound Lane, Teversal - Surface dressing - Deferred from 2018/19	Ashfield	£25k-£50k
Hayden Lane, Hucknall - Surface dressing	Ashfield	£10k-£25k
Kersall Gardens, Hucknall - Micro Asphalt	Ashfield	≤£10k
Kneesall Grove, Hucknall - Micro Asphalt	Ashfield	≤£10k
Leen Close, Hucknall - Micro Asphalt	Ashfield	≤£10k
Perlethorpe Drive, Hucknall - Surface dressing - Deferred from 2018/19	Ashfield	≤£10k
Portland Park Close, Hucknall - Micro Asphalt	Ashfield	≤£10k
Sotheby Avenue, Sutton in Ashfield - Micro Asphalt [Member request]	Ashfield	£10k-£25k
Vine Terrace, Hucknall - Micro Asphalt	Ashfield	≤£10k
Walk Mill Drive, Hucknall - Surface dressing	Ashfield	≤£10k
Wentworth Road, Kirkby in Ashfield - Surface dressing	Ashfield	£10k-£25k
Willow Avenue, Kirkby in Ashfield - Micro Asphalt	Ashfield	£10k-£25k
A620 Straight Mile, Ranby - Surface dressing	Bassetlaw	£50k-£75k
B6041 High Hoe Road, Worksop - Surface dressing - Deferred from 2018/19	Bassetlaw	£10k-£25k
C10 Wiseton Road, Clayworth - Surface dressing	Bassetlaw	£75k-£100k
C86 Owday Lane, Carlton in Lindrick - Surface dressing	Bassetlaw	£100k-£150k
C89 Springs Road, Misson - Surface dressing	Bassetlaw	£25k-£50k
Chestnut Road, Langold - Micro Asphalt	Bassetlaw	£10k-£25k
Dyscarr Close, Langold - Micro Asphalt	Bassetlaw	≤£10k
Garside Street, Worksop - Surface dressing	Bassetlaw	£10k-£25k
High Street, Elkesley - Surface dressing [Member request]	Bassetlaw	£10k-£25k
Highfield, Retford - Surface dressing	Bassetlaw	≤£10k
Knott End, Langold - Micro Asphalt	Bassetlaw	≤£10k
Laburnham Road, Langold (with Chestnut Road) - Micro Asphalt	Bassetlaw	£10k-£25k
Milnercroft, Retford - Surface dressing	Bassetlaw	≤£10k
Norfolk Street, Worksop - Micro Asphalt	Bassetlaw	£25k-£50k
Oakholme Rise, Worksop - Micro Asphalt	Bassetlaw	≤£10k
Ramsden Avenue, Langold - Surface dressing	Bassetlaw	≤£10k
Randall Way, Retford - Surface dressing	Bassetlaw	£10k-£25k
Sandringham Road, Retford - Surface dressing	Bassetlaw	£10k-£25k
Williams Street, Langold - Surface dressing	Bassetlaw	≤£10k
Windsor Road, Retford - Surface dressing	Bassetlaw	£10k-£25k
Almond Close, Kimberley - Micro Asphalt	Broxtowe	≤£10k
Beardall Road, Eastwood - Micro Asphalt	Broxtowe	≤£10k
Cleve Avenue, Toton - Micro Asphalt	Broxtowe	£10k-£25k
Cornfield Road, Kimberley - Micro Asphalt	Broxtowe	£10k-£25k
Cornwall Avenue, Beeston - Micro Asphalt	Broxtowe	£10k-£25k
Garden Road, Eastwood - Micro Asphalt	Broxtowe	£10k-£25k
Greenhills Avenue, Eastwood - Micro Asphalt	Broxtowe	≤£10k
Hillfield Road, Stapleford - Micro Asphalt	Broxtowe	£10k-£25k
Larkfield Road, Nuthall - Surface dressing - Deferred from 2018/19	Broxtowe	£10k-£25k
Lilac Grove, Beeston - Surface dressing - Deferred from 2018/19	Broxtowe	£10k-£25k
Longlands Road, Beeston - Surface dressing - Deferred from 2018/19	Broxtowe	£10k-£25k
Maple Avenue, Beeston - Surface dressing - Deferred from 2018/19	Broxtowe	£10k-£25k
Ruislip Close, Kimberley - Micro Asphalt	Broxtowe	≤£10k
Rycroft Street, Stapleford - Micro Asphalt	Broxtowe	£25k-£50k
Sandown Road, Toton - Micro Asphalt	Broxtowe	£10k-£25k
Seaburn Road, Toton - Surface dressing	Broxtowe	£25k-£50k
Sherwin Road, Stapleford - Micro Asphalt	Broxtowe	£25k-£50k
Wetherby Close, Kimberley - Micro Asphalt [Member request]	Broxtowe	≤£10k
A6211 Arno Vale Road, Arnold - Surface dressing	Gedling	£75k-£100k
Annes Close, Mapperley - Micro Asphalt	Gedling	≤£10k
B6386 Nottingham Road, Calverton - Surface dressing	Gedling	£50k-£75k
B683 Blidworth Waye, Papplewick - Surface dressing	Gedling	£75k-£100k
Barbers Wood Close, Ravenshead - Micro Asphalt	Gedling	£10k-£25k
Dale Avenue, Mapperley - Micro Asphalt	Gedling	£10k-£25k
Forester Road, Carlton - Micro Asphalt - Deferred from 2018/19 [Member request]	Gedling	£25k-£50k
Foxhill Road West, Carlton - Micro Asphalt	Gedling	£25k-£50k
Grange Crescent, Gedling - Micro Asphalt	Gedling	≤£10k
Greendale Road, Arnold - Surface dressing	Gedling	£10k-£25k
Thorpe Crescent, Mapperley - Micro Asphalt	Gedling	≤£10k
Waltham Road, Ravenshead - Micro Asphalt [Member request]	Gedling	£10k-£25k

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Surface dressing (continued)		
A6191 Rock Hill, Mansfield - Surface dressing	Mansfield	£50k-£75k
Beechdale Road, Mansfield Woodhouse - Surface dressing	Mansfield	£10k-£25k
Big Barn Lane, Mansfield, Surface dressing	Mansfield	£50k-£75k
Fair View, Mansfield Woodhouse - Surface dressing	Mansfield	£10k-£25k
A1133 Winthorpe - Surface dressing	Newark and Sherwood	£100k-£150k
A6097 Epperstone By Pass / Oxtun By Pass - Surface dressing	Newark and Sherwood	£100k-£150k
Chapel Lane, Farnsfield - Micro Asphalt	Newark and Sherwood	£10k-£25k
Church Road, Boughton - Micro Asphalt	Newark and Sherwood	£50k-£75k
Greenwood Crescent, Boughton - Micro Asphalt	Newark and Sherwood	£25k-£50k
Spring Lane, Farnsfield - Micro Asphalt	Newark and Sherwood	£10k-£25k
Station Lane, Farnsfield - Surface dressing	Newark and Sherwood	£10k-£25k
Westbrook Drive, Rainworth - Micro Asphalt	Newark and Sherwood	£100k-£150k
Ashdown Grove, Bingham - Micro Asphalt	Rushcliffe	≤£10k
Barleylands, Ruddington - Micro Asphalt [Member request]	Rushcliffe	£10k-£25k
Brown Lane, Barton in Fabis - Micro Asphalt	Rushcliffe	£10k-£25k
Butler Close, Cropwell Butler - Micro Asphalt	Rushcliffe	£10k-£25k
C80 Travell's Hill / Woodgate Road, East Leake - Surface dressing	Rushcliffe	£50k-£75k
Charnwood Grove, Bingham - Micro Asphalt	Rushcliffe	≤£10k
Chestnut Avenue, Bingham - Micro Asphalt	Rushcliffe	≤£10k
Chestnut Lane, Barton in Fabis - Micro Asphalt	Rushcliffe	£10k-£25k
Church Lane, Barton in Fabis - Micro Asphalt	Rushcliffe	≤£10k
Church Street / Moor Lane, Bunny - Micro Asphalt	Rushcliffe	£10k-£25k
Cropton Grove, Bingham - Micro Asphalt	Rushcliffe	≤£10k
Cropwell Road, Radcliffe on Trent - Surface dressing	Rushcliffe	£25k-£50k
Far Lane, Normanton on Soar - Micro Asphalt [Member request]	Rushcliffe	£10k-£25k
Grove Road, Bingham - Micro Asphalt [Member request]	Rushcliffe	£10k-£25k
Manor Road, Barton in Fabis - Micro Asphalt	Rushcliffe	£25k-£50k
New Road, Barton in Fabis - Surface dressing	Rushcliffe	£10k-£25k
Northwood Avenue, West Bridgford - Micro Asphalt [Member request]	Rushcliffe	£10k-£25k
Nursery Close, Radcliffe on Trent - Micro Asphalt	Rushcliffe	≤£10k
Nursery Road, Radcliffe on Trent - Micro Asphalt	Rushcliffe	£10k-£25k
Oatfield Lane, Radcliffe on Trent - Surface dressing	Rushcliffe	£25k-£50k
Rectory Place, Barton in Fabis - Micro Asphalt	Rushcliffe	≤£10k
Shelton Gardens, Ruddington - Micro Asphalt - Deferred from 2018/19	Rushcliffe	≤£10k
Sherwood Grove, Bingham - Micro Asphalt	Rushcliffe	≤£10k
St. Marys Road, Bingham - Micro Asphalt	Rushcliffe	£10k-£25k
Stainmore Grove, Bingham - Micro Asphalt	Rushcliffe	≤£10k
Templeman Close, Ruddington - Micro Asphalt - Deferred from 2018/19	Rushcliffe	≤£10k
Thoresby Road, Bingham - Micro Asphalt	Rushcliffe	≤£10k
Welbeck Grove, Bingham - Micro Asphalt	Rushcliffe	≤£10k
Block Allocation		£3,148

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

Appendix 2 - 2019/20 Capital maintenance programme

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

Sub-block/scheme	District	Scheme budget (£000)
Traffic signal renewal		
A60 Mansfield Road / Sir John Robinson Way, Arnold - Deferred from 2018/19	Gedling	£200k - £250k
A60 Loughborough Road, West Bridgford. Radcliffe Road and Bridgford Road junctions.	Rushcliffe	> £250k
Block Allocation		£600

Sub-block/scheme	District	Scheme budget (£000)
Safety fencing		
Works programme under development. A proportion of the funding will be used for maintenance		
Block Allocation		£330

Sub-block/scheme	District	Scheme budget (£000)
Network structural patching		
Works programme developed in year		
Block Allocation		£1,000

Sub-block/scheme	District	Scheme budget (£000)
Additional County Capital Allocation		
A611 Annesley Road, Annesley - Surface dressing	Ashfield	£100k-£150k
B6018 Church Street, Kirkby in Ashfield - Surface dressing [Member request]	Ashfield	£10k-£25k
Forster Street, Kirkby in Ashfield - Resurfacing - Deferred from 2018/19	Ashfield	£100k-£150k
B6045 Eel Pool Road, Drakeholes - Resurfacing [Member request]	Bassetlaw	£150k-£200k
B6045 Main Street / Mattersey Road, Mattersey - Resurfacing [Member request]	Bassetlaw	£150k-£200k
Eagle Place, Retford - Resurfacing - Deferred from 2018/19 [Member request]	Bassetlaw	£10k-£25k
Main Street, Oldcotes - Resurfacing - Deferred from 2018/19 [Member request]	Bassetlaw	£75k-£100k
Mellish Road, Langold - Resurfacing - Deferred from 2018/19 [Member request]	Bassetlaw	£75k-£100k
Robinson Drive, Worksop - Resurfacing	Bassetlaw	£50k-£75k
South Street, Normanton on Trent - Resurfacing - Deferred from 2018/19 [Member request]	Bassetlaw	£150k-£200k
Town Street, South Leverton - Resurfacing - Deferred from 2018/19 [Member request]	Bassetlaw	£100k-£150k
C78 Cossall Road / Dead Lane, Cossall - Surface dressing [Member request]	Broxtowe	£75k-£100k
Coronation Road, Cossall - Surface dressing [Member request]	Broxtowe	£10k-£25k

Appendix 2 – 2019/20 Capital maintenance programme
Additional County Capital Allocation (continued)

Oak Drive, Nuthall - Resurfacing [Member request]	Broxtowe	£25k-£50k
Roland Avenue, Nuthall (Mini roundabout) - Resurfacing [Member request]	Broxtowe	£50k-£75k
Swingate, Nuthall - Resurfacing [Member request]	Broxtowe	£25k-£50k
The Glebe, Cossall - Resurfacing - Deferred from 2018/19 [Member request]	Broxtowe	£75k-£100k
Thoresby Road, Bramcote - Resurfacing - Deferred from 2018/19 [Member request]	Broxtowe	£25k-£50k
Victoria Street, Kimberley - Resurfacing [Member request]	Broxtowe	£25k-£50k
Unallocated fund for additional requests from 2018 review	Countywide	£1.4m
A60 Mansfield Road, Redhill, Arnold - Resurfacing [Member request]	Gedling	£200k-£250k
Addison Road, Carlton Hill - Resurfacing - Deferred from 2018/19 [Member request]	Gedling	£10k-£25k
Haywood Road, Mapperley - Resurfacing - Deferred from 2018/19 [Member request]	Gedling	£150k-£200k
High Street, Arnold - Structural patching - Deferred from 2018/19 [Member request]	Gedling	£50k-£75k
Park Road and Park Road East, Calverton (Phase 1) - Resurfacing - Deferred from 2018/19 [Member request]	Gedling	£100k-£150k
Sandford Road, Mapperley - Resurfacing - Deferred from 2018/19 [Member request]	Gedling	£150k-£200k
Standhill Road, Carlton - Resurfacing - Deferred from 2018/19 [Member request]	Gedling	£75k-£100k
Budby Crescent, Meden Vale - Resurfacing - Deferred from 2018/19	Mansfield	£100k-£150k
Denby Drive, Mansfield - Resurfacing - Deferred from 2018/19 [Member request]	Mansfield	£50k-£75k
West Bank Lea, Mansfield - Resurfacing - Deferred from 2018/19	Mansfield	£100k - £150k
Yorke Street, Mansfield Woodhouse - Resurfacing - Deferred from 2018/19 [Member request]	Mansfield	£25k-£50k
Barnby Gate, Newark (Phase 1) - Resurfacing - Deferred from 2018/19 [Member request]	Newark and Sherwood	£200k-£250k
Pinfold, Elston - Resurfacing [Member request]	Newark and Sherwood	£50k-£75k
Vernon Street, Newark - Resurfacing [Member request]	Newark and Sherwood	£75k-£100k
A60 Loughborough Road, West Bridgford - Resurfacing	Rushcliffe	> £250k
Barton Lane, Thrumpton - Resurfacing - Tar recycling site	Rushcliffe	£50k-£75k
Exchange Road, West Bridgford (Phase 1) - Resurfacing - Deferred from 2018/19 [Member request]	Rushcliffe	£150k-£200k
Harrow Road, West Bridgford - Resurfacing [Member request]	Rushcliffe	£100k-£150k
Trevor Road, West Bridgford - Resurfacing [Member request]	Rushcliffe	£200k-£250k
Block Allocation		£5,250

Appendix 3 - 2019/20 Traffic management revenue programme

Location/Scheme	District	Scheme budget (£000)
Bluebell Wood/Grange Farm Close/The Dumbells entrance to Surgery, Sutton – double yellow lines	Ashfield	≤£5k
Buckingham Avenue/Balmoral Grove, Hucknall junction – lining	Ashfield	≤£5k
Kirkby Folly Road, Kirkby – provision of 30/40 terminal signs on side roads and associated 40mph repeater signage	Ashfield	≤£5k
Larkfield Avenue/Birds Lane, Kirkby – dropped kerbs	Ashfield	≤£5k
Linby Avenue/Linby Grove, Hucknall –	Ashfield	≤£5k
Little Oak Drive near junction with Willow Drive/Eddie Stobart, Annesley – double yellow lines	Ashfield	≤£5k
Mansfield Road junctions with Sutton Road and Pleasley Road, Skegby – double yellow lines	Ashfield	≤£5k
Mansfield Road, Skegby – extension of double yellow lines at Pavillion Gardens	Ashfield	≤£5k
Milner Street/Forest Road, Sutton – double yellow lines	Ashfield	≤£5k
Nottingham Road, Selston – paint black railings in service road	Ashfield	≤£5k
Papplewick Lane, Hucknall – parking restrictions from junction with Station Road to garages and businesses	Ashfield	≤£5k
Provision of disabled bays (various sites)	Ashfield	≤£5k
Raymond Close, Sutton – double yellow lines	Ashfield	≤£5k
Searwood Avenue/Sutton Road, Kirkby – double yellow lines	Ashfield	≤£5k
Sutton Road, Huthwaite – amendments to white lining	Ashfield	≤£5k
A620 Hallcroft Roundabout, Retford – Lane info marking	Bassetlaw	≤£5k
Cuckney and Norton – Speed reduction measures	Bassetlaw	≤£5k
Harstoft Street, Worksop – alteration of current restrictions	Bassetlaw	≤£5k
High Street, Everton – parking restrictions/Road Narrows	Bassetlaw	≤£5k
Kilton Hill Shops, Worksop – parking restrictions	Bassetlaw	≤£5k
Millhouse Roundabout, Worksop – Bollards to prevent over run at the pedestrian crossing	Bassetlaw	≤£5k
Newcastle Avenue, Tuxford – limited waiting outside the shops	Bassetlaw	≤£5k
Newcastle Avenue, Worksop – Service Road entrance clearway	Bassetlaw	≤£5k
Portland Place, Sutton Cum Lound – Give Way markings	Bassetlaw	≤£5k
Quakefield Road, East Markham – Pedestrian in Road signage	Bassetlaw	≤£5k
Tuxford – No Entry signs to the A1	Bassetlaw	≤£5k
Windmill Lane, Worksop – Slow markings	Bassetlaw	≤£5k
Disabled parking bay applications – area wide	Broxtowe	≤£5k
Forge Hill, Chilwell – double yellow lines	Broxtowe	≤£5k
Lawn Mill Road/Jubilee Street, Lawn Mill Road/Truman Street, Eastwood Road/Truman Street and Jubilee Street/Eastwood Street, Kimberley – double yellow lines	Broxtowe	≤£5k
Lilac Grove/Lilac Crescent, Beeston – double yellow lines	Broxtowe	≤£5k
Meadowbank Way, Eastwood – limited waiting and junction protection on island	Broxtowe	≤£5k
Nottingham Road, Eastwood (outside Tesco Express) – double yellow lines	Broxtowe	≤£5k
Woodland Grove/High Road junction, Chilwell – double yellow lines	Broxtowe	≤£5k
A60 Mansfield Rd, Henry St & Larkspur Ave junctions, Arnold – double yellow lines	Gedling	≤£5k
B686 Burton Road, Willow Road, Ousebridge Drive & Orlando Drive junctions, Carlton – double yellow lines	Gedling	≤£5k
Burton Rd, end of footpath from Blackhill Dr, Carlton – pedestrian guardrail	Gedling	≤£5k
Calverton Rd, Ellington Rd junction, Arnold – bollards on verge	Gedling	≤£5k
Ellington Rd & Ashington Dr, junctions; Mitford Dr x 2, Lynemouth Ct, Longhirst Dr & Hirst Cl x 2, Arnold – Give Way lining	Gedling	≤£5k
H-Bar markings & advisory markings for the mobility impaired – various locations TBC	Gedling	≤£5k
Main Rd, entrance to All Hallows' School, Gedling – bend warning signs	Gedling	≤£5k
Newstead cluster lengthsman scheme (various)	Gedling	≤£5k
Park Ln, adjacent to access east of Church St, Lambley – marker posts	Gedling	≤£5k
Steedman Ave & Hazel Grove, B684 Plains Rd & Westdale Ln West junctions plus Digby Ave/Hazel Grove, Mapperley – double yellow lines	Gedling	≤£5k
Westdale Lane/Pierrepont Ave junction, Gedling – double yellow lines	Gedling	≤£5k
Woodborough lengthsman scheme	Gedling	≤£5k
A6191 Chesterfield Rd North & South, Bould St, Pheasant Hill, Perlethorpe Ave, Oxclose Ln & Stacey Rd junctions, Mansfield – parking restriction amendments	Mansfield	≤£5k
B6030 Forest Rd, Stella St & Rutland St, Mansfield – weight restriction signs	Mansfield	£5k-£10k
Briar Ln, Approach to A6191 Southwell Rd West, Mansfield – advanced Give Way sign & SLOW marking	Mansfield	≤£5k
Brougham Ave, Fielden Ave/Carpenter Ave junction, Mansfield - One Way arrows	Mansfield	≤£5k
Caunton Close, Meden Vale - dropped kerbs	Mansfield	≤£5k
Commercial Gate, Opp Grove St, St Peters Way Underpass, Mansfield – dropped kerbs	Mansfield	≤£5k
Farndon Way, Mansfield – pedestrian access link	Mansfield	≤£5k
Forest Town Kingsway Community Project – lengthsman scheme	Mansfield	≤£5k
Haddon Rd, West Bank Ave bend/junction, Mansfield – enlarge two chevron bend warning signs	Mansfield	≤£5k
H-Bar markings & advisory markings for the mobility impaired – various locations TBC	Mansfield	≤£5k
Hermitage Ln, A38 Sutton Rd junction, Mansfield – hatching & bigger No Entry signs	Mansfield	≤£5k
Holly Dr, Fernwood Cl & Beechwood Cl junction, Forest Town – additional prohibition of driving signs	Mansfield	≤£5k
Mansfield BID – lengthsman scheme	Mansfield	≤£5k
Mansfield Woodhouse Community Development Group – lengthsman scheme	Mansfield	≤£5k
Queen St, Mansfield – One Way order correction	Mansfield	≤£5k
Tuckers Ln/Ladybrook Ln junction, Mansfield – double yellow lines	Mansfield	≤£5k
Westfield Ln/Sadler St junction, Mansfield – double yellow lines	Mansfield	≤£5k

Appendix 3 - 2019/20 Traffic management revenue programme

Location/Scheme	District	Scheme budget (£000)
A617/Blacksmiths Lane, Kelham – Junction Warning signs	Newark & Sherwood	≤£5k
Andrew Drive/Haywood Oaks Lane, Andrews Drive/linking path to Hillside Drive, Blidworth – dropped pedestrian crossings	Newark & Sherwood	≤£5k
Aylesford Lane & Carvers Hollow, Edingley – advance warning sign for side junction ahead	Newark & Sherwood	≤£5k
Barnby Gate/Charles Street, Barnby Gate/Vernon Street, Newark – dropped pedestrian crossings	Newark & Sherwood	≤£5k
Bell Lane/Main Street, Carlton on Trent – dropped pedestrian crossings	Newark & Sherwood	≤£5k
Belle Vue Lane, Blidworth – extension of existing restrictions	Newark & Sherwood	≤£5k
Bleasby – Slow markings & speed reduction measures including unsuitable for HGV sign on High Cross	Newark & Sherwood	≤£5k
Gunthorpe Road/Station Road/Caythorpe Road, Lowdham – unsuitable for HGV signs	Newark & Sherwood	≤£5k
Hockerton – Grey backing boards for 30mph terminal signs at both entry points on the A617	Newark & Sherwood	≤£5k
Lowdham – advance warning sign for the A6097/A612 roundabout travelling from Gunthorpe to Lowdham	Newark & Sherwood	≤£5k
Main Street and Beckingham Road, Coddington junction o/s Plough Public House – parking restrictions	Newark & Sherwood	≤£5k
Newark Road, Ollerton Low Bridge signs	Newark & Sherwood	≤£5k
Station Road, Collingham – parking restrictions	Newark & Sherwood	≤£5k
Station Road, Lowdham – limited waiting outside the shop	Newark & Sherwood	≤£5k
A60 Loughborough Rd, bend south of A6006 Crossroads, Rempstone – amendment to double white lines	Rushcliffe	≤£5k
Church Gate, Colston Bassett – reposition sign	Rushcliffe	≤£5k
Church Hill, Burnside Memorial Hall, Plumtree – verge kerblines	Rushcliffe	≤£5k
Church St, Ruddington – car park direction signs	Rushcliffe	≤£5k
Church St/Launder St junction, Orston – cul-de-sac sign	Rushcliffe	≤£5k
Colston Rd/Kinoulton Rd Lime Kiln Crossroads, Cropwell Bishop – parking prevention scheme	Rushcliffe	≤£5k
Cotgrave – lengthsman scheme	Rushcliffe	≤£5k
Cropwell Bishop – lengthsman scheme	Rushcliffe	5k-10k
H-Bar markings & advisory markings for the mobility impaired – various locations TBC	Rushcliffe	≤£5k
Hollygate Ln, Cotgrave adjacent to industrial access – weight restriction sign	Rushcliffe	≤£5k
Kneeton Rd/Trent Ln/Main St Staggered Crossroads & Main St length, East Bridgford – double yellow lines	Rushcliffe	≤£5k
Langar cum Barnstone – lengthsman scheme	Rushcliffe	≤£5k
Main St, adjacent to East Bridgford Rd and Wellington Ave, Newton – 30mph speed limit entry improvements & HGV direction signs	Rushcliffe	≤£5k
Nottingham Rd, Keyworth, Primary School - H-bars & renew School Keep Clear lining	Rushcliffe	≤£5k
Rosebery Ave, West Bridgford nos 2 to 10 – narrowing of parking bays	Rushcliffe	≤£5k
Station Rd, East of Bridge, Sutton Bonington – Sutton Fields/Industrial Estate concealed junctions sign	Rushcliffe	≤£5k
Station Rd/Main Rd/ Church Hill/Bradmore Ln, Plumtree – staggered junction protection	Rushcliffe	≤£5k
The Banks, Bingham footpath to car park leading between nos 44 & 46 – H-Bar marking	Rushcliffe	≤£5k
The Green/Distillery St, Ruddington – pedestrian access scheme	Rushcliffe	≤£5k
Trent Ln, East Bridgford – access restriction scheme	Rushcliffe	≤£5k

2019/20	Road Safety Issue	Target Audience	Key messages	Activity / Event(s)		Campaign	Press Release / Publicity May include local press, and social media	
Winter 2019	Winter Driving	Drivers, Riders	<ul style="list-style-type: none"> Tyres Weather related advice 	X	NRSP awareness Events at local stores		X	
	Driver/ Rider Behaviour	Drivers & Riders	<ul style="list-style-type: none"> Attitudes to driving Influences on your driving/riding behaviour 	X	NRSP awareness Events at local stores		X	
	Drink / Drugs	Drivers, Riders & Pedestrians	<ul style="list-style-type: none"> Designated Driver Morning After 	x	Mocktails & advice events	x Local football/sport teams Posters	X	
Spring 2019	British Summer Time begins	All Road Users	<ul style="list-style-type: none"> Change in driving conditions (commute) 				X	
	Distraction	Teenage Pedestrians	<ul style="list-style-type: none"> Headphones, mobile phones 				X	
	Cycle Safety	Adult Pedal Cyclists	<ul style="list-style-type: none"> Road positioning Group riding Conspicuity Cycle helmets 	X			X	
Summer 2019	Drink / Drugs	Drivers, Riders & Pedestrians	<ul style="list-style-type: none"> Designated Driver Morning After 	X			X	
	Cycle Safety	Adult Pedal Cyclists	<ul style="list-style-type: none"> Road positioning Group riding Conspicuity Cycle helmets 	X			X	
	In Car Safety	Drivers	<ul style="list-style-type: none"> Car Seat advice Seatbelt wearing 	X	Car Seat Advice Events		X	
Autumn 2019	Back to School	All Road Users	<ul style="list-style-type: none"> Children on school journey Route planning 				X	
	Cycle to Work	Pedal Cyclist	<ul style="list-style-type: none"> Road positioning Group riding Conspicuity Cycle helmets 	X			X	
	British Summer Time End	All Road Users	<ul style="list-style-type: none"> Change in driving conditions (commute) Use of lights (in working order) 				X	
	Conspicuity	Pedestrians, Pedal Cyclists &	<ul style="list-style-type: none"> Visibility of road users Reflective & Hi Vis clothing 	X	Support and RSE in schools through the JRSO		X	
Winter 2020	Winter Driving	Drivers, Riders	<ul style="list-style-type: none"> Tyres Weather related advice 	X	Partnership events		X	
	Driver/ Rider Behaviour	Drivers & Riders	<ul style="list-style-type: none"> Attitudes to driving Influences on your driving/riding behaviour 	X	Partnership events		X	
	Drink / Drugs	Drivers, Riders & Pedestrians	<ul style="list-style-type: none"> Designated Driver Morning After 	X	Mocktails & advice events		X	
All Year Round	Road Safety Education	Primary & Secondary Pupils, Colleges & Universities	<ul style="list-style-type: none"> The resource package has been developed for each year group Road Accident data used to target message appropriately for each age group Particular emphasis on Secondary age group 	X	Freshers Fayres and Partnership events in schools		X	An occasional press release may be considered for special circumstances or events that promote the 'service' and NCC
		Adults of All ages including businesses & Older Drivers	<ul style="list-style-type: none"> Occupational Road Risk with Businesses 'Drive On' workshop with Older Road Users Adult events 	X			X	As above
	Awareness Raising	All Road Users	<ul style="list-style-type: none"> Messages appropriate to the audience attending 	X	Public and Partnership events		X	As above
	Partnership Events & Campaigns	All Road Users as appropriate	<ul style="list-style-type: none"> Specific to target group e.g. Young Drivers Any activity will be 'data led' Key partners include 'NRSP' – Nottinghamshire Road Safety Partnership 	X	Partnership events	X Road side campaigns & targeted Police enforcement operations	X	
					Supporting Police			

Training

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

8 November 2018**Agenda Item: 9****REPORT OF THE SERVICE DIRECTOR, PLACE AND COMMUNITIES****SAFETY AT SPORTS GROUNDS POLICIES****Purpose of the Report**

1. The report is to seek approval for changes to the Safety at Sports Grounds Policy and the Safety at Sports Grounds Enforcement Policy, and a decision by members on the approach to be taken to non-regulated sports grounds in the County.

InformationLegislative background

2. The Safety of Sports Grounds Act 1975 and the Fire Safety and Safety of Places of Sport Act 1987 place responsibilities on local authorities to issue safety certificates to designated sports grounds and those with regulated stands. Breach of a condition of a safety certificate is an offence under the relevant Act and the local authority is responsible for enforcement.
3. The 1975 Act also provides a special procedure in case of serious risk. This gives local authorities the power to issue a prohibition notice, preventing the admission of spectators to the ground (all or part of it). This power applies to any sports ground as defined by the Act, not just those which have been issued with a safety certificate.
4. In addition, the 1975 Act gives local authorities powers to send an inspector to enter a sports ground, to make enquiries and examine records for the purposes of the 1975 Act. This also applies to all sports grounds not just those which are in receipt of a safety certificate.

Changes in official guidance from the Sports Grounds Safety Authority

5. In early 2017, the Sports Grounds Safety Authority (SGSA), the UK Government's expert body on safety at sports grounds, reviewed its understanding of the primary legislation noted above. The review led to a change in the SGSA's interpretation of the legislation, and a public consultation led to revised guidance being issued to local authorities.
6. The new guidance expands the definition of safety in relation to sports grounds, and therefore expands the remit of Nottinghamshire County Council as certifying and enforcement authority for sports grounds in the county. In previous guidance, only risks to the safety of spectators were considered. Matters relating to counter terrorism, crowd disorder and anti-social behaviour at a sports ground were not explicitly addressed as they were considered to be largely the remit of the police.

7. The SGSA now considers that the matters which should be considered within the purview of a Safety Certificate include anything which may pose a danger of physical harm. This explicitly includes risks from terrorist activity, crowd disorder and antisocial behaviour. In addition, the SGSA considers that a Safety Certificate should now ensure that all people at a sports ground are protected, not just spectators.
8. In response to these changes, officers have commenced a wide ranging review of all policies, procedures and documentation relating to safety at sports grounds to ensure that the reasonable safety of all persons present at sports grounds in Nottinghamshire, under this wider definition of safety, is fully addressed. This includes a review of the Nottinghamshire County Council Safety at Sports Grounds Policy, and Safety at Sports Grounds Enforcement Policy. Current versions of these documents were approved by the former Community Safety Committee.
9. Accordingly, the Safety at Sports Grounds Policy has been reviewed and amended, and the revised version is at Appendix 1. The Safety at Sports Grounds Enforcement Policy has likewise been reviewed and amended and the revised version can be seen at Appendix 2.
10. The changes to the policies at Appendix 1 and 2 are as follows:
 - a. In both documents: references to the safety of spectators have been changed to refer instead to the safety of 'all persons present', 'people' or 'those present at the ground' (except references to spectator safety in relation to prohibition notices as this wording is from the legislation and has not changed).
 - b. In Appendix 1: the job title of the Group Manager responsible for safety at sports grounds has been updated.
 - c. In Appendix 2: Under 'Principles and Commitments - Accountable', the sentence 'The emergency planning team reports regularly to the Community Safety Committee, including any pertinent developments and the outcomes of annual audits' is replaced by 'The emergency planning team is accountable to the Communities and Place Committee as set out in the Council's Constitution'.

Duties and powers in relation to non-regulated sports grounds

11. The County Council currently operates a de facto reactive policy in relation to non-regulated sports grounds, making contact only when officers are alerted to a potential safety concern by a partner organisation such as Nottinghamshire Police, by a member of the public, or through the local press.
12. The County Council has a responsibility to all those present at non-regulated sports grounds during events, and should make a formal decision on the approach to be taken to those grounds, specifically whether officers should pursue a proactive policy involving regular contact and periodic inspections, or continue with the current reactive policy, only acting in response to a known or suspected safety issue.

Other Options Considered

13. A pro-active approach to safety at non-regulated sports grounds would have a significant impact upon the ability of the emergency planning team to fulfil other priority objectives. It is believed that there are 19 non-regulated sports grounds in the County which, if a proactive policy were to be adopted, officers would need to make contact with and periodically inspect. Including time for correspondence, travel, inspections, report writing and follow up with grounds after each inspection, a policy of annual inspection of non-regulated grounds would result in approximately 28.5 days additional work for officers, plus any additional costs incurred if inspections require input from a structural engineer.
14. No other options have been considered with respect to the proposed changes to the Safety at Sports Grounds Policy and Safety at Sports Grounds Enforcement Policy.

Reason/s for Recommendation/s

15. The proposed changes to the Safety at Sports Grounds Policy and Safety at Sports Grounds Enforcement Policy are necessary to bring the policies in line with SGSA guidance.
16. The recommendation to continue with a reactive approach to non-regulated sports grounds is made on the basis of both risk and resources. Small grounds by their nature have relatively small numbers of attendees at events, and do not have large or complex stands. As such, the risk they pose is of a lesser magnitude than large stadia with many thousands of attendees. There are well established avenues for reporting concerns about any sports ground in the County to the lead officer for Safety at Sports Grounds, emergency planning team manager Wendy Harnan-Kajzer, who maintains regular contact with the emergency services, district and borough councils, and receives information from members of the public via the Council's website and contact centre.

Statutory and Policy Implications

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

Financial Implications

18. The County Council's wider remit in relation to safety at sports grounds, arising from the SGSA's expanded definition of safety, creates a more onerous regime for inspection and monitoring of designated and regulated sports grounds. The resource implications of this are currently being considered by Place Department.
19. A reactive approach to non-regulated sports grounds enables available resources to be concentrated on the larger sports grounds which pose a greater inherent risk due to their size and number of spectators, whilst allowing flexibility to work with smaller sports grounds should a significant safety concern arise.

RECOMMENDATION/S

It is recommended that:

- 1) Approval be given for the continuation of a reactive approach to safety at non-regulated sports grounds in the County, and
- 2) The revised Safety at Sports Grounds Policy and Safety at Sports Grounds Enforcement Policy as set out in Appendix A and Appendix B be approved, and
- 3) The policies be passed to Policy Committee for adoption.

Derek Higton
Service Director, Place and Communities

For any enquiries about this report please contact: Robert Fisher, Group Manager for Emergency Planning and Registration

Constitutional Comments [SLB 19/10/2018]

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

Financial Comments [SES 02/10/2018]

21. The financial implications are set out in paragraphs 19 and 20 of this report.

Background Papers and Published Documents

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

- Safety at Sports Grounds Framework (draft revised policy, pending committee approval of this report)
- Safety at Sports Grounds Financial Framework

Electoral Division(s) and Member(s) Affected

- All



Safety at Sports Grounds Policy

Policy

It is the policy of Nottinghamshire County Council to seek to ensure the reasonable safety of all persons attending events at sports grounds within the County. In undertaking this duty, the Council works in partnership with sports clubs and grounds, the emergency services, other local authorities and the Sports Grounds Safety Authority, to promote a culture of safety at sports grounds.

Context

Nottinghamshire County Council recognises its statutory duty for the safety certification of sports grounds under the Safety of Sports Grounds Act 1975 (as amended) (1975 Act) and the Fire Safety and Safety of Places of Sport Act 1987 (1987 Act), (hereafter referred to as 'the Acts') and its responsibilities for the monitoring and enforcement of the Regulatory Reform (Fire Safety) Order 2005 in respect of sports grounds. The Council also recognises its responsibilities for the safety of those present at events at all sports grounds in the County.

Scope of this policy

Nottinghamshire County Council has the statutory duty under the Safety of Sports Grounds Act 1975 (as amended):

- To issue a General Safety Certificate for each designated sports ground within the County, containing "such terms and conditions as the local authority consider necessary or expedient to secure reasonable safety at the sports ground".
- To serve a prohibition notice in respect of a sports ground if the Authority considers that "the admission of spectators to a sports ground involves or will involve a risk to them so serious that, until steps have been taken to reduce it to a reasonable level, admission of spectators to the ground or that part of the ground ought to be prohibited or restricted". It is important to note that this duty applies to any sports ground, not just those which are designated or have a regulated stand.
- To issue a Special Safety Certificate where required.

Fire Safety and Safety at Places of Sports Act 1987:

- To issue a General Safety Certificate for each regulated stand within the County, containing "such terms and conditions as the local authority consider necessary or expedient to secure the reasonable safety in the Stand when it is in use for viewing the specified activity or activities at the Ground".

Regulatory Reform (Fire Safety) Order 2005

- To enforce the order, and regulations made under it, in relation to designated sports grounds and regulated stands.
- Under the Licensing Act 2003, where applications for, or variations to, premises licences are made by a designated sports ground or one with a regulated stand, Nottinghamshire County Council will be consulted as the responsible authority for fire safety.

The sports grounds covered by this policy are:

- Designated grounds for Nottingham Forest Football Club (the City Ground), Mansfield Town Football Club (One Call Stadium) and Nottinghamshire County Cricket Club (Trent Bridge);
- Regulated stands at Southwell Racecourse;
- Any sports ground in the County of Nottinghamshire which gives rise to serious concerns about safety.

Principles and Commitments

Nottinghamshire County Council, working in conjunction with partner agencies, endeavours to ensure the reasonable safety of people attending any sports ground determined by the Acts in Nottinghamshire.

In undertaking its role in respect of safety at sports grounds, the Council will:

- Seek to ensure that a reasonable standard of safety is maintained at all sports grounds but particularly those, which are designated or have regulated stands within the County of Nottinghamshire
- Encourage and promote a safety culture within sports grounds in the County of Nottinghamshire
- Delegate its power to take and implement decisions on safety certification to a designated council officer
- Appoint a lead council officer to chair the Safety Advisory Group (SAG) for each sports ground subject to a safety certificate
- Provide for adequate resources and appoint appropriate council officers as necessary to assist the council in carrying out its statutory duties relating to the safety of spectators at sports grounds under the 1975 and 1987 Acts, and the 2005 Order
- Convene regular SAG meetings to assist in its statutory duty to sports grounds, whose membership will include representatives of the police, fire service, ambulance service, building control, relevant certificate holder and invite the Sports Grounds Safety Authority where applicable

- Determine if any sports grounds contain regulated stands and expediently process and issue safety certificates in respect of those stands and any sports grounds designated by the secretary of state under the provisions of the 1975 Act
- Put in place policies and procedures for monitoring, by inspection and audit, compliance with the terms and conditions of any safety certificate issued and taking appropriate and proportional action in response to any identified defect or incident compromising safety at the ground
- Provide prompt advice on safety matters on request from sports ground venue operators, and
- Keep under review its procedures and arrangements in pursuit of ensuring the reasonable safety of people attending events at sports grounds within its responsibility.

Key actions to meet the commitments set out in the policy

Delegated powers

The Council has delegated its powers for the safety certification of sports grounds and the appointment of inspectors under the 1975 Act and 1987 Act and the Regulatory Reform (Fire Safety) Order 2005 to the:

Group Manager for Emergency Planning and Registration, who is nominated as the designated officer for safety at sports grounds.

Day to day operational management of the process is delegated by the Group Manager to the Team Manager, Emergency Planning, who is nominated as the lead officer and chairs the Safety Advisory Groups.

Consultation

In imposing terms and conditions for safety (such as when issuing or amending General or Special Safety Certificates), Nottinghamshire County Council is legally required to consult with Nottinghamshire Police, Nottinghamshire Fire and Rescue Service and the relevant building authority (district or borough council).

East Midlands Ambulance Service, although not a statutory consultee, is in practice also consulted.

稿 Suitably trained and competent staff

Suitably trained and competent staff

Individual officers who are responsible for the issue and review of safety certificates and the undertaking of inspection and enforcement duties under the 1975 and 1987 Acts will be suitably trained and qualified to ensure their competency.

The Council will ensure that:

Duties are specified in job descriptions and experience is built up over time with provision made in individual appraisals for monitoring progress.

All officers undertaking the above duties have professional qualifications, experience in other sectors and are on CPD cycles as well as regular participation in sports grounds work and SAGs, and appropriate succession planning is in place to ensure

that staff have the necessary training and experience to carry out the roles they may be expected to undertake.

Officers involved in safety at sports grounds will be given the opportunity to share information with, and learn from, others through participation in the East Midlands Chairs of SAGs Group, the Test Cricket Grounds Chairs of SAGs Group and the Core Cities Sports Grounds and Public Events Safety Group.

Related documents

- Safety at Sports Grounds Enforcement Policy
- Safety at Sports Grounds Framework
- Safety at Sports Grounds Financial Framework



Safety at Sports Grounds Enforcement Policy

Policy

It is the policy of Nottinghamshire County Council to ensure compliance with all relevant safety at sports grounds legislation. In undertaking this duty it is the Council's aim to ensure that any enforcement action taken is proportionate, open, consistent and clear.

Context

Nottinghamshire County Council has a statutory duty for the safety certification of sports grounds under the Safety of Sports Grounds Act 1975 (as amended) (1975 Act) and the Fire Safety and Safety of Places of Sport Act 1987 (1987 Act), (hereafter referred to as 'the Acts') and its responsibilities for the monitoring and enforcement of the Regulatory Reform (Fire Safety) Order 2005 in respect of sports grounds. The Council also recognises its responsibilities for the safety of those present at events at all sports grounds in the County.

Scope of this policy

The Council seeks to ensure that in enforcement and regulation the interests of the public are protected.

The purpose of this policy is to ensure that the law is applied in a fair, equitable and consistent manner and to guide officers into taking the appropriate action.

In general and where appropriate, consideration will be given to alternatives to prosecution, for example giving advice and assistance, or obtaining assurances about future conduct.

Before formal action is taken, officers will normally provide an opportunity to discuss the circumstances of the case and, if possible, resolve points of difference, unless immediate action is required (for example, in the interests of the safety of people attending events at sports grounds, or to prevent evidence being destroyed).

All decisions will be impartial and will not be influenced by race, politics, gender, disability, age, sexual orientation, religious beliefs or any other belief or status of the alleged offender.

Officers will have due regard to the principles contained within the Enforcement Concordat, and any other published and relevant guidance and legislation including compliance with the Council's public sector equality duty.

The Council will take into account the comments of any victim, injured party or other relevant person to establish:

- His or her views about the circumstances in which enforcement action is deemed appropriate; and
- The nature and extent of any harm or loss, and its significance relative to the individual circumstances.

Principles and Commitments

The Council will seek to ensure that enforcement is fairly applied by committing to the following principles of fairness:

Proportionate – Any action taken by the Council, to achieve compliance or to bring regulated entities to account for non-compliance, will be proportionate to the risk to public safety, or to the severity of non-compliance, which includes any actual or potential harm arising from the failure under the law. We will seek to minimise the costs of compliance by ensuring that any action we require is in proportion to the risk.

Consistency – There will be a consistent approach from the Council in relation to any advice given, enforcement action, prosecutions and in response to incidents and complaints. The Council will discuss and compare enforcement decisions and policies amongst our own officers, and where appropriate, with other authorities and enforcement bodies.

Targeted – By adopting a risk based system for prioritising regulatory action the Council aims to make sure, through targeting, that the direction of regulatory effort takes account the level of risk and ensures action will be targeted at those situations that give rise to the more serious risks or the least well controlled risks.

Transparent – The Council will be open about how we set about our work and will provide information and advice in plain language. We will ensure we help those we regulate to understand the standards expected from them and the standards that they should expect from the local authority.

Accountable – The Council will be able to justify all enforcement decisions and be accountable for the efficiency, effectiveness and cost. Consultation and feedback opportunities are given to stakeholders. The emergency planning team is accountable to the Communities and Place Committee as set out in the Council's Constitution.

Key actions to meet the commitments set out in the policy are set out in the Safety at Sports Grounds Framework.

For further information on Nottinghamshire County Council's Safety at Sports Grounds work, please see www.nottinghamshire.gov.uk

8 November 2018**Agenda Item: 10****REPORT OF THE SERVICE DIRECTOR, PLACE AND COMMUNITIES****REGISTRATION SERVICE FEES FOR 2019/2020 AND 2020/2021****Purpose of the Report**

1. The purpose of the report is to seek Committee approval for proposed revisions to Registration Service fees and charges over which the County Council has discretion.

Information

2. The Registration Service fees over which the County Council has discretion are normally set two financial years in advance, as customers may request ceremony bookings well ahead of their planned event. Current fees and those for the financial year 2019/2020 were approved by the Communities and Place Committee in November 2017. This report proposes a variety of changes to these for introduction in 2020/2021, plus one change for immediate introduction, as set out in Appendix A to the report.
3. Fees for statutory registration services are set nationally by the General Register Office, and include birth, death and marriage certificates issued at the time of the event, fees for giving notice of intention to marry or form a civil partnership, and fees for related ceremonies when taking place at the Register Office. It is possible that, at any time during the year, the Registrar General or Home Office may make changes to these fees. If so then local fees will be re-set to a new figure directly commensurate with the change.
4. The principal statutory fees have not increased significantly since April 2012 (with minor changes made in September 2014). Generally, increases in fees and new fees for statutory services, can add significantly to the overall income of the registration service, however it is not possible to quantify the likely benefit of new fees until their effect is seen over a period of time.
5. The level of the statutory fees does not cover the full cost of service delivery, and this places a financial pressure on the service. However, fees for non-statutory services can be set on a cost recovery basis thereby off-setting the cost of providing the service overall. The non-statutory registration services are offered by the County Council under the provisions of the Local Government Act 2000 and the Localism Act 2011. Services include conducting civil marriage and civil partnership ceremonies at premises other than the Register Office, plus a range of celebratory ceremonies including naming ceremonies, celebration of vows, civil funerals and individual citizenship ceremonies.
6. Registration managers and staff are continually seeking new opportunities to offer non-statutory services that the public will wish to purchase, and to thereby optimise income for the service. Also, the service aims to maintain competitiveness with neighbouring authorities.
7. The previously agreed fee increases for 2019/2020 will realise approximately £23k of additional income compared with 2018/2019, assuming an equivalent number of the different types of

ceremonies are to be completed during the year. The proposed new fees for 2020/2021 are highlighted in bold type in Appendix A and are expected to increase income by a further £28k approximately, again assuming an equivalent number of the different types of ceremonies.

8. It is anticipated that these increases will enable the service to maintain an overall cost-neutral position while absorbing the effect of national changes meaning that the County Council will no longer gain income from delivery of a Nationality Checking Service (the fees for which are no longer included in this annual report).

Other Options Considered

9. The County Council has discretion over the type and level of non-statutory services and fees.

Reason/s for Recommendation/s

10. The recommendation is made to enable the Registration Service to off-set the cost of statutory services and provide the public with a range of service options at fees they are content to pay.

Statutory and Policy Implications

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

Financial Implications

12. The fees charged for non-statutory enable the County Council to off-set costs associated with providing statutory registration services. This is based on presumed overall take-up of discretionary services by the public, and assuming a normal level of public demand for statutory services, such as the registration of deaths.

RECOMMENDATIONS

13. It is recommended that approval is given for the registration service fee increases set out in Appendix A to this report.

Derek Higton
Service Director, Place and Communities

For any enquiries about this report please contact: Robert Fisher, Group Manager, Emergency Planning and Registration, Tel: 0115 977 3681, Email: robert.fisher@nottsc.gov.uk

Constitutional Comments [RHC 10/10/2018]

14. Communities and Place Committee is the appropriate body to consider this report by virtue of its terms of reference.

Financial Comments [SES 02/10/2018]

15. The financial implications are set out in paragraph 12 of the report.

Background Papers and Published Documents

- The Registrar General's Guidance to Authorities for the approval of premises as venues for civil marriage and civil partnerships' (Sixth Edition, 2015).

Electoral Division(s) and Member(s) Affected

- All

Registration Service Fees (proposed changes are shown in **bold**)

SERVICE	FINANCIAL YEAR	MON - THU	FRI / SAT / SUN	BANK HOLIDAYS
Marriage / Civil Partnership / Naming / Celebration of Vows at an Approved Premise (Deposit = £150)	Current 2018 - 19 2019 – 20 2020 – 21	£385 £395 £410	£420 £435 £450	£530 £535 £535
Standard Marriage / Civil Partnership Ceremonies at selected Registration Offices (Deposit = £100)	Current 2018 - 19 2019 – 20 2020 – 21	MON - THU	FRI / SAT	SUN / BH
		£125	£150	N/A
		£125 £130	£150 £160	N/A N/A
Enhanced Marriage / Civil Partnership, Naming ceremony / Celebration of vows at Registration Offices (Deposit = £100)	Current 2018 – 19 2019 – 20 2020 – 21	MON- THU	FRI / SAT / SUN	BANK HOL
		£205	£310	£400
		£210 £215	£310 £315	£410 £415
Civil Funeral / Memorial Service (Attendance at a second site – £25)	Current 2018 – 19 2019 – 20 2020 - 21	MONDAY TO FRIDAY ONLY		
		£175		
		£185 £185		
Individual Citizenship Ceremonies No charge for children (under 18)	Current 2018 – 19 2019 – 20 2020 – 21	£115 (plus £25 for each additional adult applicant) £115 (plus £25 for each additional adult applicant) £115 (plus £25 for each additional adult applicant)		

Rehearsal appointments (Monday to Friday only)	Current 2018 - 19	£25
	2019 – 20	£25
	2020 – 21	£25

Approved Premise Licensing

Introductory fee / general fee for non-commercial bodies	Current 2018 - 19	£1435
	2019 – 20	£1450
	2020 – 21	£1450
General renewal fee	Current 2018 - 19	£2285
	2019 – 20	£2350
	2020 – 21	£2350
Suitability visit	Current 2018 - 19	£110
	2019 – 20	£110
	2020 – 21	£110
The review of a refusal of an approval or the setting of requirements or conditions	Current 2018 - 19	£265
	2019 – 20	£265
	2020 – 21	£265
Changes and amendments to licence	Current 2018 - 19	£70
	2019 – 20	£70
	2020 – 21	£70

Other fees (the change highlighted in bold is for implementation from the date of committee approval).

Copy Certificates:

- Standard service – available for collection or despatched in no more than 5 working days from order/payment = £10 (postal charges apply)
- Express service – same day production (or on the following day if at the customer's request) = **£25**
- Hourly search fee for family history applications = £25
- Family History Research service at £95 for a basic package, plus £25 per hour for further work.

Other fees:

- Notice taking on Saturdays – Statutory fee, plus £15 per person non-refundable fee payable at time of booking (increase from £10)
- Double ceremony (e.g. joint marriage and naming ceremony / marriage plus renewal) = Marriage fee, plus £155
- Change of name deed - £50
- General administrative charge (amendments to ceremonies or any extra administrative tasks relating to a booking) - £25
- Living Eulogies - £90
- Document checking service - £10
- European Passport Return Service - £10

8 November 2018**Agenda Item: 11****REPORT OF SERVICE DIRECTOR, PLACE AND COMMUNITIES****NOTTINGHAMSHIRE LIBRARIES, ARCHIVES AND ARTS STRATEGIES
UPDATE****Purpose of the Report**

1. To seek approval for the realignment of the current Nottinghamshire Libraries, Archives and Arts strategy to the council plan.

Information

2. Nottinghamshire County Council has three strategies for its Libraries, Archives and Arts provision, all adopted in 2011/12 to cover the subsequent 10 years.
3. This refresh aims to align the current strategies to the County Council strategic plan 'Your Nottinghamshire, Your Future' and reflects the significant changes in funding, delivery models, customer demands and overall strategic context for culture and heritage.

National Context for Libraries

4. In addition to the statutory and legal duties relating to Libraries and Archives the national context forms part of the strategic driver for Libraries, Archives and Arts.
5. The national joint report by DCMS (Dept of Digital, Culture, Media and Sport) and the LGA (Local Government Association) - **Libraries Deliver – Ambition for Public Libraries in England 2016 – 2021**, points out the huge popularity the public libraries stating combined visits to premier league football, cinema and the top 10 tourist attractions are out stripped by visits to public libraries across England each year.

The report outlines 7 outcomes:

1. cultural and creative enrichment
2. increased reading and literacy
3. improved digital access and literacy
4. helping everyone achieve their full potential
5. healthier and happier lives
6. greater prosperity
7. stronger, more resilient communities

6. Libraries Connected (formerly the Society of Chief Librarians) has developed a set **Universal Library Offers** which allows each library service to identify its offer and at what level it can provide them. Nottinghamshire has signed up to all the offers as they have been developed and in most areas is able to meet some or all of the enhanced level of each offer. To underpin the offers, SCL has developed training resources to support the library workforce in upskilling.
7. The National Archives (TNA) is the lead body for Archive services and provide oversight and accreditation of places of deposit for public records, such as Nottinghamshire Archives, and has produced a strategy entitled **Archives Unlocked – Releasing the potential of archives**.

This strategy identifies the importance of archives for the country that contribute to our understanding of *‘who we are, where we came from and ... where we are going’*.

The strategy has three broad themes, trust, enrichment and openness;

- **Trust** - People and institutions trust in the authenticity of archive records, and how they are preserved and presented;
 - **Enrichment** - Archives enhance and enrich society intellectually, economically and culturally;
 - **Openness** - Archives cultivate an open approach to knowledge, and are accessible to all.
8. The government issued a white paper in March 2016 setting out its vision, strategy and proposals for the cultural sectors including the arts, libraries, archives and heritage called **Arts and Culture – national influences**. It focuses on four broad statements;
 1. Everyone should enjoy the opportunities culture offers, no matter where they start in life
 2. The riches of our culture should benefit communities across the country
 3. The power of culture can increase our international standing
 4. Cultural investment, resilience and reform
 9. The Arts Council England (ACE) current 10 year strategy (2010-2020) which aims to deliver **‘Great Art and Culture for Everyone’** currently has five goals;
 1. Excellence in arts and culture
 2. For everyone – engaging people everywhere
 3. Resilience and sustainability
 4. Diversity and skills
 5. Children and Young People

A consultation to create a 2020-2030 strategy has recently begun, which is likely to put greater focus on engagement with communities with low levels of cultural engagement, increasing the cultural offer within communities and ensuring access to those far away from large cultural centres are not disenfranchised.

Inspire, the charity that delivers culture, learning and libraries on behalf of the County Council, is currently directly contracted by ACE to deliver the Nottinghamshire Music Educational Hub and act as a National Portfolio Organisation (NPO) in the delivery of a cultural programme for children and young people across Nottinghamshire.

Nottinghamshire Council Plan

10. The Council Plan sets out four ambitions for Nottinghamshire in which the county is at the forefront of modern Britain, and that Nottinghamshire should stand out as :

- A great place to bring up your family
- A great place to fulfil your ambition
- A great place to enjoy your later life
- A great place to start and grow your business

Current Inspire Aims

11. Libraries, Archives and Arts – aim to be at the heart of Nottinghamshire communities and community life and to achieve this, they will:

- Inspire the enjoyment of books, reading and archives.
- Create knowledge through access to learning, information, technology and heritage.
- Stimulate, encourage and offer a wide range of arts and cultural activities.
- Offer excellent and inclusive customer service for all, every time.

Support for Council Plan Commitments

12. To support the four ambitions in the council plan there are number of commitments.

Libraries, Archives and Arts strategic priorities help achieve these Council Plan aspirations as follows:

A great place to bring up your family

Commitment 1: Families prosper and achieve their potential

Commitment 2: Children are kept safe from harm

Commitment 3: Children and Young People go to good schools

Libraries, Archives and Arts will –

- Deliver a range of initiatives aimed at families – for example - Bookstart, Summer Reading Challenge, Letter Box Scheme, Family friendly arts , ‘every child a library member’ and Reading Well
- Ensure that children and young people are inspired to read, understand their local heritage and participate in culture as a part of their development
- Host and promote a range of learning opportunities for families, adults and young people
- Offer opportunities for children and young people to discover the history of Nottinghamshire and their local community
- Offer schools and nurseries a dedicated library service through the Education Library Service
- Provide Library buildings that are fit for purpose, welcoming, accessible and safe for all
- Underpin literacy through inspiring children to read and through a range of family learning programmes
- Work with partners and funders to ensure we maximise access to a range of cultural and heritage assets , services and experiences

A great place to fulfil your ambition

Commitment 4: Nottinghamshire has a thriving jobs market

Commitment 5: Nottinghamshire is a great place to live, work, visit and relax

Commitment 6: People are healthier

Libraries, Archives and Arts will –

- Be at the heart of community life by programming cultural, heritage, reading and learning activity
- Develop the health offer by increasing the number of 'health information hubs' in libraries, work with health services delivering a range of initiatives – for example - books on prescription and social prescribing
- Ensure funding and grant funding is accessed and exploited fully to develop new programmes and projects to enhance the quality of life
- Promote the therapeutic value of reading and participation in arts and culture
- Provide arts, cultural and music performance opportunities
- Provide spaces, information services and support to job seekers, business start-ups, small and medium business and digital/solo workers
- Respond to the number of people who feel loneliness, disconnection from community life and suffer mental health issues
- Support and encourage arts and heritage events across Nottinghamshire

A great place to enjoy your later life

Commitment 7: People live in vibrant and supportive communities

Commitment 8: People live independently for as long as possible

Commitment 9: People can access the right care and support, at the right time

Libraries, Archives and Arts will –

- Be flexible in ensuring everyone can access services, using digital technology, the 'at home' and mobile library services
- Build and make accessible the diverse history and culture through Nottinghamshire Archives, local studies collections, programming of events, talks, exhibitions and digital channels
- Continue to be an unbiased, neutral and trusted source of information
- Deliver, support and partner to provide a rich and varied range of cultural and learning experiences
- Exploit the extensive network of buildings to facilitate community use
- Maintain and invest in developing an extensive network of libraries at the heart of community life
- Provide an accessible information service about local community and support services are available
- Provide a supported volunteering and members engagement offer to provide opportunities to share time, skills and connections within local communities
- Support disability arts and music to enrich lives and support carers, especially for young people

A great place to start and grow your business

Commitment 10: Nottinghamshire is a great place to invest and do business

Commitment 11: Nottinghamshire is a well-connected County

Commitment 12: Nottinghamshire has a skilled workforce for a global economy well-connected County

Libraries, Archives and Arts will –

- Continue to prevent digital exclusion through free access to fast broadband
- Develop digital channels to access services, archives, resources and expertise
- Develop the library offer to support town centres
- Develop the digital and fabrication offer to ensure the workforce is skilled for the future
- Enable business through their social responsibility strategies to support communities
- Engage and support the arts, cultural, music and creative industries
- Further develop support to business start ups
- Host and promote the Inspire learning offer to broaden skills and knowledge
- Host and stimulate local business support networks / clubs
- Provide business with access to unique business and heritage resources

Other Options Considered

13. None.

Reason/s for Recommendation/s

14. Inspire provides a range of Library, Archive and Arts services on behalf of the County Council, and it is essential therefore that these services work harmoniously with both national and local policy drivers, and the key aspirations of the County Council.
15. Realigning the Inspire strategies, action plans and business plans to help the County Council to deliver its priorities will ensure the service continues to operate effectively and seamlessly with other Council services.

Statutory and Policy Implications

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

RECOMMENDATION/S

- 1) The updated alignment of priorities of the current Nottinghamshire Libraries, Archives and Arts strategies against the Council plan be approved;
- 2) That Inspire be commissioned to draw up action and business plans to deliver actions and priorities in line with the strategy.

Derek Higton
Service Director
Place & Communities

For any enquiries about this report please contact: Mick Allen, Group Manager, Place & Commissioning, Tel: 0115 9774684

Constitutional Comments [RHC 10/10/2018]

17. Communities and Place Committee is the appropriate body to consider this report by virtue of its terms of reference.

Financial Comments [SES 02/10/2018]

18. There are no specific financial implications arising directly from this report.

Background Papers and Published Documents

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

Libraries Deliver – Ambition for Public Libraries in England 2016 – 2021

www.gov.uk/government/publications/libraries-deliver-ambition-for-public-libraries-in-england-2016-to-2021

Society of Chief Libraries (SC) Universal Library Offers

<http://goscl.com/universal-offers/>

Archives Unlocked – Releasing the potential of archives

www.nationalarchives.gov.uk/documents/archives/Archives-Unlocked-Brochure.pdf

Arts Council England – Great art and culture for everyone

<https://www.artscouncil.org.uk/about-us/our-mission-and-strategy-0>

A strategy for Nottinghamshire's Libraries , December 2012

<http://www.nottinghamshire.gov.uk/policy-library/38835/libraries-strategy>

Arts and Sports Development Strategy , February 2013

<http://www.nottinghamshire.gov.uk/policy-library/39273/arts-and-sports-development-strategy>

Development Plan – Nottinghamshire Archives and Records Management Service for the 21st Century, October 2012

Electoral Division(s) and Member(s) Affected

- All

8 November 2018**Agenda Item: 12**

REPORT OF SERVICE DIRECTOR, GOVERNANCE AND EMPLOYEES WORK PROGRAMME

Purpose of the Report

1. To consider the Committee's work programme for 2018-19

Information

2. The County Council requires each committee to maintain a work programme. The work programme will assist the management of the committee's agenda, the scheduling of the committee's business and forward planning. The work programme will be updated and reviewed at each pre-agenda meeting and committee meeting. Any member of the committee is able to suggest items for possible inclusion.
3. The attached work programme has been drafted in consultation with the Chairman and Vice-Chairman, and includes items which can be anticipated at the present time. Other items will be added to the programme as they are identified.
4. As part of the transparency introduced by the new committee arrangements, each committee is expected to review day to day operational decisions made by officers using their delegated powers. The Committee may wish to commission periodic reports on such decisions where relevant.

Other Options Considered

5. None.

Reason/s for Recommendation/s

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

Statutory and Policy Implications

7. This report has been compiled after consideration of implications in respect of finance, public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such

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

RECOMMENDATION/S

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

Marje Toward
Service Director, Governance and Employees

For any enquiries about this report please contact: Martin Gately, Democratic Services Officer on 0115 977 2826

Constitutional Comments (HD)

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

Financial Comments (PS)

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

Background Papers

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

- New Governance Arrangements report to County Council – 29 March 2012 and minutes of that meeting (published)

Electoral Division(s) and Member(s) Affected

All

COMMUNITIES AND PLACE COMMITTEE

DRAFT WORK PROGRAMME – SEPTEMBER – JULY 2019

Report Title	Brief summary of agenda item	Lead Officer	Report Author
6 SEPTEMBER 2018			
Petitions Responses	The purpose of this report is to recommend to Committee the responses to the issues raised in petitions to the County Council.	Adrian Smith	Sean Parks
Highways & Transport Group Structure	To seek approval to reorganise the staffing structures of five of the six teams within the Highways and Transport Group.	Adrian Smith	Gary Wood
Trading Standards and Communities Update	To update the Committee on key Trading Standards and Communities matters; and approve the establishment of a temporary Project Officer role in the Communities Team.	Derek Higon	Mark Walker
Changes to Library Opening Hours – Dukeries	To seek approval to change the opening hours of the Dukeries public library as outlined in the report.	Derek Higon	Peter Gaw/Mark Croston
Place Performance Quarterly	To provide the Committee with a summary of performance for Communities and Place for the quarter 1 2018/19 (1 April 2018 to 30 June 2018).	Adrian Smith/ Nigel Stevenson	Chris Williams
Sutton on Trent Section 19 Report	This report sets out the County Council's duties as the Lead Local Flood Authority to report on flooding incidents under Section 19 of the Flood and Water Management Act (2010) and to present its report in relation to the flooding in Sutton on Trent on 2 June 2018	Adrian Smith	Gary Wood/Sue Jaques
Bestwood Speed Cushion Relocation	To consider objections received in respect of the speed cushion relocation and whether it should be implemented as notified.	Adrian Smith	Mike Barnett/Helen North
TRO – Update on GM Approvals	To provide Committee with an update on operational decisions made when considering objections received through the consultation and advertisement of Permanent Traffic Regulation Orders and Bus Stop Clearways.	Adrian Smith	Mike Barnett / Helen North
Minor to Major Landscape Partnership Scheme Delivery	To inform Members of the Heritage Lottery Grant Award for the Miner to Major Landscape Partnership Scheme/To seek approval for recruitment of the staff and consultants required to deliver the Scheme in accordance with the Approved Purposes, as contained in the Grant offer/T 173 seek approval for Nottinghamshire County Council's Communications and Marketing team to work with the Scheme Office in undertaking	David Hughes	Sally Gill/Heather Stokes

	activities relating to communications and publicity on behalf of the Partners, and in accordance with Heritage Lottery Fund requirements.		
Provision of Archaeological Advice	To seek approval for the provision of archaeological advice to District and Borough Councils in partnership with Lincolnshire County Council's planning archaeology service/To seek approval for the establishment of a Planning Archaeologist post within the Conservation Team. To seek approval for the secondment of a member of Lincolnshire County Council's planning archaeology service in to the Planning Archaeologist post.	David Hughes	Rob Fisher
Outcomes from LRF Major Emergency Exercise Diamond IV	The report is to advise Members of key findings from the Local Resilience Forum (LRF) major emergency exercise 'Diamond IV', and to enable members to consider whether there are any actions they require in relation to conclusions arising from the exercise.	Derek Highton	Rob Fisher
4 October 2018			
TRO Station Road Sutton in Ashfield	To consider objections received in respect of the above Traffic Regulation Order and whether it should be made as advertised.	Adrian Smith	Gary Wood/Mike Barnett
Rationalisation of Registration Service Delivery Points	To seek approval for consolidation of registration appointments into eleven offices, and for provision of statutory fee ceremonies at the Nottinghamshire Register Office only.	Derek Highton	Rob Fisher
8 November 2018			
Libraries, Archives & Information and Arts Strategy Update	Update on Strategy	Derek Highton	Peter Gaw
Trading Standards & Communities Update	Update	Derek Highton	Mark Walker
TRO Lantern Lane		Derek Highton	Gary Wood
NCC Policies on Safety at Sports Grounds		Derek Highton	Wendy Harnan-Kajzer
Registration Service Fees for 2019 – 2020 and 2020 – 2021'		Derek Highton	Rob Fisher
Winter Service Operational			

Plan			
Highways Capital Programme Update	The purpose of this report is to update Committee on the current Highways capital and revenue programmes to be delivered during 2018/19 and to seek approval for variations to the programme.	Adrian Smith	Sean Parks
Highways Capital Programme Update	The purpose of this report is to update Committee on the current Highways capital and revenue programmes to be delivered during 2019/20 and to seek approval for variations to the programme.	Adrian Smith	Sean Parks
6 December 2018			
Delivering Sustainable Waste Services Proposals		Derek Higon	Mick Allen
Nottinghamshire Highway Design Guide	Authorisation to consult on revised draft document	Adrian Smith	Sally Gill
TRO Trent Lane, East Bridgford		Adrian Smith	Gary Wood/Helen North/Mike Barnett
TRO Dalestorth Street, Sutton in Ashfield – Prohibition of Waiting		Adrian Smith	Gary Wood/Helen North/Mike Barnett
Cultural Services – Future Direction/Update	To seek endorsement of the annual update on the Future Direction of Cultural Services document. (pulled from Sept)	Derek Higon	Mark Croston
Rufford Events 2019		Derek Higon	Mick Allen/Mark Croston
Response to Petitions		Adrian Smith	Sean Parks
10 January 2019			
TS & Communities Update		Derek Higon	Mark Walker
Place Commissioning Departmental Services Structure		Derek Higon	Mick Allen
Ceramics Collection – Sale		Derek Higon	Peter Gaw/Mick Allen/Mark Croston
Greater Nottingham Joint Planning Area Statement of Common Ground	Page 175 of 178		Sally Gill/Stephen Pointer

Innovative Patching Methods		Derek Higon	Gary Wood/Martin Carnaffin
Traffic Survey Licensing Scheme	The purpose of this report is to seek approval for the introduction of a traffic survey licensing scheme in Nottinghamshire.	Adrian Smith	Sean Parks
Planning Performance Agreements			Sally Gill/Jonathan Smith
Management of Illegally Placed Horses (Fly Grazing)		Derek Higon	Mark Walker/Cathy Harvey
7 February 2019			
County Supplies – Future Option		Derek Higon	John Hughes
7 March 2019			
TS & Communities Update		Derek Higon /Mark Walker	Mark Walker
Rufford Country Park Annual Contract Update		Derek Higon/Mick Allen	Mick Allen/Mark Croston
4 April 2019			
Transport Review		Derek Higon	Gary Wood
LIS Capital Grants 2019/20		Derek Higon	
9 May 2019			
TS & Communities Update		Derek Higon	Mark Walker
Inspire Annual Contract Update		Derek Higon	Mick Allen
Holme Pierrepont Country Park and Annual Contract Update		Derek Higon	Mick Allen/Mark Croston
Nottinghamshire Highway Design Guide	Outcome of consultation and approval of final document	Adrian Smith	Sally Gill
6 June 2019			
HM Coroners		Derek Higon	Rob Fisher
4 July 2019			
TS & Communities Update		Derek Higon	Mark Walker
Sherwood Forest Annual		Derek Higon	Mick Allen

Contract Update			
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