

Transport and Highways Committee

Thursday, 12 November 2015 at 10:30

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

AGENDA

- | | | |
|----|--|---------|
| 1 | Minutes of the last meeting held on 8 Oct | 3 - 6 |
| 2 | Apologies for Absence | |
| 3 | Declarations of Interests by Members and Officers:- (see note below)
(a) Disclosable Pecuniary Interests
(b) Private Interests (pecuniary and non-pecuniary) | |
| 4 | Department for Transport - Bus Service Operators Grant | 7 - 12 |
| 5 | Nottinghamshire Concessionary Travel Scheme 2016 - 2017 | 13 - 18 |
| 6 | Shared Public Transport Services Provision with the City Council Project Outcome | 19 - 26 |
| 7 | Nottinghamshire Highway Infrastructure Asset Management Plan | 27 - 42 |
| 8 | 5 Year Road Maintenance Capital Programmes | 43 - 58 |
| 9 | Bellamy Road, Mansfield - Prohibition of Waiting TRO, Report of Objections | 59 - 64 |
| 10 | Nottingham Road, Cropwell Bishop - Prohibition of Waiting TRO, Report of Objections | 65 - 70 |
| 11 | Roads in Lady Bay and West Bridgford - 20mph Speed Limit TROs, Report of Objections | 71 - 76 |

12	Responses to Petitions Presented to the Chairman of the County Council	77 - 82
13	Work Programme	83 - 86

Notes

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

Customer Services Centre 0300 500 80 80

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

Councillors or Officers requiring clarification on whether to make a declaration of interest are invited to contact David Forster (Tel. 0115 977 3552) or a colleague in Democratic Services prior to the meeting.

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

Meeting Transport and Highways Committee

Date 8 October 2015 (commencing at 10.30 am)

Membership

Persons absent are marked with an 'A'

COUNCILLORS

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

Roy Allan
Andrew Brown
Richard Butler
Stephen Garner
Colleen Harwood
Stan Heptinstall

Richard Jackson
A Michael Payne
A John Peck
Mike Pringle
Parry Tsimbiridis

OFFICERS IN ATTENDANCE

Pete Barker	- Resources
Sue Bearman	- Legal Services
Don Fitch	- Highways
Tim Gregory	- Corporate Director, Place
Neil Hodgson	- Service Director, Highways
Sean Parks	- Highways

MINUTES OF THE LAST MEETING

The minutes of the last meeting held on 10 September were taken as read and were confirmed and signed by the Chairman.

APOLOGIES FOR ABSENCE

The clerk to the Committee reported orally that Councillor Pringle replaced Councillor Payne and Councillor Tsimbiridis replaced Councillor Peck, both for this meeting only.

DECLARATIONS OF INTEREST

None.

ORDER OF BUSINESS

The Committee agreed that the order of items be changed to allow the presenting officer to attend a prior engagement. The reports on the Midland Main Line and the possible Robin Hood Line extension were therefore taken as the first two items.

MIDLAND MAIN LINE

To reflect the fact that the Government had announced the restarting of the works to electrify the Midland Main Line, an amendment to the motion was moved by the Chairman and seconded by the Vice Chairman. Following a debate a further amendment was moved by Councillor Jackson and seconded by Councillor Harwood and when put to the vote was carried.

RESOLVED 2015/076

- 1) That the Report be noted.
- 2) That Committee welcomes the announcement of the re-starting of the electrification works on the Midland Main Line
- 3) That the Council continues to press both Government and Network Rail that all of the required enhancements to the track and infrastructure on the Midland Main Line, including at Market Harborough, should proceed in full, at the very earliest opportunity, and that the Council encourages the county's MPs, district councils, business bodies and East Midlands Councils, to press the Government about the need for these track and infrastructure works to be completed in full.
- 4) That the Council lobbies the Government and Network Rail to ensure that Beeston continues to have a direct train to and from London every hour throughout the day, with the best possible journey time.

POSSIBLE ROBIN HOOD LINE EXTENSION TO OLLERTON

RESOLVED 2015/077

- 1) That the Report be noted.
 - 2) That it be noted the Council is funding the option selection works, the patronage and revenue forecasting work, and the business case development.
 - 3) That a report on the results of these development works be brought to the meeting of the Committee in December.
- .

HORIZONS PAVEMENT MANAGEMENT SYSTEM – PRESENTATION

Don Fitch and Ian Patchett from the Highways Division gave a presentation on the new method of identifying and creating a rolling programme of highway maintenance schemes using pavement management software.

DFT LOW EMISSION BUS SCHEME FUND

RESOLVED 2015/078

- 1) That Committee give approval for Nottinghamshire County Council to submit a bid to the Low Emission Bus Scheme Fund.
- 2) That Committee give approval for £410k match funding to support the bid.

NOTTINGHAM GO ULTRA LOW BID TO THE OFFICE OF LOW EMISSION VEHICLES (OLEV)

RESOLVED 2015/079

- 1) That the submission of the Nottingham Go Ultra Low Bid to the Office of Low Emission Vehicles be noted.
- 2) That joint working on the delivery of the Bid in the county, should the Bid be successful, be approved.

PROVISIONAL INTEGRATED TRANSPORT AND HIGHWAY MAINTENANCE CAPITAL PROGRAMMES 2016/17

RESOLVED 2015/080

- 1) That the proposed provisional integrated transport block programme as contained in this report and detailed in Appendix 1, be approved, subject to the provisions set out in paragraph 16
- 2) That the proposed provisional highway capital maintenance programme as contained in this report and detailed in Appendix 2, be approved, subject to the provisions set out in paragraph 16.

PERFORMANCE REPORT – HIGHWAYS

The Committee requested that a clearer method of highlighting trends be used.

RESOLVED 2015/081

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That the contents of the report be noted.

**WEIGHT RESTRICTION ORDER PINXTON LANE, PINXTON,
NOTTINGHAMSHIRE**

RESOLVED 2015/082

That the proposed Environmental Weight Restriction as detailed in the report be approved.

WORK PROGRAMME

RESOLVED 2015/083

That the Work Programme be noted.

The meeting closed at 12.28pm

Chairman



12 November 2015

Agenda Item: 4

REPORT OF THE SERVICE DIRECTOR, TRANSPORT, PROPERTY & ENVIRONMENT

DEPARTMENT FOR TRANSPORT: BUS SERVICE OPERATORS GRANT

Purpose of the Report

1. To advise Committee on the Bus Service Operators Grant (BSOG) funding received from the DfT and how it has been used to fund public transport improvements.
2. To agree the future spending plan – **Appendix 1**.

Information and Advice

3. Bus Service Operators Grant (BSOG) is a refund of the fuel duty paid by transport operators and applies to both commercial and supported bus services. This is funded and administered by the DfT.
4. In January 2014 BSOG paid to bus operators for supported bus services was devolved to County Councils for allocation and was fixed for 3 years. BSOG for commercial services continues to be paid direct to the bus operators.
5. The BSOG grant is ring fenced and can be used to fund the provision of supported bus services or other related transport provision with the main criteria remaining that as a result of the change the transport operators should be “no better and no worse off”.
6. The grant is paid out to operators for current services which existed prior to January 2014. New supported services, operated by the same or a different transport operator, should include BSOG re-imbursement within the bid price.
7. The terms of the grant state that it should be used to support contracted services and the infrastructure associated with those services. It has been clarified with DfT that both revenue and capital expenditure is permitted if there is a surplus following appropriate payments being made to bus operators for supported bus services.
8. BSOG reimbursement is calculated for each operator using a formula which requires mileage and fuel consumption inputs. The annual allocation for Nottinghamshire was calculated to be £1m per annum using the 2012/13 data.
9. Supported bus service funding has reduced by 54% since 2009 which has generated a surplus each year as outlined in the Appendix 1. The grant is due to be paid in 2016/17 but

the settlement could change following the Comprehensive Spending Review due in December 2015.

BSOG Funding Proposals

10. Planned and future expenditure of BSOG monies is outlined in **Appendix 1** and can be summarised as follows:

- Current contracted bus services which still attract the BSOG grant; along with support for local bus networks on a 'use it or lose it' basis;
- To help with projected budget pressures for the supported network due to annual increases in contract prices;
- Promotion of bus services via targeted publicity to increase patronage; and various ticketing initiatives to encourage travellers to use the bus. The impact of such initiatives may reduce contract costs under revenue sharing agreements within the bus operators.
- Infrastructure improvements including real time passenger information to improve the image of bus travel and encourage passenger use. A recent study found that for every pound spent on local bus infrastructure it generates up to £7 of benefits for local businesses, communities and the environment.
- The provision of electronic ticketing machines (ETM's) on fleet vehicles. Some of the grant has also been used to purchase two vehicles in both the 14/15 and 15/16 financial years which will increase capacity of the internal fleet and help reduce contract prices.
- Integrated ticketing across the County as approved by Transport and Highways Committee on the 11 September 2014.
- Independent Travel training: to help vulnerable children and adults access public transport and promote independence, which also saves the County Council providing high cost individual transport. This has resulted in over 40 student's no longer needing specialist transport.
- The unallocated expenditure c£165k can be used to fund any urgent unforeseen local bus service needs or pump priming to help new community transport or volunteer car schemes with their set up costs.

Audit

11. The grant and its conditions are monitored by DfT through a yearly survey which requests the County Council to disclose information on what the devolved funds have been used for and the impact this has had on the provision of services to the local community.

12. Internal audit have confirmed that the expenditure meets the requirements and have included this grant in the internal audit plan for 2016/17.

Other Options Considered

13. The expenditure of BSOG is used in accordance with DfT guidance.

Statutory and Policy Implications

14. This report has been compiled after consideration of implications in respect of finance, the 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.

Sustainability and Environment

15. Public transport is key to congestion management; a reduction in car use improves air quality and reduces CO2 emissions.

Financial Implications

16. The financial implications are outlined in Appendix 1.

Implications for Service Users

17. Public transport helps tackle congestion and improve accessibility to employment, training, health and other key facilities. Improvements in service delivery, such as integrated ticketing will improve the public transport offer for users.

RECOMMENDATION

- 1) To note the expenditure of BSOG and approve the spending plan (Appendix 1).

Mark Hudson
Group Manager
Transport & Travel Services

For any enquiries about this report please contact:
Pete Mathieson, Team Manager, Commissioning & Policy

Constitutional Comments (SLB 19/10/2015)

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

Financial Comments (DJK 19/10/2015)

19. The financial comments are set out in the body of the report and on-going control will be applied to ensure that the funding meets the required criteria.

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.

- Integrated Ticketing Plan - Transport & Highway Committee 11 September 2014
- Local Authority Bus Subsidy Grant – DfT Determination Letter – January 2015
- Devolved BSOG Grant – Annual Survey 2015 – DfT 6 July 2015

Electoral Divisions and Members Affected

All

BSOG FUNDING AND EXPENDITURE APPENDIX FOR COMMITTEE REPORT

<u>INCOME</u>	<u>2013-14</u> <u>YEAR 1</u>	<u>2014-15</u> <u>YEAR 2</u>	<u>2015-16</u> <u>YEAR 3</u>	<u>2016-17</u> <u>YEAR 4</u>	<u>TOTAL</u>
Balance of Funding B/Fwd	0	£194,432	£708,225	£666,064	
DfT funding - Jan - Mar 2014	£265,082				£265,082
DfT funding		£1,002,539	£1,002,539	£1,002,539	£3,007,617
<u>TOTAL AVAILABLE FUNDING</u>	<u>£265,082</u>	<u>£1,196,971</u>	<u>£1,710,764</u>	<u>£1,668,603</u>	<u>£3,272,699</u>
<u>EXPENDITURE</u>	<u>2013-14</u> <u>YEAR 1</u>	<u>2014-15</u> <u>YEAR 2</u>	<u>2015-16</u> <u>YEAR 3</u>	<u>2016-17</u> <u>YEAR 4</u>	<u>TOTAL</u>
LOCAL BUS SERVICE CONTRACTS	£70,650	£221,122	£228,126	£233,126	£753,024
INFRASTRUCTURE	£0	£47,865	£60,000	£80,000	£187,865
REAL TIME INFORMATION	£0	£24,000	£100,000	£100,000	£224,000
PUBLICITY AND PROMOTION	£0	£13,753	£81,000	£80,000	£174,753
VEHICLE PROCUREMENT	£0	£167,340	£165,574	£340,000	£672,914
ITT / OTHER COSTS	£0	£14,666	£20,000	£20,000	£54,666
CONTRACTED SERVICES BUDGET PRESSURE RELIEF	£0	£0	£300,000	£600,000	£900,000
TICKETING INITIATIVES	£0	£0	£90,000	£50,000	£140,000
<u>TOTAL EXPENDITURE</u>	<u>£70,650</u>	<u>£488,746</u>	<u>£1,044,700</u>	<u>£1,503,126</u>	<u>£3,107,222</u>
<u>BALANCE OF FUNDING C/FWD</u>	<u>£194,432</u>	<u>£708,225</u>	<u>£666,064</u>	<u>£165,477</u>	<u>£165,477</u>

Grant subject to confirmation in Comprehensive Spending Review in Dec 2015

12 November 2015**Agenda Item: 5****REPORT OF SERVICE DIRECTOR ENVIRONMENT, TRANSPORT AND
PROPERTY****NOTTINGHAMSHIRE CONCESSIONARY TRAVEL SCHEME 2016 / 2017****Purpose of the Report**

1. To seek approval for the Nottinghamshire Concessionary Travel Scheme for 2016 / 2017, publication of the draft scheme notice on 1 December 2015, the final scheme notice on 3 March 2016 and the proposed funding (subject to Full Council budget approval in February 2016).
2. To seek approval to continue with the County Council's additional discretionary elements of the scheme which are estimated to cost £1.245m in 2016 / 2017.
3. To seek Committee approval to grant delegated power for the Service Director for Environment, Transport and Property to agree the final reimbursement arrangements and associated financial commitments from 1 April 2016 in conjunction with the Chairman and Vice Chairman of the Transport and Highways Committee, the Chairman of the Finance and Property Committee and the Service Director for Finance and Procurement.

Information and Advice

4. The County Council has been a Travel Concession Authority (TCA) since April 2011 and has the duty to provide free travel on local bus services for the holder of a valid English National Concessionary Travel Pass. Free travel is available between 0930 and 2300 weekdays and all day at weekends and on bank holidays.
5. Concessionary travel passes are available to those who qualify on the grounds of age or disability. The age of entitlement is gradually being increased in line with the rise in state pension age for women.
6. The eligibility criteria for a concessionary travel pass on grounds of disability are defined in legislation and summarised below as a person who:-
 - Is blind or partially sighted
 - Is profoundly or severely deaf
 - Is without speech

- Has a disability, or suffered an injury, which has a substantial and long-term adverse effect on their ability to walk
 - Does not have the use of both arms whether by the loss of limbs or otherwise.
 - Has a learning disability
 - Would have an application to drive a motor vehicle refused due to a disability
7. TCA's are allowed to offer, and fund, additional travel entitlements using discretionary powers from Section 93 of the Transport Act 1985. The County Council offers two additional travel entitlements for Nottinghamshire residents which are discounted travel on the tram and a companion's travel facility attached to passes issued for certain disabilities. It is anticipated that both of these discretionary elements which cost approximately £1.245m per year will continue.
 8. Holders of Nottinghamshire concessionary travel passes are entitled to free travel on the tram at the same times as on local bus services detailed in paragraph 4. This is a contractual arrangement as part of new tram agreement which commits the County Council to fund this discretionary element on the tram network until August 2020. Reimbursement for concessionary tram travel has been estimated using all data currently available but is under constant review as patronage levels become established following the recent opening of the new tram lines. Unlike the statutory bus concession, detailed in paragraph 10, the County Council is responsible for reimbursing the tram operator for travel by Nottinghamshire pass holders only. This requirement covers the entire Nottingham tram network.
 9. Passes with the additional companions' entitlement are issued to people who are blind, have a severe walking disability or a severe learning disability and would have difficulty travelling alone. The pass allows one additional person to travel with the pass holder at the same discounted rate for all journeys commencing in Nottinghamshire.
 10. The County Council is responsible for reimbursing transport operators for all statutory free concessionary travel whereby the holder of a valid English concessionary travel pass boarded a bus within the administrative boundary of Nottinghamshire irrespective of which English Travel Concession Authority (TCA) issued the pass. The Council has a duty to issue a notice of the proposed scheme by 1 December 2015 and a final scheme notice by 3 March 2016 to enable the scheme to commence on 1 April 2016. The final notice must detail scheme entitlements and reimbursement arrangements.
 11. The transport operators have a duty to accept travel passes on the local bus services they operate. Travel is permitted under the terms of carriage of each operator.
 12. Reimbursement is calculated to ensure that the transport operator is "no better or no worse off" as a result of carrying the concessionary passengers. The Department for Transport (DfT) has issued guidance to assist with these calculations. Although it is not mandatory to use this guidance it has been used as the basis of negotiations with transport operators to minimise the risk of any appeals against the level of reimbursement. A small number of services, mainly rural shopper, market day or infrequent services, do not fall within the scope of the guidance and a local methodology will be used to calculate reimbursement for these services.

13. In recent years the Council has negotiated fixed reimbursement arrangements with most operators which have helped to maintain network stability and service provision, whilst giving financial security to all parties, during times of significant network change. The current two year arrangements are due to end in March 2016. There are 23 transport operators currently participating in the Nottinghamshire scheme of which 19 are bus operators, 1 tram operator and 3 community transport schemes. Of these 15 are on fixed reimbursement arrangements albeit with review clauses should significant network or patronage variations occur.
14. Negotiations with the transport operators are underway with a view to agreeing a mixture of fixed and variable reimbursement arrangements as in previous years. Several factors impact on the type of arrangement applicable for each operator including network stability and competition. Negotiations will take account of the new tram lines and the potential impacts on bus patronage levels this may create.
15. The actual costs of the scheme will be determined through historic passenger data, the final reimbursement agreements with the operators and the subsequent demand for travel. At present there are 167,500 Nottinghamshire pass holders and the County Council makes total reimbursement of £10.56m (2015 / 2016 figures) to transport operators for approximately 11 million journeys per annum.

Other Options Considered

16. No other options are available for the national scheme as the provision of concessionary travel for elderly and disabled people is a statutory duty.
17. The County Council funds additional discretionary elements for Nottinghamshire pass holders as described in paragraphs 7, 8 & 9 above. The County Council considers that these additional elements are of significant value to the users therefore has ruled out, at a very early stage in the process, the removal of this support.

Reasons for Recommendations

18. The recommendations ensure that the County Council meets its statutory duty whilst continuing to provide a wide range of travel opportunities and choices for the residents of Nottinghamshire. The need for the delegated authority in recommendation 3 ensures that the County Council can issue the statutory notice for the scheme and agree reimbursement levels by the 3 March 2016.

Statutory and Policy Implications

19. This report has been compiled after consideration of implications in respect of finance, the 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.

Equal opportunities Implications

20. The provision of the concessionary travel scheme and the additional discretionary elements ensures that elderly and disabled can access key services thus improving their quality of life and enhancing social inclusion.

Financial Implications

21. The cost of reimbursement to transport operators (for statutory and discretionary entitlements) and scheme management is budgeted to be £11.329m in 2016 / 2017. As detailed in paragraph 15 the final costs will be subject to agreements with transport operators and the subsequent demand for travel during 2016/17. Detailed monitoring of the patronage data will be undertaken on a regular basis and any variation to predicted costs will be reported.

RECOMMENDATION

- 1) Committee approves the Nottinghamshire Concessionary Travel Scheme and proposed funding for 2016 / 2017 and publication of the scheme notices on 1 December 2015 and 3 March 2016, subject to recommendation 3 and Full Council budget approval.
- 2) Committee approves to continue with the County Council's additional discretionary elements of the scheme which are estimated to cost £1.245m in 2016 / 2017.
- 3) Committee grants delegated power for the Service Director for Environment, Transport and Property to agree the final reimbursement arrangements and associated financial commitments from 1 April 2016 in conjunction with the Chairman and Vice Chairman of the Transport and Highways Committee, and Chairman of the Finance and Property Committee and Service Director Finance and Procurement.

Mark Hudson
Group Manager
Transport & Travel Services

For any enquiries about this report please contact: Mark Hudson – Group Manager, Transport & Travel Services or Dave Bennett, Concessions and Ticketing Officer.

Constitutional Comments (SJE 12.10.2015)

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

Financial Comments (DJK 13.10.2015)

23. The financial implications are clearly detailed within the 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.

- Department of Transport – Concessionary Fare Scheme Guidance – October 2015

Electoral Divisions and Members Affected

All

12 November 2015

Agenda Item: 6

REPORT OF THE SERVICE DIRECTOR, TRANSPORT, PROPERTY & ENVIRONMENT

SHARED PUBLIC TRANSPORT SERVICES PROVISION WITH THE CITY COUNCIL: PROJECT OUTCOME

Purpose of the Report

1. To advise Committee of the outcomes of the shared service project.
2. To seek approval to establish a Memorandum of Understanding for some of the public transport functions.
3. To seek approval to revisit the potential for shared services if there are any significant changes in future governance arrangements.

Information and Advice

4. The Redefining Your Council strategy is a new approach to make sure the Council can deliver the Strategic Plan. The strategy requires a fundamental review of services and the best model for delivery to ensure frontline services are safeguarded. The Transformation Programme identified public transport as an area for review and the work undertaken in this review will determine the best delivery model in order to achieve value for money and the best outcomes for passengers.
5. Transport & Highways Committee on 25 March 2015 approved:
 - i) that the TTS Team Manager for Commissioning & Policy lead on the Shared Service project for public transport.
 - ii) the appointment of a Project Officer to support the project
 - iii) to start shadow working in key areas where there is potential for 'quick wins' which include but was not exclusive to:
 - Integrated ticketing to utilise City expertise to support the critical phase of smartcard and ticketing developments in Mansfield;
 - Independent Travel Training (ITT);
 - Back office systems: information, data and asset management;
 - Concessionary Travel Scheme Management;
6. An update report to Transport and Highways Committee on the 16 July 2015 outlined progress in key areas and the next stages of the process. This included:
 - i) Project plan development split into public transport functions workstreams to capture quick wins and to initiate service mapping to identify potential for shared provision;

- ii) Progress in key functional areas including Independent Travel Training, fares and ticketing, transport information / bus service registrations, concessionary travel management and the preparation of external funding bids;
- iii) Dial a Ride: to approve a trial to extend Dial a Ride provision into the Greater Nottingham Area to improve accessibility for the most vulnerable members of our communities.

Changing Local and National Picture

7. **Combined Authority:** The Councils in Nottinghamshire and Derbyshire have submitted proposals to Government to form a Combined Authority which will impact on local governance arrangements. This may include each Authorities respective 'Highway Authority and Transport Authority' responsibilities. This could impact on the delivery of the public transport functions covered in this Shared Service Review and provision of the supported bus network.
8. **Devolution and the Buses Bill:** The Councils have also submitted a devolution bid to Government which involves:
 - Enabling powers to change local bus management arrangements if Quality Bus Partnership arrangements fail to deliver public transport improvements;
 - Devolving of Government public transport funding ie BSOG and Concessionary travel;
 - Devolution of Traffic Commissioner bus registration powers;
 - Establishing Total Transport Hubs to secure more efficient and effective transport provision across public sector providers i.e. NHS;
 - Working closely to provide smart / contactless payment options;
 - Working with DfT and bus operators to influence bus fare structures to improve access to work and training;
 - The Bus Bill will enable the above to be implemented
9. **Comprehensive Spending Review (CSR):** Both Authorities are awaiting the CSR announcements in November 2015 which may lead to further reductions in Government funding settlements.

Project Update

10. **Service mapping:** Significant joint work has been undertaken over the past few months and is summarised as follows:
 - Staff at County and the City have significant differences in their Terms and Conditions. The structures and responsibilities in the teams also vary considerably.
 - This makes things very complicated when considering any alternative shared service model or structure. The City advised that they do not wish to make significant changes to their structure at this point in time due to possible changes in governance.
11. **Support services provision:** Any shared service arrangement would affect support service costs particularly in the following areas:
 - Disruption costs and the additional costs of re-location;
 - Property Overheads costs and the costs associated with relocating staff;

- HR /Legal/ Procurement costs and how these costs would have to be worked through and negotiated to determine value for money;
- The outcome may increase costs to the Authority as the potential movement of such a small team would not necessarily enable a reduction in support costs.

12. Independent Travel Training (ITT):

- The TITAN ITT scheme has been embedded into many City and County Schools which simplifies the 'offer' to students.
- The County and City have combined resources to manage and administer the TITAN buddy scheme; which is an ITT 'top up' to prepare City and County students for school or college, from Autumn 2015. This collaboration has been achieved without the need for further resources to administer the scheme. This summer 35 students with learning disabilities have successfully completed the training and now travel independently on local transport services.

13. Fares and Ticketing (including Smart Ticketing): Joint working is assisting Integrated Ticketing Strategy implementation :

- Technical: Jointly scoped the technical challenges and input required to progress smart ticketing solutions for integrated ticketing for Nottinghamshire.
- Resources: agreed to progress integrated ticketing including City Council, County Council and consultants support.
- Developed a project plan: to ensure delivery in 2016/17 financial year.
- On street ticket machines (Greater Nottingham area): 26 installation sites agreed in Greater Nottingham area to facilitate Kangaroo ticket sales. Both Authorities benefit from shared resource and lower on costs. This will enable the Greater Nottingham e purse ticket to be launched on 14 December.
- A further progress report on ticketing will be submitted to Transport and Highways Committee in Spring 2016

14. Transport Information and Bus Service Registrations

- The City have utilised the County's timetable data and asset management system saving capital and ongoing revenue costs. The County has benefited with a 40% reduction in maintenance costs.
- The system also enables the more efficient production of on-street printed timetable information saving on design and print costs. This will reduce design costs by 66%.
- A second phase to develop smart mobile solutions to aid asset information and contract management to improve efficiency in compliance monitoring has begun with implementation likely to be in Spring 2016.
- Expansion and roll out of the real time stop and interchange information scheme across Nottinghamshire, utilising the back office systems at the City Council. This includes over 100 displays installed in the past six months, including at important bus/tram interchanges such as Beeston.
- Procurement: Real Time Infrastructure and timetables will be jointly procured which will save between 13% and 22 % in purchase costs. Similarly ongoing maintenance contracts will be jointly procured on expiry of current contracts. The roll out of Automatic Vehicle location Traffic Light Priority (AVLTLP) has been extended to City Council maintained traffic signals using the equipment already installed by the County Council. This saves the City Council Capital costs and both Councils on-going maintenance costs.

15. External Funding Bids

- Southern Growth corridor (LEP funded): the detailed business case is now being prepared for this project which includes bus priority improvements and bus stop upgrades in the County including Rushcliffe 'smart' corridor (LEP bid). This will link into the Southern Growth Corridor and Broadmarsh re-development.
- Real Time Passenger Information (LEP bid): this is a potential regional bid across D2N2 for the rollout of RTPI. The main components are:
 - 1500 displays showing scheduled and RTPI
 - Facilitate the link between all RTPI enabled buses to show RTPI information on street and on mobile devices
 - Facilitate smaller operators to procure RTPI enabled Ticket Machines
 - Develop 'smart' Apps to provide RTPI and exception information
 - Automatic Vehicle Location Traffic Light Priority at further junctions across the D2N2
 - Upgrade back office systems
- OLEV (Office for Low Emission Vehicles) bid: reported at the Transport and Highways Committee on the 8th October. The City and County have worked together to submit a bid for electric buses and infrastructure. This close collaboration will need to continue if the bid is successful to facilitate implementation and on-going project monitoring. Announcements for the successful bids should be made in January 2016.

16. Concessionary Fare Scheme Management

- Exploring potential to jointly negotiate concessionary fares arrangements with operators from April 2016 onwards to realise savings;
- Exploring the option for joint concessions smartcard management;
- Exchanging best practice in the concessions application process to minimise fraud and introduce e-applications. This could reduce concessionary spend for disabled pass users by between 5 and 10%.
- The joint survey and smartcard data analysis project looking to identify fraud and journey patterns which should enable a joint reduction in concessionary fares reimbursement

Quality Bus Partnerships

17. The Beeston Statutory Quality Bus Partnership was formulated to mirror the City Council SQBP and this will be reviewed and updated when the City Centre SQBP is refreshed in 2020 or sooner depending on the Broadmarsh project.
18. The launch of the new Beeston Interchange was carried out in conjunction with the City Council, with the City Infobus being used to disseminate information to residents.
19. The rollout of the Infobus bus into Greater Nottingham has been approved for a 1 year trial
20. **Transport Facilities:** Development has taken place in the following areas of service provision.
21. Explored efficiency savings including CCTV management, out of hours management, staff cover and contract procurement. This work is on-going and there is potential for some opportunities for saving.

22. Common quality standards on street and within bus stations to simplify the offer to passengers. This includes co-ordinated staff training across all bus stations.
23. Introduced bus station departure charges that are comparable, so they are consistent between both Authorities.

Dial-a-Ride

24. Dial-a-Ride expansion into the County Area has been approved by the City Council and the trustees of Nottingham Community transport and partners have made significant progress as follows to ensure implementation in Spring 2016:

- Determined the geographical area for the extended scheme which will mirror the Kangaroo ticket area. (Greater Nottingham)
- Formed a new pricing structure which will be based on mileage and not on Zones, so residents that live close to a Zone boundary are not penalised for a short journey.
- Revised registration requirements and concessions eligibility to make the service more attractive. People with disabilities who need ENCTs would automatically become members.
- Revised operating hours to reflect passenger demand
- Improved booking arrangements so clients can book up to 7 days in advance.
- Started the procurement of new booking software to improve business efficiency and customer experience.
- Publicity and marketing strategy formulated to promote the service with targeted mailing to Disability groups.

Proposals

25. Taking into account the factors in paragraphs 7-9 and the uncertainty around local governance arrangements and budgetary challenges, it is felt by both Authorities that it would not be beneficial for either party to enter into a Shared Service Level Agreement at this present time; particularly as this would involve significant change, which may need to be repeated following any further changes in the local governance arrangements.

26. Both councils have achieved balanced financial and delivery benefits from the work to date. Clearly there are some areas where collaborative working will continue to be beneficial to both Councils and the travelling public. It is, therefore, recommended that a Memorandum of Understanding be established in the following functional areas of service provision:

- Public Transport Policy (including statutory quality bus partnership)
- Independent travel training (ITT)
- External funding bids
- Fares and ticketing (including smart ticketing)
- Transport information and bus service registrations
- Bus quality partnerships
- Concessionary fare scheme management

27. A 'Shared Services' Steering group is set up which meets up regularly following the quarterly Bus Quality Partnership meetings. This will involve Senior Managers, who will steer joint working activities to deliver each Council's strategic and operational priorities.
28. An update on the work undertaken and efficiencies made will be reported to Committee annually. There will also be triggers to re-consider shared service arrangements if a 'material' change happens as outlined in the local governance arrangements.

Other Options Considered

29. A number of options have been considered to integrate the County Council services and the City Council Public Transport Team. This ranged from formal integration of the functions, governance and budgets to the development of a service level agreement with one lead Authority. These options have not been recommended to Committee, due to the reasons contained in this report.

Environment and Sustainability

30. Public transport is key to congestion management; a reduction in car use improves air quality and reduces CO2 emissions.

Statutory and Policy Implications

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

Financial Implications

32. The financial implications are shown in the report and the total c£90k will contribute to the savings targets for this service area.

Implications for Service Users

33. Public transport helps tackle congestion and improve accessibility to employment, training, health and other key facilities. Improvements in service delivery, such as integrated ticketing will improve the public transport offer for users. Introducing a pilot Dial-a-Ride service in the Greater Nottingham area will give people with access difficulties more choice of travel.

RECOMMENDATION/S

- 1) Note the conclusion and outcomes of the Shared Services project with the City Council.
- 2) To approve the establishment of a Memorandum of Understanding for the functional areas outlined in paragraph 26 with the final document being approved by Committee.

Mark Hudson
Group Manager
Transport & Travel Services

For any enquiries about this report please contact: Pete Mathieson, Team Manager, Commissioning & Policy, Transport & Travel Services

Constitutional Comments (SJE 19/10/2015)

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

Financial Comments (DK 19/10/2015)

35. The financial implications are set out in the report and the total saving agreed.

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.

- Shared Services Transport & Highways Committee – 25 March 2015
- Integrated Ticketing Plan - Transport & Highway Committee – 11 September 2014
- Department for Transport – Buses Bill – November 2015
- OLEV Bid for electronic vehicle funding – 28 October 2014

Electoral Divisions and Members Affected

ALL

12 November 2015**Agenda Item: 7****REPORT OF ACTING SERVICE DIRECTOR, HIGHWAYS****NOTTINGHAMSHIRE HIGHWAY INFRASTRUCTURE ASSET MANAGEMENT
PLAN****Purpose of the Report**

1. The purpose of this report is to seek Committee approval for the Nottinghamshire Highway Infrastructure Asset Management Plan (HIAMP),

Background

2. Nottinghamshire's Highway Infrastructure Asset Management Plan provides the framework to deliver better value for money in capital maintenance spending, through adoption of a sensible and forward thinking maintenance plan. Our customers will have greater visibility as to the relative status and condition of their roads and future maintenance strategy.
3. In May 2013 the UK Roads Liaison Group produced the Highway Infrastructure Asset Management Guidance Document, and along with this a summary document was published called Highways - Maintaining a vital asset – 'What should Councillors know about asset management?' which is attached as Appendix 1. It is a requirement that NCC produces a HIAMP.
4. The HIAMP is linked directly to the 14 recommendations in the UK Roads Liaison Group guidance document as these are the cornerstone to good asset management practice. A list of these recommendations is included in Appendix 2.
5. A draft HIAMP has been produced and the key features are detailed in the Executive Summary contained in Appendix 3.
6. Spring 2015 saw the culmination of over five years development work by the Department for Transport to create a new set of funding models for highways maintenance across the country consisting of three key elements:
 - A revised 'Needs-Based' Block Funding Formula - Based upon network length.
 - The Challenge Fund.
 - The Incentive Fund.

Greater detail on the three elements listed above is contained in Appendix 3 (Executive Summary)

7. The Department for Transport Incentive Fund is one of the key drivers behind the creation of a HIAMP for Nottinghamshire. It is an essential requirement of the Incentive Fund that all highway authorities must outline steps being taken and the strategies being employed to demonstrate commitment to the adoption of asset management principles in all highway maintenance activities. In Nottinghamshire, the HIAMP is one of the documents which will be used to achieve this.
8. A draft of the HIAMP is available through the members report area and is displayed for public consultation on the following link: [HIAMP Link](#)
9. The HIAMP has been displayed on the Authorities website since the 16th September and notification was sent to key stakeholders advising them of the consultation and seeking their input. The consultation period closed on the 14th October, feedback has been reviewed and the document has been amended where appropriate.

Statutory and Policy Implications

10. This report has been compiled after consideration of implications in respect of finance, the 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.

RECOMMENDATIONS

11. It is recommended that Committee:
 - a. Approve the Highway Infrastructure Asset Management Plan as a document that sets out Nottinghamshire's approach to managing the highway asset.

Neil Hodgson
Acting Service Director Highways

For any enquiries about this report please contact:

Don Fitch – Team Manager Highway Assets & Development

Constitutional Comments (SJE – 02/11/2015)

12. This decision falls within the Terms of Reference of the Transport & Highways Committee to whom responsibility for the exercise of the Authority's functions relating to the planning, management and maintenance of highways has been delegated.

Financial Comments (IC – 30/10/15)

13. There are no immediate financial implications as a result of this report.

Background Papers

None

Electoral Division(s) and Member(s) Affected

All

HIGHWAYS - MAINTAINING A VITAL ASSET

What Should Councillors Know
About Asset Management?



How asset management can support better highway maintenance

Strong leadership and commitment from elected councillors and their chief officers is vital in maintaining our highways. This leaflet explains how asset management can help councils to improve highway maintenance, by ensuring best use of available funds and demonstrating need for investment.

What is the challenge?

Managing our highways is now a **critical challenge** to local councils, who have to manage an ageing network with high public expectations for **safe, reliable and comfortable travel**. At the same time, resources are reducing, with less funding available, increased pressure for other local government services and skills shortages.



Highways are increasingly fragile and less resilient to damage from wear and tear, ageing, increasing traffic and severe weather. This regularly results in visible defects like potholes, damaged road signs, defective street lights and in extreme cases, damage to bridges. These defects are seen and felt by all, including your electorate, and often put you and your council in the media spotlight.

It is clear that something must be done if our highways are going to continue to provide the service for which they were built. The approach to highway maintenance must change to make the best possible use of available funding.

Why invest in highway maintenance?

Highways are your council's most valuable asset. They are vital to the economic, social and environmental well being of your area. They provide access for business and communities, as well as contribute to the area's local character and your electorate's quality of life. Highways really do matter to people. Public opinion surveys continually highlight dissatisfaction with the condition of local roads and the way they are managed.

The current tough economic climate poses big challenges to councils to make the best use of limited resources in providing an acceptable highway service to the public, yet critically to maintain the integrity of our highways for future generations.

Public pressure can result in just short-term fixes, to potholes for example, rather than properly planned and implemented longer-term solutions. Short-term repairs provide poor value for money and often undermine the structural integrity of the asset.

How can asset management help to improve highway maintenance?

Asset management promotes a business-like way to highway maintenance. It makes better use of limited resources and delivers efficient and effective highway maintenance. It takes a long term view of how highways may be managed, focusing on outcomes by ensuring that funds are spent on activities that prevent expensive short-term repairs. This makes the best use of public money whilst minimising the risk involved in investing in highway maintenance.



But good asset management is not just about making best use of existing funds. It also provides a clear evidence base to justify the need for investment in highway maintenance, for example through prudential borrowing.

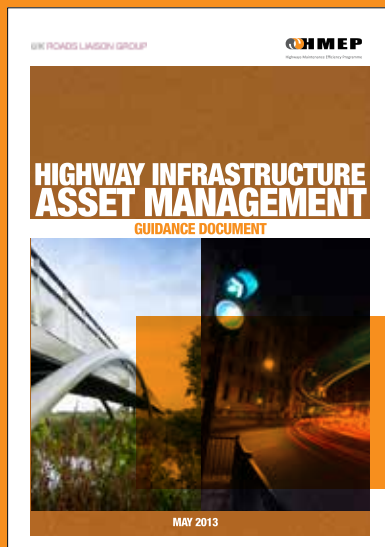
Many councils understand the potential benefits to them of good asset management, but often cite a lack of resource as the main reason for not adopting good practice, resulting in a short term, reactive approach being used. This is inefficient, allows more defects to develop and is more costly in the longer term. Research has shown that reactive repairs are four times more costly than preventative treatments.

Highway infrastructure asset management is an established and widely recommended approach both in the UK and internationally. Where it has been adopted for highways, **savings of at least 5% on budget** have been reported. It also supports decision-makers in reconciling short-term problems with long-term priorities. In other public services sectors such as the water industry, asset management has been well established for some years, and has produced **savings of up to 15%**.

What is good practice in asset management?

The Highway Infrastructure Asset Management Guidance, published in 2013 by the UK Roads Liaison Group (UKRLG), with the support of the Highways Maintenance Efficiency Programme (HMEP), provides comprehensive advice to enable the successful implementation of good asset management practices.

The Guidance includes 14 recommendations that should be adopted if councils are to achieve the full benefits of asset management and make better use of their scarce resources. It also introduces a flexible framework that is designed to support councils in developing an approach to highway maintenance that matches their strategic priorities and meets efficiency requirements and stakeholder expectations.



What next?

Strong leadership and commitment from councillors and chief officers is required now in order to implement the principles of asset management. You need to empower and support officers to implement a maintenance strategy that is based on the right principles. Those on the front line can then monitor highway maintenance in the context of asset management to ensure that value for money is achieved.

Further information

The Guidance and other information on maintaining highways is available from:
<http://www.dft.gov.uk/hmep/> and <http://www.ukroadsliaisongroup.org/>.

SUMMARY OF RECOMMENDATIONS

ASSET MANAGEMENT FRAMEWORK

RECOMMENDATION 1

An Asset Management Framework should be developed and endorsed by senior decision makers. All activities outlined in the Framework should be documented.

COMMUNICATIONS

RECOMMENDATION 2

Relevant information associated with asset management should be actively communicated through engagement with relevant stakeholders in setting requirements, making decisions and reporting performance.

ASSET MANAGEMENT POLICY AND STRATEGY

RECOMMENDATION 3

An asset management policy and a strategy should be developed and published. These should align with the corporate vision and demonstrate the contribution asset management makes towards achieving this vision.

PERFORMANCE MANAGEMENT FRAMEWORK

RECOMMENDATION 4

A performance management framework should be developed that is clear and accessible to stakeholders as appropriate and supports the asset management strategy.

ASSET DATA MANAGEMENT

RECOMMENDATION 5

The quality, currency, appropriateness and completeness of all data supporting asset management should be regularly reviewed. An asset register should be maintained that stores, manages and reports all relevant asset data.

LIFECYCLE PLANS

RECOMMENDATION 6

Lifecycle planning principles should be used to review the level of funding, support investment decisions and substantiate the need for appropriate and sustainable long term investment.

WORKS PROGRAMMING

RECOMMENDATION 7

A prioritised forward works programme for a rolling period of three to five years should be developed and updated regularly.

LEADERSHIP AND COMMITMENT

RECOMMENDATION 8

Senior decision makers should demonstrate leadership and commitment to enable the implementation of asset management.

MAKING THE CASE FOR ASSET MANAGEMENT

RECOMMENDATION 9

The case for implementing the Asset Management Framework should be made by clearly explaining the funding required and the wider benefits to be achieved.

COMPETENCIES AND TRAINING

RECOMMENDATION 10

The appropriate competency required for asset management should be identified, and training should be provided where necessary.

RISK MANAGEMENT

RECOMMENDATION 11

The management of current and future risks associated with assets should be embedded within the approach to asset management. Strategic, tactical and operational risks should be included as should appropriate mitigation measures.

ASSET MANAGEMENT SYSTEMS

RECOMMENDATION 12

Asset management systems should be sustainable and able to support the information required to enable asset management. Systems should be accessible to relevant staff and, where appropriate, support the provision of information for stakeholders.

PERFORMANCE MONITORING

RECOMMENDATION 13

The performance of the Asset Management Framework should be monitored and reported. It should be reviewed regularly by senior decision makers and when appropriate, improvement actions should be taken.

BENCHMARKING

RECOMMENDATION 14

Local and national benchmarking should be used to compare performance of the Asset Management Framework and to share information that supports continuous improvement.

Executive Summary

The Nottinghamshire Highway Infrastructure Asset Management Plan

In May 2013 the UK Roads Liaison Group produced the Highway Infrastructure Asset Management Guidance Document. This set out 14 recommendations that all local Highway Authorities should employ to demonstrate that they are following Asset Management principles in all aspects of Highway Maintenance Management.

The Highway Infrastructure Asset Management Guidance Document identifies the requirement for the production of a Highway Infrastructure Asset Management Plan (HIAMP) in order for Authorities to embed the required principles in their working practices.

During development of the framework for Nottinghamshire's HIAMP, it was decided to link the plan directly to the 14 recommendations in the UK Roads Liaison Group guidance document as these were seen as the cornerstone to good asset management practice.

Also key, was the principle of Policy, Strategy & Plan, whereby the HIAMP follows a clear line of sight from the local and national policies that shape the future direction of the County Council, via the strategies we will employ to meet these policies and what this means for specific assets and their corresponding performance data.

- **Policy** - Local policies such as NCC's Strategic Plan, Service Plan, the Local Transport Plan, and the Highway Network Management Plan plus national legislation and policies such as The Highways Act 1980 and the Code of Practice documents, Well Maintained Highways, Well Lit Highways and Management of Highway Structures. The County Council's Highway Asset Management Policy is available as a stand-alone document on the County Councils public website and is also embedded within the HIAMP itself in Chapter 7.
- **Strategy** - This is the bulk of the document and demonstrates the steps being taken in Nottinghamshire to meet the 14 recommendations in the Highway Infrastructure Asset Management Guidance Document produced by the UK Roads Liaison Group. The HIAMP is structured so that the recommendations are the Chapter headings, with an extract from the guidance document, followed by 'The Nottinghamshire Approach' which outlines what we are doing to meet them.
- **Plan** - Chapters 19 to 23 contain the Asset Management Plans for specific assets namely: Carriageways, Footways & Cycleways, Structures, Highway Lighting & Traffic Management Systems and Drainage. These final chapters show in greater detail how we will manage these assets to not only meet the 14 recommendations in the HMEP guidance but also to make best use of the resources available to provide a safe and efficient working highway network for those who travel within or through the county.

The document is bespoke for Nottinghamshire rather than a generic template with our own figures inserted. In this way we have ensured that the development work we have done thus far in the adoption of asset management principles is recognised and helps outline the way forward in bridging the gap between current and desired practice.

In autumn 2015 a new over-arching Code of Practice for Highway Maintenance Management is due for publication. It is a national guidance document created by the UK Roads Liaison Group, together with Atkins and endorsed by the Department for Transport. This document will draw together the linked elements of the three existing codes, Well Maintained Highways, Well Lit Highways and Management of Highway Structures to create a code which advocates a 'Risk-Based' approach to the maintenance management of highway assets. The HIAMP is written with these principles in mind and addresses the issues of network hierarchy and inspection frequency to build in the principles of this new code.

Future Funding Models - Background

Spring 2015 saw the culmination of over five years development work by the Department for Transport to create a new set of funding models for highways maintenance across the country. A history of these developments is listed below:

- During summer 2010, consultation took place on changes to Department for Transport Block Funding Formula.
- In May 2013 the UK Roads Liaison Group produces the **Highway Infrastructure Asset Management Guidance Document**. www.ukroadsliaisongroup.org
- At the same time a summary document was published called **Highways - Maintaining a vital asset. What should Councillors know about asset management?**
- In January 2014 the DfT consultation document **Gearing up for efficient highway delivery and funding** is produced, setting out ideas on how funding could be distributed from 2015 onwards to maximise benefits.
- In April 2014 the DfT Pothole Fund was announced. The 2014 Budget made £200 million available for the fund of which £168 million was allocated to local highway authorities in England. This included guidance and a bid application form for Councils to submit for a share of this money. Whilst the fund was for pothole repairs, and indeed each authority had to publish a 'Pothole Pledge' on their respective public websites, the questions in the application form were heavily leaning towards the adoption of '**Asset Management Principles**' in highway maintenance. Nottinghamshire's allocation was £2.78m
- In the spring of 2015, the new funding models for local authority highway maintenance were announced. It consists of three key elements:
 - The Incentive Fund
 - A revised 'Needs-Based' Funding Formula.
 - The Challenge Fund.

The Incentive Fund

The purpose of the incentive funding is to promote the adoption of good practice across all local authorities to ensure value for money.

Time is being given to allow highway authorities to adopt efficiency measures, to gain buy-in from their senior leaders and to make the necessary transformational changes to the full adoption of '**Asset Management Principles**'.

In year one, each local authority receives all of its funding. However, for each subsequent year there will be an expectation that continuous improvement in efficiencies of delivery will take place. This level of improvement will be reflected in the funding awarded through the size of the funding received.

Local highway authorities will be categorised based upon where they are on the efficiency curve as follows:

- **Band 1: Early stage authority** - Has a basic understanding of key areas and is in the process of taking it forward.
- **Band 2: Mid stage authority** - Can demonstrate that outputs have been produced that support the implementation of key areas that will lead towards improvement.
- **Band 3: Final stage authority** - Can demonstrate that outcomes have been achieved in key areas as part of a continuous improvement process.

A local authority's category will be based on the responses to a self-assessment exercise on efficiency. This will be collected annually via the Single Data List Item 129-000 in relation to highway data. Each local authority return will require a Section 151 Officer declaration to confirm that it is accurate.

The self-assessment questionnaire has 22 questions in total, divided into five categories:

- **Asset Management**
- **Resilience**
- **Customer**
- **Benchmarking & Efficiency**
- **Operational Delivery**

A local authority's Band will be based on its score in this self-assessment questionnaire:

- **Band 1:** Does not reach Level 2 or Level 3 in at least 15 of the 22 questions.
- **Band 2:** Must reach Level 2 or Level 3 in at least 15 of the 22 questions.
- **Band 3:** Must reach Level 3 in at least 18 of the 22 questions.

The figures associated with Incentive Fund allocations are detailed in the table below:

Year	2015 / 16	2016 / 17	2017 / 18	2018 / 19	2019 / 20	2020 / 21
Band 1	100%	90%	60%	30%	10%	0%
Band 2	100%	100%	90%	70%	50%	30%
Band 3	100%	100%	100%	100%	100%	100%

The DfT Incentive Fund places the need for a robust HIAMP at the heart of its self-assessment methodology. In order for Nottinghamshire to progress to Band 3, and hence

retain our full level of funding at least until 2021, we will ensure that our HIAMP is fit for purpose not only at the time of its publication but for the foreseeable future and able to adapt to the constantly changing landscape of highway maintenance.

It is an essential requirement of the Incentive Fund that all highway authorities must outline the steps they are taking and the strategies they will employ to demonstrate their commitment to the adoption of asset management principles in all highway maintenance activities. In Nottinghamshire, the HIAMP is the document we will use to achieve this.

The publication of this HIAMP will help to place Nottinghamshire County Council into Band 2 when the first full self-assessment exercise is completed at the end of November 2015. Our target is to move into Band 3 by 2017 in order to maintain our full funding allocation.

Year	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Block Allocation*	£14,921	£13,679	£13,265	£12,006	£12,006	£12,006
Band 1*	N/A	£745	£745	£750	£250	£0
Band 2*	N/A	£828	£1,118	£1,750	£1,250	£750
Band 3*	N/A	£828	£1,242	£2,501	£2,501	£2,501

(* Allocation values from DfT's initial consultation)

Difference in allocation based on 2015/16	Band 2 Result	N/A	-£414	-£538	-£1,165	-£1,665	-£2,165
	Band 3 Result			-£414	-£414	-£414	-£414

Needs-Based Funding & the Challenge Fund

From 2015/16 to 2020/21 the needs-based funding formula will be calculated as follows:

There will be a total of £4.7 billion across the six year period, and excludes the funding for the Incentive element and the Challenge Fund; the total funding available over this period amounts to just under £6 billion nationally.

As a result of the consultation on highways maintenance funding, the DfT has allocated a proportion of the total funding to four elements in varying proportions, derived from the Whole of Government Accounts:

The table below left shows the percentage split from 2015/16 to 2017/18. In order for the Department for Transport to specify what the data requirements will be for Cycleways & Footways, there will be no specific allocation for these until 2018/19 onwards. The anticipated allocation for 2018/19 onwards is shown in the table on the right.

2015/16 to 2017/18		2018/19 onwards	
Roads	82.42%	Roads	75%
Split evenly between:		Split evenly between:	
A roads	27.47%	A roads	25%
B & C roads	27.47%	B & C roads	25%
Unclassified roads	27.47%	Unclassified roads	25%
Bridges	15.38%	Bridges	14%
Lighting	2.2%	Lighting	2%
Cycleways & Footways	0%	Cycleways & Footways	9%

Part of the government's 2014 Autumn Statement assigned a proportion of the highways maintenance budget to a Local Highways Maintenance Challenge Fund. The purpose of the Fund is to enable local highway authorities in England to bid for major maintenance projects that are otherwise difficult to fund through the normal needs element allocations they receive.



12th November 2015

Agenda Item: 8

REPORT OF THE ACTING SERVICE DIRECTOR HIGHWAYS

5 YEAR ROAD MAINTENANCE CAPITAL PROGRAMMES

Purpose of the Report

1. The purpose of this report is to seek Committee approval for the provisional 5 year road maintenance capital programme (2017/18 – 2020/21) that covers the 4 years following the 2016/17 works programme already approved by T&H Committee.

Background

2. Spring 2015 saw the culmination of over five years development work by the Department for Transport to create a new set of funding models for highways maintenance across the country. The new funding models for local authority highway maintenance consist of three key elements: A revised 'Needs-Based' Funding Formula, the Incentive Fund, and the Challenge Fund.
3. The purpose of the incentive funding is to promote the adoption of good highway maintenance practice across all local authorities to ensure value for money. Time is being given to allow highway authorities to adopt efficiency measures, to gain support from senior leaders and to make the necessary transformational changes to the full adoption of Asset Management principles. Local authorities have until end November 2015 to develop this practice such that it forms the basis of all future assessments.
4. Forming a multi-year programme and advanced planning based on Life-cycle principles is a requirement identified in meeting one of the elements of the Incentive Fund and will help the Authority retain its full funding allocation as illustrated in the following table:

Year (£'000)		2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Block Allocation*		£14,921	£13,679	£13,265	£12,006	£12,006	£12,006
Band 1*		N/A	£745	£745	£750	£250	£0
Band 2*		N/A	£828	£1,118	£1,750	£1,250	£750
Band 3*		N/A	£828	£1,242	£2,501	£2,501	£2,501
Difference in allocation based on 2015/16	Band 2 Result	N/A	-£414	-£538	-£1,165	-£1,665	-£2,165
	Band 3 Result			-£414	-£414	-£414	-£414

5. The road maintenance programme contained in **Appendix 1** lists candidate sites from across the county that have been identified using Horizons Pavement Management software and asset management principles. Creation of the programme involved the analysis of technical condition survey data in context of the proposed funding set out in the Department for Transport (DfT) allocation model, including the full Incentive Fund allocation. As reported to T&H Committee in October 2015 the software produces a ranked list of schemes which offers a programme orientated to value rather than worst first approach.
6. Approval at this time supports early consultation and advanced design which allows for cost saving opportunities to be identified as early as possible, including whole street approach to be considered where appropriate. This programme of candidate sites will be used to formulate the detailed 2017/18 highway maintenance programme next year and subsequent years.
7. The intention is to create an indicative rolling 5 year capital maintenance programme of 'candidate sites', from which Year 1 will be developed and presented to Transport and Highways Committee for approval on an annual basis (as was done on 10th September, 2015). Years 2 to 5 of this rolling programme will remain a live entity and will evolve dependent upon factors such as utility works, other departmental highway works, funding changes and varying deterioration rates. Sites that appear in years 2 to 5 may therefore move forwards, backwards, in or out of this indicative list as circumstances dictate, however, it is anticipated such movement will not be significant

RECOMMENDATIONS

8. That Committee approve the approach set out in this report and approve the indicative maintenance works programme.

Neil Hodgson
Acting Service Director, Highways

For any enquiries about this report please contact:
Don Fitch, Team Manager, Highway Assets & Development

Constitutional Comments (SJE – 02/11/2015)

9. This decision falls within the Terms of Reference of the Transport & Highways Committee to whom responsibility for the exercise of the Authority's functions relating to the planning, management and maintenance of highways has been delegated.

Financial Comments (GB – 02/11/2015)

10. Future year block allocations are indicative only. The Transport and Highways capital programme, and associated works, will be varied when allocations are confirmed.

Background Papers and Published Document

11. None

Electoral Division(s) and Member(s) Affected

12. All

Indicative Delivery Year - 2017/18		
Street Name	District	Section Description
A608 - Cordy Lane	Ashfield	Cordy Lane - District Boundary-Felly Mill Lane North
A611 - Wood Lane Island	Ashfield	Roundabout at Wood Lane - Hucknall
B6009 - Watnall Road	Ashfield	A611 Hucknall Bypass To High Street - Hucknall
B6011 - Wighay Road	Ashfield	Wighay Road-B6011 Annesley Rd Rbt To Church Ln Rbt
B6014 - Skegby Lane	Ashfield	Skegby Ln- A617 Junc To District B/Dary On C/L Of Side Junc
B6020 - Blidworth Road	Ashfield	Blidworth Rd - District Boundary to A611
Barbara Square	Ashfield	Access To No 65 To End At No 61 - Hucknall
Beech Court	Ashfield	Corble Xing To No 4 - Underwood
Bluebell Close	Ashfield	Fairview Ave To End - Underwood
C148 - Dalestorth Street	Ashfield	Skegby/Forest Road To B6023 Mansfield Road - Sutton In Ashfield
C213 - Station Road/Papplewick Lane	Ashfield	Station Rd/Papplewick Lne From C221, High St & B683, Moor Rd
Carr Farm Road	Ashfield	Nuncargate Rd To No 1 End - Kirkby In Ashfield
Columbia Close	Ashfield	Spur Road From O/S 5 To End O/S Garages - Selston
Green Close	Ashfield	Bestwood Rd To End - Hucknall
Limes Court	Ashfield	Hamilton Road To O/S 3 - Sutton In Ashfield
Linby Grove	Ashfield	Linby Rd To End - Hucknall
Long Hill Rise	Ashfield	Watnall Rd To End, O/S No.136 - Hucknall
Midfield Road	Ashfield	Junc To A611 Nuncargate - Kirkby In Ashfield
Millers Way	Ashfield	From access o/p no.61 to turning head
New Close	Ashfield	Forster St To End Kirkby
Parliament Street	Ashfield	Forest St To 45M From Forest St - Sutton In Ashfield
Plumb Road	Ashfield	Garden Rd To End, O/S No.24 - Hucknall
Rosedale Gardens	Ashfield	Turning head from o/s no.10 to o/s no.14 - Sutton in Ashfield
Sandown Road	Ashfield	Lucknow Dr To Fairfield Rd Sutton - Sutton In Ashfield
Station Street	Ashfield	Hardwick St To High Pavement Sutton - Sutton In Ashfield
Thorneywood Avenue	Ashfield	Beavale Rd Cott Dr To No1 Door - Kirkby In Ashfield
Wood Nook Close	Ashfield	Nottingham Rd To End \3 - Selston
Yew Tree Avenue	Ashfield	From Southwell Lane To Elm Tree Road - Kirkby In Ashfield
A57 - Broad Gate	Bassetlaw	Borad Gate - Askham Road To 335M East Of Broad Gate Farm
A620 - Clarborough Hill	Bassetlaw	Junc With B1403, Main Street To Blue Stocking Lane - Clarborough
A620 - Moorgate	Bassetlaw	A638 to Tiln Lane
A631 - Gainsborough Road	Bassetlaw	B6045 Exit Slip To Wiseton Access Road - Drakeholes
A634 - Blyth Road	Bassetlaw	55M S/W Of Nursery To Hodsock Lane - Oldcotes
A638 - Great North Road	Bassetlaw	A634 To Station Road - Barnby Moor
A638 - Great North Road	Bassetlaw	Holme Lane To Splitter @ Markham Moor Rbt - Rockley
A638 - North Road	Bassetlaw	West Furlong To A620/A638 Rbt - Retford
Ainsdale Green	Bassetlaw	Ainsdale Green Spur-No 1 To No 9-Ordsall
Ashley Court	Bassetlaw	Carlton Rd To End - Worksop
B6041 - Gateford Road	Bassetlaw	End Dual Section To A57 Rbt Splitter - Worksop
B6045 - Drakeholes slip road	Bassetlaw	Drakesholes Slip Road To A631 Gainsborough Road - Drakeholes
Beech Road	Bassetlaw	Harworth
C108 - Wood Lane	Bassetlaw	Forewood Lane to Grove Road - Tresswell
C114 - Whaley Road	Bassetlaw	Whaley Road - County Boundary-A616
C37 - OLD MILL LANE	Bassetlaw	From Norton Lane to c/l Infield Lane - Cuckney
Church Lane	Bassetlaw	Main St To C/L Gregory Cres - Harworth
Crewe Road	Bassetlaw	Snipe Park Road To End - Bircotes
Goldthorpe Avenue	Bassetlaw	A60 To W/Gable #2 - Langold
Goodhouses Farm Access	Bassetlaw	A6075 To End At Woodview - Darlton
Hardwick Court Service Rd	Bassetlaw	Hardwick Court Service Rd Harworth-To End
High Farm Access	Bassetlaw	C2 To Entrance To High Farm Buildings at the Limits of Adoption - Bole
Lawnwood Avenue	Bassetlaw	Cds /15 To /23 Lawnwood Ave - Elkesley
Lincoln Road	Bassetlaw	Lark Rise To A57 - East Markham
Mill Lane	Bassetlaw	B1403 To E/Bdy Mill House - Clayworth
Millfield Road	Bassetlaw	Meeting House Lane To Retford Rd - South Leverton
Oaks Lane	Bassetlaw	C92 Gringley Road To Junc Bumblebee Lane Track - Walkeringham
Retford Sports Centre Acc Rd	Bassetlaw	Retford Sports Centre Acc Rd - West Carr Rd To W Park P
Sandymount	Bassetlaw	Spur Adj 19 To 27 - Harworth
Spring Lane	Bassetlaw	Main Road To C10 Clayworth Rd - Wiseton
Stirling Road	Bassetlaw	Thomson & Chappell To Hammerhead - Retford
Strawberry Road	Bassetlaw	Caledonian Rd To Tk E Side/A44 - Retford
Wheatley Grange Access	Bassetlaw	Wood Lane To Cattle Grid - North Wheatley
Abbey Drive	Broxtowe	Abbey Road To End
Addison Villas	Broxtowe	No17 To \22 - Eastwood
B6003 - Pasture Road	Broxtowe	Pasture Rd - A6077 Ukeston Rd - B5010 Nottingham Road

B6004 - Hickings Lane	Broxtowe	Ilkeston Rd to Church Street - Stapleford
B6464 - High Road	Broxtowe	Bye Pass Rd To Chilwell Rd/Wilmot Ln Junc - Chilwell
B6464 - Middle Street	Broxtowe	1-Way Section Between Humber Rd & Middle St Adj Split W/B - Beeston
B6464 - Middle Street	Broxtowe	One Way Between Start & End Of Splitter - Beeston
B6464 - Middle Street	Broxtowe	One-Way Section Between Middle St & Regent St Adj Splitter - Beeston
Beauvale Rise	Broxtowe	From Norman Drive To Walker St - Eastwood
Blackrod Close	Broxtowe	Stapleford Lane to end at no.1 - Toton
Broad Oak Drive	Broxtowe	From No 12 To No 40 - Stapleford
C132 - Gilt Hill	Broxtowe	Start Splitter To Ikea Roundabout - Kimberley
C165 - Humber Road South	Broxtowe	Humber Road South - Humber Rd South Rbt-A6005 Queens Road East
C224 - Awsworth Lane	Broxtowe	Awsworth Lane - Coronation Road,A6096-Gin Close Way,A6096
Dalley Close	Broxtowe	Copeland Ave To End - Stapleford
Dennis Avenue	Broxtowe	132 To 154 - Beeston
Devonshire Drive	Broxtowe	Pasture Rd B6003 To End - Stapleford
Gayrigg Court	Broxtowe	From Eskdale Drive To End - Chilwell
Ghost House Lane	Broxtowe	From Valley Rd To End - Chilwell
Halstead Close	Broxtowe	From Northdown Dr To End - Chilwell
Mallard Court	Broxtowe	Waterloo Rd To End\16 - Beeston
Manor Road	Broxtowe	Stanley Court To To Wilson Road To O/S 27 - Eastwood
Nuart Road	Broxtowe	Wollaton Rd B6006 To End - Beeston
South Street	Broxtowe	Cul-De-Sac South Street To No 21 - Eastwood
Stocks Road	Broxtowe	Junc Opp B/Dary S/O #2 To Bassett Road Junc - Kimberley
Track - Moorgreen to High Park	Broxtowe	JB600 Willey Lane to limits of adoption - Newthorpe
Victoria Street	Broxtowe	Main Road To End By Cricket Ground - Kimberley
Whitby Road	Broxtowe	From Serlby Road To Kirby Rd - Newthorpe
A612 - Burton Road/Nottingham Road	Gedling	Trent Valley Road to Burton Joyce - Burton Joyce
A6211 - Arnold Lane	Gedling	Arnold Lane - Shelford Road-B684 Plains Road
Albert Street	Gedling	Main Rd Gedling To End - Gedling
B6011 - Main Street	Gedling	Main Street-Wighay Road/Church Ln Rbt To A60 Mansfield
B6386 - Oxton Road	Gedling	Oxton Road - End A614 Slip-District Boundary
C169 - Westdale Lane	Gedling	Cavendish Road to Kenrick Road - Carlton
C39 - Whinbush Lane	Gedling	Whinbush Lane - B6386 Oxton Road-A614 Old Rufford Road
C9 - Burntstump Hill	Gedling	Burntstump Hill - A614 Ollerton Road-A60 Mansfield Road
Eaton Avenue	Gedling	Rolleston Dr To Clarboro Rd - Arnold
Hillside Drive	Gedling	Main St To End Of Surf - Burton Joyce
Kensington Gardens	Gedling	C D S To \39 Carlton - Carlton
Kirk Road	Gedling	Kenrick Road To Hickling Rd - Mapperley
Oxengate	Gedling	Oxengate - Spur - O/S 44 To 47
Padleys Lane	Gedling	Burton Joyce
Padleys Lane	Gedling	Main St To Foxhill Road - Burton Joyce
Princess Close	Gedling	Queens Avenue To End - Gedling
Ramsdale Road	Gedling	Cambridge St To Westdale Ln - Carlton
Rowan Avenue	Gedling	Oakwood Drive To End - Ravenshead
Shelford Road	Gedling	Whole length - Gedling
Smithy View	Gedling	Main St To End - Calverton
St Albans Road	Gedling	Park Road To O/S 17 - Bestwood Village
The Square	Gedling	The Square-Unnamed Rd To #27 St.Albans Rd-Bestwood Village
Valley Road	Gedling	Carlton
Westdale Crescent	Gedling	Island Clockwise - Carlton
Westdale Crescent	Gedling	Island To Oxford Street - Carlton
Willow Avenue	Gedling	Conway Road To End - Carlton
Wood Street	Gedling	High Street to end at car park entrance - Arnold
A60 - Cuckney Hill	Mansfield	District Boundary To B6031 Bishops Walk - Church Warsop
A60 - Nottingham Road	Mansfield	Harlow Avenue To Cauldwell Road - Mansfield
A6075 - Abbott Road	Mansfield	Peniment Lane To Chesterfield Rd South - Mansfield
Arlington Avenue	Mansfield	Rushpool Ave To End - Mansfield Woodhouse
B6020 - Southwell Road East	Mansfield	End Of Dual To Bdary On Churchfield Dr - Rainworth
C140 - High Oakham Hill	Mansfield	From Bleak Hill Lane (West) to High Oakham Road
C141 - Berry Hill Lane	Mansfield	A60 Nottingham Road To A617 Southwell Road E - Mansfield
C6 - Netherfield Lane	Mansfield	290m from Tissington Avenue to Budby Pumping Station
Calver Street	Mansfield	Coton Close To Adj 3 - Mansfield Woodhouse
Cromer Close	Mansfield	Delamere Ave To End - Mansfield
Daniel Crescent	Mansfield	\13 To \43 - Mansfield
Edgar Avenue	Mansfield	From \1 To End \28 - Mansfield
Egmanton Road	Mansfield	Link From Netherfield Lane To Opp No 159 - Meden Vale
Egmanton Road	Mansfield	O/S No 159 To Eastland Terrace - Meden Vale

Egmanton Road	Mansfield	Service Road No 8 To No 14 - Meden Vale
Frank Avenue	Mansfield	Intake Avenue To No2 Gate - Mansfield
Hamilton Street	Mansfield	From Argyle St To \6/8 - Mansfield
Heath Avenue	Mansfield	From Stainsby Drive To \2/4 - Mansfield
King Street	Mansfield	Newgate Ln To End - Mansfield
Noel Street	Mansfield	Byron St To End - Mansfield
Padley Hill	Mansfield	Holden St To Bancroft Ln - Mansfield
Robin Hood Avenue	Mansfield	#97 To End #113 - Warsop
Skerry Hill	Mansfield	Pecks Hill Junc To Carter Lane - Mansfield
Stella Street	Mansfield	Nottingham Road To Rutland St - Mansfield
The Green	Mansfield	Outside No. 17 to end at the embankment - Mansfield Woodhouse
Welwyn Avenue	Mansfield	#48 End To #9 End - Mansfield Woodhouse
Woodborough Road	Mansfield	Chester St To Morton Street - Mansfield
A1133 - High Street	Newark	High Street - Station Rd-Sewage Works Access Rd-Collingham
A17 - Lincoln Road	Newark	Beckingham Rd Rbt To End Split (Wb) - Winthorpe
A6097 - Ollerton Road	Newark	A6097 Exit Slip, S/B Sect From A614/A6097 Rbt To A6097 - Oxtun
A6097 - Oxtun Bye Pass	Newark	Entrance Mill Farm To Moor Lane - Oxtun
A612 - Nottingham Road	Newark	Nottingham Road - Halloughton Road-Great Bridge
A614 - Blyth Road	Newark	Blyth Road - Whitewater Lane To Radleys Lane
Albert Avenue	Newark	B6326 London Road To End - Balderton
B6020 - Warsop Lane	Newark	Warsop Lane - Kirklington Road-District Boundary
B6034 - Church Street	Newark	Church St - A6075 Mansfield Road-A616 Worksop Road
B6326 - Great North Road	Newark	London Road Island to end split (S/B) - Balderton
B6386 - Nottingham Road	Newark	District Bdy To A6097, Oxtun Bypass Roundabout - Oxtun
C13 - Great North Road	Newark	Great North Road - Great North Road-A1 (T)
C13 - Manor House Farm Bridge	Newark	From North Road To C/L Of A1 Over Bridge - Cromwell
C2 - Grassthorne Road	Newark	Grassthorne Road - B1164 Great North Road-South Street
C57 - Rufford Lane	Newark	Rufford Lane - A614 Rufford Lane-A616 Newark Road
C97 - Gonalston Lane	Newark	From Lowdham Road to bend before Manor Cottage - Gonalston
Carlton Road	Newark	One Way \1 To \7 - Newark On Trent
Chaworth Street	Newark	Lyndhurst Avenue To End At No 10 - Blidworth
Clay Lane	Newark	Cromwell Rd/Wright St Junc To Start Of Cycle Track - Newark
Cooks Lane	Newark	B6386 To No4 - Southwell
Gregory Gardens	Newark	Tippings To Quaker - Farnsfield
Jackson Court	Newark	Westfield Way To O/S 1 - Farnon
Meadow Close	Newark	The Ridgeway To End - Farnsfield
Neeps Croft	Newark	Chapel Ln To End - Epperstone
Old Main Road	Newark	A612 N To Kings Barn Leg - Bulcote
Potter Lane	Newark	C25 To A616 - Wellow
Priory Park	Newark	#3 To #5 - Thurgarton
Ringrose Close	Newark	C.D.S \48 To End \40 - Newark On Trent
Tow Court	Newark	Westfield Way To O/S 3 - Farnon
Waltham Close	Newark	Spur To \17 Balderton - Balderton
A60 - Bunny Hill	Rushcliffe	Bunny Hill - 380M North Of Ash Lane To Main Street
A60 - Loughborough Road	Rushcliffe	Gotham Lane to new office development - Bunny
A60 - Loughborough Road	Rushcliffe	Loughborough Road - Albert Road-Gotham Lane
A60 - Loughborough Road	Rushcliffe	Loughborough Road - Mere Way Roundabout-Mill Lane
A606 - Melton Road	Rushcliffe	675M Sth Of Browns Ln Junc To Start Of Splitter - Widmerpool
A606 - Melton Road	Rushcliffe	Browns Ln Junc To 675M South - Stanton On The Wolds
A606 - Melton Road	Rushcliffe	Melton Road - Valley Road-Start Splitter Wheatcroft Rbt
Bassingfield Lane	Rushcliffe	Bassingfield
Bateman Road	Rushcliffe	Station Road to York Close - East Leake
C102 - Longhedge Lane	Rushcliffe	Longhedge Lane - A46-Thoroton Road
C3 - Cropwell Road	Rushcliffe	Cropwell Road - Harby Road-A46 Fosse Way
C3 - Sutton Lane	Rushcliffe	Sutton Lane - A52 Grantham Road-Plungar Road
C4 - Loughborough Road	Rushcliffe	Loughborough Road - A6006 Melton Road-Costock Road
C60 - Main Street	Rushcliffe	Main Street - Widmerpool Road-Nicker Hill
Charnwood Avenue	Rushcliffe	Spur To #25 To C47 Park Lane - Sutton Bonington
Fairway Crescent	Rushcliffe	No 2 To End At No 3 - Newton
Flintham Lane	Rushcliffe	Flintham Ln-Deadwong Ln To Longhedge Ln-Orston
Folly Hall Lane	Rushcliffe	End At Cattle Grid To Quorn House Dr - Hickling
Hickling Lane	Rushcliffe	Upper Broughton
Ivy Row	Rushcliffe	Conery Lane To O/S White House - Whatton
Langar Road	Rushcliffe	Tithby Road To End - Bingham
Lombard Street	Rushcliffe	Orston
Main Street	Rushcliffe	O/S Lodge Farm A'Clock To Grantham Rd - Saxondale

Nearsby Drive	Rushcliffe	Opp No 6 To No 7 - West Bridgford
Oatfield Lane	Rushcliffe	C43 Shelford Hill X Rds To A52 - Saxondale
Rannock Gardens	Rushcliffe	From Walton Drive To Cul De Sac - Keyworth
Ring Leas	Rushcliffe	Cotgrave
Ring Leas	Rushcliffe	Cul-De-Sac No 86 To End - Cotgrave
Ring leas	Rushcliffe	Ring Leas -C D Sac Ring Leas To No 177-Cotgrave
Soar Lane	Rushcliffe	Main St To Rear #8 - Sutton Bonington
St Peters Crescent	Rushcliffe	Shaw St To Hammerhead
Station Road	Rushcliffe	College Road to Kingston Lane - Sutton Bonington
Sycamore Close	Rushcliffe	Willow Rd To End - Bingham
Tudor Road	Rushcliffe	West Bridgford
West Thorpe	Rushcliffe	West Thorpe - Main St To 30 Mph - Willoughby

Indicative Delivery Year - 2018/19		
Street Name	District	Section Description
B6014 - Fackley Road	Ashfield	B6014,Fackley Rd -R/About To B/Dary Of #55 & #1 Mansfield Rd
C146 - Eastfield Side	Ashfield	Eastfield Side - A38 Kings Mill Road East-B6023 Mansfield Rd
C221 - Annesley Road	Ashfield	Annesley Road - Wighay Road (B6011)-259 Nottingham Road
C222 - Westbourne Road	Ashfield	Westbourne Road - B6026,Huthwaite Rd-B6028,Stoneyford Rd
C35 - Station Road	Ashfield	Station Road - B6018 Mansfield Road-Guildhall Drive
C96 - Crescent Road	Ashfield	B600 Alfretton Road To B6016 Selston Road - Selston
Northfield Close	Ashfield	From Davies Avenue to roundabout - Sutton In Ashfield
Rushcliffe Road	Ashfield	Nabbs Lane To Ruffs Drive - Hucknall
Vernon Road	Ashfield	Park St To Hampden St - Kirkby In Ashfield
Westbourne Close	Ashfield	Westbourne Road To End - Sutton In Ashfield
A57 - Worksop Bypass	Bassetlaw	Shireoaks Road To Tylden Road - Worksop
A60 - High Road	Bassetlaw	High Road - Long Lane-Red Lane
A6075 - Ollerton Road	Bassetlaw	Westwood Access To Works Access - Tuxford
A632 - Main Road	Bassetlaw	Main Road Nether Langwith - County Boundary-Wood Lane
A634 - Spital Road	Bassetlaw	Link section between the S/b slip to the A1 and the N/b slip - Blyth
B6041 - Raymoth Lane	Bassetlaw	A60 Carlton Road To B6040 Gateford Road - Worksop
C15 - Rotherham Bauk	Bassetlaw	Rotherham Bauk - A60 Doncaster Road-400M West County Bdy
C24 - Tuxford Road	Bassetlaw	Tuxford Road - B1164 Eldon Street-A57 Cliff Gate
C6 - Main Street	Bassetlaw	Main Street - A614 Blyth Road-B6387 Retford Road
C76 - Eaton / Upton Road	Bassetlaw	Eaton/Upton Road-A638 To Hedge/Stream N
B6464 - Broadgate	Broxtowe	From Splitter With High Road To R/About - Beeston
B6464 - Bye Pass Road	Broxtowe	A6005 Junc To High Road Junc - Chilwell
B6464 - Middle Street	Broxtowe	Chilwell Rd Junc To B6006, Station Rd Jun - Beeston
B6464 - Middle Street	Broxtowe	Station Rd To Start Of Split On 1-Way System - Beeston
Claremont Avenue	Broxtowe	Adj 36 To End - Bramcote
Cranston Road	Broxtowe	Burnside Drive To Sandy Lane - Bramcote
Ramsey Close	Broxtowe	From Melbourne Rd To End - Stapleford
A612 - Colwick Loop Road	Gedling	From junction with Private Road 1 to c/l of railway bridge - Colwick
A612 - Nottingham Road	Gedling	Northbound from Burton Road to Main Street/Station Road - Burton Joyce
A614 - Old Rufford Road	Gedling	Old Rufford Road - Longdale Lane To Salterford Lane
A614 - Ollerton Road	Gedling	B6386 To Disused Works Entrance - Arnold
B6020 - Kirkby Road	Gedling	A60 Mansfield Road To District Boundary - Ravenshead
Beck Avenue	Gedling	Thorndale Rd To End #12 - Calverton
Bentwell Avenue	Gedling	Bonington Dr To Cl Brook Gardens - Arnold
Bestwood Close	Gedling	Bestwood Ave To End - Arnold
C166 - Westdale Lane	Gedling	Westdale Lane - B684 Mapperley Plains-Gedling Road
C39 - Whinbush Lane	Gedling	Start Split To Ollerton Rd/Longdale Ln Rbt (W/B) - Calverton
Caroline Close	Gedling	Hereford To End - Ravenshead
Elmhurst Avenue	Gedling	Westdale Lane To Coningswath Road - Mapperley
Gedling Grove	Gedling	Brookfield Rd To End - Arnold
Harwood Close	Gedling	Link Rd To Howbeck Rd To #2 - Arnold
Langfor Road Spur	Gedling	Langford Rd Spur-#45 To Milton Court - Arnold
Maplebeck Road	Gedling	Winthorpe Rd To Darlton Dr - Arnold
Shortcross Avenue	Gedling	Longacre To Beech Ave(Inc F/W) - Woodthorpe
Tilford Road	Gedling	Chapel Works To Level Crossing - Newstead
Welham Crescent	Gedling	Winthorpe Rd To Orston Ave - Arnold
Whimsey Park	Gedling	Gamston Lodge To Ent Holme Lodge - Carlton
A60 - Mansfield Road	Mansfield	Mansfield Road - 90M N/E Railway Bridge-B6047 Sookholme Road
A60 - Nottingham Road	Mansfield	Cauldwell Road To C/I Of A617 (MARR) Junction - Mansfield
A6075 - Peafield Lane	Mansfield	New Buildings Drive To C/L Railway Line - Mansfield Woodhouse
A6117 - Oak Tree Lane	Mansfield	24M South Of Roundabout To A617 - Mansfield
A6117 - Old Mill Lane	Mansfield	Old Mill Lane Mansfield Woodhouse - A60-Stinting Lane
A617 - Chesterfield Road North	Mansfield	Chesterfield Rd North - End Dual Section-Start Dual Section
A6191 - Southwell Road West	Mansfield	Race Course To Start Dual Section - Mansfield
Alder Grove	Mansfield	From Hazel Grove To Chestnut Ave - Mansfield Woodhouse
B6030 - Clipstone Road East	Mansfield	E/B From Newlands Road/B6030 Rbt To District Boundary - Forest Town
B6030 - Clipstone Road West	Mansfield	C/L Ellersmere Rd Junc To A6117 Junc - Forest Town
C141 - Berry Hill Lane	Mansfield	A60 Nottingham Road To A617 Southwell Road E - Mansfield
Cherry Tree Close	Mansfield	From Slant Lane To 12/10 - Mansfield Woodhouse
Crown Street	Mansfield	From Big Barn Lane To Little Barn Lane - Mansfield
Darlton Street	Mansfield	Ladybrook Ln To Brick Kiln Ln - Mansfield
Gladstone Street	Mansfield	Old Mill Ln To Gladstone Terrace - Mansfield Woodhouse
Gladstone Terrace	Mansfield	No2 Gladstone St To Junc Stainforth St - Mansfield Woodhouse
Litton Road	Mansfield	Parking Area Of No2 Mansfield Woodhouse

Mapletoft Avenue	Mansfield	Collier Avenue To No30/32 - Mansfield Woodhouse
Rock Valley	Mansfield	Cul-De-Sac From Rock Valley To End - Mansfield
Sycamore Road	Mansfield	From Cedar Ave To Parkhall Road - Mansfield Woodhouse
Tuxford Avenue	Mansfield	Egmanton Road To End \16 Meden Vale - Meden Vale
A1133 - Newark Road	Newark	Newark Road - Cottage Lane Crossing-Station Rd-Collingham
A612 - Southwell Road	Newark	80M West Of Police Station To High Cross - Thurgarton
A612 - Upton Road	Newark	Upton Road - Workhouse Lane to Mill Lane
A614 - Blyth Road	Newark	Blyth Road - Radleys Lane To Netherfield Lane
A617 - Kirklington Road	Newark	Winkburn Lane To Boundary Between Farm Shop/High Green - Hockerton
A617 - Wheatgrass Hill	Newark	Wheatgrass Hill - Track@Spring Wood Farm-Cold Harbour Road
Alexander Road	Newark	Spur No 46 To O/S 30 - Farnsfield
B1164 - Ossington Road	Newark	Ferry Lane Jct To A1 Filter@Carlton On Trent - Carlton On Trent
B6326 - Great North Road	Newark	Great North Rd - B6326/Cross Ln Rbt To A1 Great North Rd
B6386 - Nottingham Road	Newark	District Bdy To A6097, Oxtan Bypass Roundabout - Oxtan
Bungalow Lane	Newark	C49 To End - Bilsthorpe
C100 - Albert Street	Newark	From Portland Street to Boundary Road Roundabout - Newark on Trent
C57 - Rufford Lane	Newark	Rufford Lane - A614 Rufford Lane-A616 Newark Road
C63 - Lambley Road	Newark	Lambley Road - A6097 Epperstone Bye Pass-District Boundary
C70 - Moorhouse Road	Newark	Junc O/S Dovecote Pub To Cross Hill/Bar Rd Jun - Laxton
C82 - Sand Lane	Newark	County Boundary To A1133 Gainsborough Road - Besthorpe
C83 - Drove Lane	Newark	Drove Lane - A17 Sleaford Road-Beckingham Road
Central Drive	Newark	B6030 To Station Road - Clipstone
Grassthorpe lane	Newark	B1164 To C2 Town Ln - Weston
Linton Drive	Newark	Main Road To Thornhill Drive - Boughton
Lower Kirklington Road	Newark	Bus Terminus O/S No.90 To O/S No.96 - Southwell
Maypole Road	Newark	Eakring Road To \ 27 - Wellow
Park Leys Access	Newark	Park Leys Access-Broadgate Ln To End - Kelham
Springfield Road	Newark	Lower Kirklington Road To Leeway Road - Southwell
A606 - Melton Road	Rushcliffe	Valley Road To A60 Loughborough Road - West Bridgford
Alford Road	Rushcliffe	Service Rd From No.101 To No.63 - Edwalton
Barton Lane	Rushcliffe	C4 Nottingham Road To A453T - Barton In Fabis
Burton Walk	Rushcliffe	No 10 To Brookside - East Leake
C112 - Tenman Lane	Rushcliffe	Tenman Lane - A46-Cliffhill Lane
C126 - Clifton Road	Rushcliffe	Clifton Road - B680 Wilford Road - County Boundary
C131 - Kingston Lane/Gotham Road	Rushcliffe	Kingston Ln/Gotham Rd - Station Rd To West Leake Ln
C217 - Long Acre	Rushcliffe	Long Acre - Fairfield Street-A52 Grantham Road
C217 - Nottingham Road	Rushcliffe	Saxondale Roundabout - Bingham
C3 - Main Road	Rushcliffe	Main Road - Granby Hill-Musters Road
C47 - Station Road	Rushcliffe	Station Rd-Keyworth Rd, O/S No.1 The Green To End Splitter
Carnarvon Place	Rushcliffe	Carnarvon Place Service Rd Fronting No 5 To No 23 - Bingham
Fairway Crescent	Rushcliffe	No 20 To End At No 1 - Newton
Raymond Drive	Rushcliffe	Long Acre East To End - Bingham
Ridgeway Close	Rushcliffe	End \10 To End \33 - West Bridgford
Rupert Road	Rushcliffe	Between Porchester Road And Musters Road - Bingham
Spinney Close	Rushcliffe	Alford Rd To End, O/S No. 51 - West Bridgford
Wharf Lane	Rushcliffe	Wharf Lane From Main Rd. To Ent. Caravan Park

Indicative Delivery Year - 2019/20		
Street Name	District	Section Description
A617 - Kings Mill Road East	Ashfield	Kings Mill Rd E-End Of Splitter At Hospital-Start Of Splitte
B6014 - Fackley Road	Ashfield	Fackley Road - County Boundary-B6020/B6014 Roundabout
B6014 - Mansfield Road	Ashfield	B6014, Mansfield Rd - O/S#1 To A617 Junc
B6021 - Lowmoor Road	Ashfield	Lowmoor Road B6021-C/L Sherwood St To B6022 Newark Road
B6022 - Station Road	Ashfield	Station Road - A38 Kings Mill Road East-B6139 Coxmoor Road
B6023 - Mansfield Road	Ashfield	Split At B&Q Junc To Centre Of Outram St Junc - Sutton In Ashfield
Barrows Hill Lane	Ashfield	Spur Barrows Hill To End - Selston
Bolsover Street	Ashfield	Station Road To Portland Rd - Hucknall
C152 - Silverhill Lane	Ashfield	Silverhill Lane - B6014 Tibshelf Road-County Boundary
C215 - Yorke Street	Ashfield	Derbyshire Lane junction with Central Avenue to High Street - Hucknall
C85 - Annesley Lane	Ashfield	Annesley Lane - A611 Derby Road-B600 Nottingham Road
C96 - Barrows Hill Lane	Ashfield	From B6016 Selston Road Junc To Junc With Main Road/Flatts Lane - Selston
Calke Avenue	Ashfield	Whitegates Way To O/S 10 - Huthwaite
Carnarvon Grove	Ashfield	Huthwaite Rd To End - Sutton In Ashfield
Linby Walk	Ashfield	C/L St. Marys Walk/Linby Terrac Junc To F/Path - Hucknall
Peach Avenue	Ashfield	Holly Hill Rd To End - Selston
Quarry Drive	Ashfield	Central Avenue To End - Kirkby In Ashfield
Sandhill Road	Ashfield	B600 To A608 Underwood - Underwood
York Avenue	Ashfield	Dixie St To Wagstaff Ln. - Jacksdale
A161 - Beckingham Road	Bassetlaw	Beckingham Road -230M S Gringley Rd-Start Splitter A161/A631 Rbt
A57 - Worksop Road	Bassetlaw	5 Lanes End Roundabout To Hardwick Top Road - Worksop
A616 - Worksop Road	Bassetlaw	Worksop Road - Buskyfield Lane-A60 Mansfield Road
A616 - Worksop Road	Bassetlaw	Worksop Road - County Boundary-Park Lane
A619 - Mansfield Road	Bassetlaw	Mansfield Road - County Boundary-Start Splitter
A631 - Gainsborough Road	Bassetlaw	Gainsborough Road - Wiseton Access Road-Start Dual Section
A638 - Great North Road	Bassetlaw	Blyth Road To Baulk Lane - Ranskill
A638 - Great North Road	Bassetlaw	Great North Road - Main Street, Eaton-B6387 Rectory Lane
A638 - Great North Road	Bassetlaw	Scrooby Top Farm To Blyth Road - Ranskill
A638 - London Road	Bassetlaw	London Road - Goosemoor Lane-Main Street, Eaton
B6040 - Gateford Road	Bassetlaw	B6041 Raymouth Ln Dual Part To End Of Split Sb - Worksop
B6040 - Gateford Road	Bassetlaw	End Of Dual Section Sb To A60, Turner Rd - Worksop
B6044 - Victoria Road	Bassetlaw	Victoria Road - Station Road-A38 London Road
B6045 - Carlton Road	Bassetlaw	Victoria Sq To Centre Of A60/Blyth Rd Junc - Worksop
B6045 - Drakeholes Slip Road	Bassetlaw	Drakeholes Slip Rd - A631 Gainsborough Rd-Tunnel@Drakeholes
B6045 - Worksop Road	Bassetlaw	Briber Hill At Park Access Road To A634 Junc - Blyth
Beech Road	Bassetlaw	Bawtry Road To Welbeck Rd - Harworth
C10 - Wheatley Road	Bassetlaw	Wheatley Road - B1403 Clayworth Common-A620 Gainsborough Rd
C117 - Heckdyke Lane	Bassetlaw	Heckdyke Lane - Stockwith Road-County Boundary@Heckdyke
C153 - Thorpe Lane	Bassetlaw	Thorpe Lane/Shireoaks Common - 360M E County Boundary
C31 - Old London Road	Bassetlaw	A620 Straight Mile To A638 Great North Road - Barnby Moor
C37 - Lime Tree Avenue	Bassetlaw	From Ollerton Road to Blyth Road - Carburton
C45 - Jockey Lane	Bassetlaw	Jockey Lane - A1 Worksop Road-A620 Babworth Road
C46 - Drayton Road	Bassetlaw	Drayton Road - Treswell/Laneham Road-A57 Broad Gate
C76 - Retford Road	Bassetlaw	Retford Road - C/L R/W Bridge-A57 Broad Gate
C91 - Rampton Road	Bassetlaw	Rampton Road - Cocking Ln(North End)-Cocking Ln(South End)
Canal Street	Bassetlaw	Wharf Road To Carr Rd - Retford
Church Lane	Bassetlaw	From Town St To O/S Askham House - Askham
Church Road	Bassetlaw	Waterslack Rd To The Crescent - Bircotes
Hill Street	Bassetlaw	Westgate To West St/Castle St Junc - Worksop
Hodsock Lane	Bassetlaw	A634 Blyth Road to end of adoption at water feature - Blyth
Participation Bank	Bassetlaw	Participation Bank- O/S Minster Golf Ent To End-Misterton
River View	Bassetlaw	Farm View To O/S 29 - Retford
Woodside View	Bassetlaw	Grosvenor Rd To End
A6002 - Bilborough Road	Broxtowe	Bilborough Road - A609 Nottingham Road-Nottingham City Bdy
A6007 - Ilkeston Road	Broxtowe	Ilkeston Road - A52(T) Roundabout-B6004 Hickings Lane
A610 - Eastwood Bypass	Broxtowe	Eastwood Bypass - Maintenance Boundary-Start Dual Section
B5010 - Nottingham Road	Broxtowe	Nottingham Rd - B6002 Church Street-A52/A6007 Rbt
B6010 - Nottingham Road	Broxtowe	Nottingham Road - B600 Moorgreen To 105M South Giltway
Broadgate Avenue	Broxtowe	From Broadgate To End - Beeston
C132 - Nottingham Road	Broxtowe	From Main Street to A610 slip
C78 - Dead Lane	Broxtowe	Water feature to Robinettes Lane junction
C78 - Robinettes Lane	Broxtowe	From Dead Lane junction to Mill Lane junction
Chapel Street	Broxtowe	The Sidings To O/S No.2 Chapel St - Kimberley
Dorchester Road	Broxtowe	C/L Park Road To O/S No 49 - Kimberley

Greenacres Close	Broxtowe	O/S 1 To 9 - Newthorpe
Kensington Close	Broxtowe	From High Rd To End \15 - Toton
Meadow Road	Broxtowe	Canal Side to Lilac Grove - Beeston
Oban Road	Broxtowe	Junc With Mottram Road To End O/S #9, Beeston - Chilwell
Portland Road	Broxtowe	From Nottingham Rd To End \8 - Giltbrook
Trenton Close	Broxtowe	From Ewelamb Lane To End - Bramcote
A60 - Nottingham Road	Gedling	Nottingham Road - B6020 Kirkby Road-110M S/E Of B683
A612 - Colwick Loop Road	Gedling	Colwick Loop Road Colwick - County Bdy-Private Rd 1
A6211 - Arnold Lane	Gedling	Main Road To Shelford Road - Gedling
B684 - Mapperley Plains	Gedling	Mapperley Plains - A6211-A614 Ollerton Road
B684 - Plains Road	Gedling	Plains Road - Robinson Road-A6211
Bucklee Drive	Gedling	Collyer Road To #5 - Calverton
C171 - Porchester Road	Gedling	Porchester Road - City Boundary-170 Porchester Road
C63 - Spring Lane	Gedling	Spring Lane - District Boundary-B684 Mapperley Plains
C9 - Bonner Lane	Gedling	Bonner Lane - A6097 Epperstone By-Pass-B6386 Oxtun Road
Castle Close	Gedling	Lee Rd To End - Calverton
Church Road	Gedling	School Wk To Park Rd - Bestwood Village
Crawford Rise	Gedling	Howbeck Rd To End - Arnold
Foundry Terrace	Gedling	Access Road Tilford Road To Chatsworth Ter - Newstead
Glendale Gardens	Gedling	Gedling Road To End - Arnold
Laurel Road	Gedling	Cambell Dr To Ivy Gr - Carlton
Meeks Road	Gedling	Middlebeck Drive To End - Arnold
Middlebeck Avenue	Gedling	Middlebeck Drive To End - Arnold
Mount Pleasant	Gedling	Carlton Hill To End - Carlton
Redland Avenue	Gedling	Park Avenue To Redland Grove - Carlton
Runswick Drive	Gedling	Ravenswood Road To Coppice Road - Arnold
Sunninghill Rise	Gedling	Surgeys Ln To Kempton Dr - Arnold
The Quadrangle	Gedling	Fraser Street To End - Newstead
Victoria Close	Gedling	Wansford Ave To End Arnold - Arnold
Winthorpe Road	Gedling	Clarboro Rd To Rolleston Dr - Arnold
A38 - Sutton Road	Mansfield	Sutton Road - B6014-A6009 Rosemary Street
A60 - Church Road	Mansfield	Church Road - B6031 Bishops Walk-90M N/E Railway Bridge
A6075 - Abbott Road	Mansfield	A6075, Abbott Rd -District Bdary To C/L Of Penniment Ln Junc
A6117 - Old Mill Lane	Mansfield	Old Mill Lane Mansfield - Stinting Ln Rbt-Clipstone Rd West
A617 - Fountaindale Way West	Mansfield	A617, Marr W/B A60 Junc Start Of Splitter On A6117 R/About - Mansfield
Grove Street	Mansfield	Grove St From Swan Lane To Station Hill
Queensway Service Rd North	Mansfield	Queensway Service Rd North Side S To N
A1133 - Gainsborough Road	Newark	Gainsborough Road-Holme Ln To Crossing Level-Langford
A6097 - Lowdham Road	Newark	Lowdham Road - End Dual Section-District Boundary
A612 - Nottingham Road	Newark	Brackenhurst Lane To Halloughton Road - Southwell
A612 - Nottingham Road	Newark	Nottingham Road - Beck Street-80M West Of Police Station
A617 - Kelham Road	Newark	Exit From A46 R/Bout To End Of Splitter Wb - Newark On Trent
A617 - Kirklington Road	Newark	Cockett Lane To Brackner Lane - Farnsfield
B6325 - Great North Road	Newark	Great N Rd - A616 Ollerton Road-A6325/A1 Roundabout
Bescar Lane	Newark	C57 To Hardwick Drive - Ollerton
Bromley Avenue	Newark	From Clumber Avenue To End Newark - Newark On Trent
C100 - Hawton Road	Newark	Hawton Road- Boundary Rd/Hawton Rd Rdbt To Grange Lane
C49 - Farnsfield Road	Newark	Farnsfield Road - A617 Kirklington Road-Brailwood Road Rbt
C58 - Brecks Lane	Newark	Brecks Lane - County Boundary-A46 Fosse Way
C81 - Moor Lane	Newark	Moor Lane - A1133 Gainsborough Road-County Boundary
C83 - Drove Lane	Newark	A46/A1133 Roundabout To A17 Sleaford Road - Coddington
First Avenue	Newark	B6030 To Forest Road Clipstone - Clipstone
A60 - Loughborough Road	Rushcliffe	B679 Wilford Lane To 37M South Eton Road - West Bridgford
A6006 - Melton Road	Rushcliffe	Melton Road - Leake Lane-Railway Bridge
A606 - Melton Road	Rushcliffe	Melton Road - A52/A606 Rbt Entry Splitter To Old Melton Rd
A606 - Melton Road	Rushcliffe	Melton Road - From Cotgrave Road Junction to Brown Lane Junction
A6520 - Radcliffe Road	Rushcliffe	End Splitter To A6011 - West Bridgford
B679 - Wilford Lane	Rushcliffe	W/B From A60 Splitter To County Boundary - West Bridgford
B680 - Wilford Road	Rushcliffe	Wilford Road - City Boundary-A60 Loughborough Road
Balmoral Road	Rushcliffe	Nottingham Road To Bowland Road - Bingham
Bolton Terrace	Rushcliffe	From Main Rd To End - Radcliffe On Trent
C101 - Hades Lane	Rushcliffe	Hades Lane - Leicestershire Boundary-Back Lane
C112 - Bottesford Lane	Rushcliffe	Bottesford Lane - Lordship Lane-County Boundary
C131 - Kegworth Road	Rushcliffe	Kegworth Road - West Leake Lane-Leake Road
C131 - Kingston Lane/Gotham Road	Rushcliffe	Kingston Ln/Gotham Rd - Station Rd To West Leake Ln
C19 - Tollerton Lane	Rushcliffe	Tollerton Lane - A606 Melton Road-Gamston Lings Bar Road

C225 - Gypsum Way	Rushcliffe	Kegworth Road To Leake Road - Gotham
C51 - Thrumpton Lane	Rushcliffe	Thrumpton Lane - A453 Green Street-Main Street, W Leake
C74 - Colston Road	Rushcliffe	Swabs Lane To A46 Fosse Way - Cropwell Bishop
C80 - Travells Hill	Rushcliffe	Travells Hill - A6006 Rempstone Road-Station Road
C98 - Clawson Lane	Rushcliffe	County Boundary To Main Street - Hickling
Green Close	Rushcliffe	Station Rd To End - Keyworth
Lansdowne Drive	Rushcliffe	Stanhope Dr To #13 End - West Bridgford
Moss Close	Rushcliffe	College St To End #14 - East Bridgford
Porchester Road	Rushcliffe	Musters Road To Rupert Road - Bingham

Indicative Delivery Year - 2020/21		
Street Name	District	Section Description
A611 - Derby Road	Ashfield	A608 Roundabout To B6021- Annesley Woodhouse
A611 - Hucknall by-pass	Ashfield	Watnall Rd To Wood Lane - Hucknall
A611 - Hucknall by-pass	Ashfield	End Splitter To Farleys Lane - Hucknall
A617 - Sherwood Way South	Ashfield	A617, C/L Of Hamilton Road Junc To A60 Junc - Sutton In Ashfield
B6009 - Watnall Road	Ashfield	Watnall Road - District Boundary-A611 Hucknall By-Pass
B6018 - Kings Mill Road East	Ashfield	B6018- A38 Kings Mill Road East-B600 Nottm Rd
B6019 - Pinxton Lane	Ashfield	Pinxton Ln - B6018 Sutton Road-Beaufit Lane
B6020 - Diamond Avenue	Ashfield	A611 To Low Moor Road - Kirkby In Ashfield
B6023 - Alfretton Road	Ashfield	B6023/Woodlands Way Rbt To A38 Alfretton Road - Sutton In Ashfield
B6023 - Priestic Road	Ashfield	Priestic Rd - Centre Mansf'Ld Rd Junc To Carsic Lane R/About
B6028 - Stoneyford Road	Ashfield	Stoneyford Road - B6023 Mansfield Road-B6014 Roundabout
B6139 - Coxmoor Road	Ashfield	B6026 Newark Road To A38 Kings Mill Road East - Sutton In Ashfield
Beech Street	Ashfield	Healswood St To Hazel St Sutton - Sutton In Ashfield
Brook Street	Ashfield	Annesley Road To End At Fence - Hucknall
C149 - Newbound Lane	Ashfield	Newbound Lane - County Boundary-B6014 Tibshelf Road
C40 - Main Road	Ashfield	Main Road - A608 Cordy Lane-Selston Road
Charles Street	Ashfield	Peel St To Garden Ln Sutton - Sutton In Ashfield
Clover Street	Ashfield	Clover St-Lowmoor Rd To End-Kirkby
Hankin Avenue	Ashfield	Parking Area/No 20 To Rear Of Desmond Ct - Underwood
Hardwick Close	Ashfield	Hardwick Ave To O/S No.8 - Sutton In Ashfield
St Helens Drive	Ashfield	Spur Road Junc Opp #9 To End O/S #37 - Selston
Summit Close	Ashfield	Southwell Ln To Hammerhead Ends - Kirkby In Ashfield
Westbourne View	Ashfield	Westbourne Rd To Sch Car Park Ent - Sutton In Ashfield
A161 - Station Road	Bassetlaw	Station Rd - Misterton Level Crossing-Sewage Works Access
A60 - Babbage Way	Bassetlaw	Babbage Way - B6040-Shireoakes Road
A60 - Doncaster Road	Bassetlaw	Doncaster Road - Costhorpe Ind.Estate - Long Lane
A60 - Doncaster Road	Bassetlaw	Doncaster Road Oldcotes - County Boundary-A634 Maltby Road
A60 - Doncaster Road	Bassetlaw	Wembley Road To Costhorpe Ind.Estate - Langold
A6075 - Lincoln Road	Bassetlaw	Lincoln Road - C/L A1-C/L Railway Track
A620 - Main Street	Bassetlaw	Main Street - B1403-70M North Of Railway
A632 - Main Road	Bassetlaw	Main Road Nether Langwith - Wood Lane-A60 Mansfield Road
A638 - Great North Road	Bassetlaw	Station Road To Sutton Lane - Barnby Moor
A638 - North Road	Bassetlaw	Randall Way To West Furlong - Retford
B1164 - Great North Road	Bassetlaw	C/L Markham Rd Junc To Start Rbout Splitter Nb - West Markham
B1164 - Great North Road	Bassetlaw	Great North Road - 90M S Stone Rd End Farm-A6075 Lincoln Rd
B1403 - Clayworth Common	Bassetlaw	Clayworth Common - A631 Mill Hill-A620 Clarborough Hill
B6034 - Ollerton Road	Bassetlaw	Ollerton Road - A616 Worksop-A57 (T)/Nertherton Rd Rbt
B6040 - Retford Road	Bassetlaw	Bracebridge To B6079/B6040 Rbt - Worksop
B6041 - Kilton Hill	Bassetlaw	Kilton Hill - B6040 Cheap Side-B6045 Blyth Road
B6045 - Blyth Road	Bassetlaw	A60 Junc To Start Of Splitter On Dual Nb - Worksop
B6045 - Blyth Road	Bassetlaw	A634 Retford Road To A638 Great North Road - Ranskill
B6045 - Blyth Road	Bassetlaw	End Of Dual Section Nb To Start Of Briber Hill - Worksop
B6420 - Mansfield Road	Bassetlaw	A620 Straight Mile To A1(T) Worksop Road - Babworth
B6463 - Tickhill Road	Bassetlaw	Tickhill Rd - County Boundary-A634 Blyth Road
C10 - Wiseton Road	Bassetlaw	Wiseton Road - B6045 Eel Pool Rd-Church Lane
C107 - Grove Road	Bassetlaw	Grove Road - Grove Road, Retford-Retford Road
C11 - Selby Road	Bassetlaw	Selby Road - A614-B6463 Main Street
C113 - Gravelholes Lane	Bassetlaw	Gravelholes Lane - B1403 Gringley Road-A161 Stockwith Road
C117 - Idle Bank	Bassetlaw	Idle Bank - County Boundary - County Boundar (N To S)
C12 - Retford Road	Bassetlaw	Retford Road - Cocking Lane-Treswell Road
C2 - Grassthorpe Road	Bassetlaw	Grassthorpe Road - South Street-A57
C2 - Sturton Road	Bassetlaw	Sturton Road - A57-A620 Roundabout
C5 - Sutton Lane	Bassetlaw	A620 Babworth Road To A638 Great North Road - Babworth
C5 - Sutton Lane	Bassetlaw	Sutton Lane - A638 Great North Road-Main Street
C64 - Bawtry Road	Bassetlaw	B6463 Main Street To County Boundary - Harworth
C77 - Marnham Road	Bassetlaw	Marnham Road - Crabtree Lane-A6075 Darlton Road
C86 - Owday Lane	Bassetlaw	Woodsetts Lane To A60 Carlton Road - Carlton In Lindrick
C87 - Walesby Road	Bassetlaw	Walesby Road - Markham Moor Roundabout-District Boundary
C91 - Laneham Road	Bassetlaw	Laneham Road - Rampton Road-Main Street, Laneham
Dyscarr Close	Bassetlaw	A60 To #12 - Langold
Galway Road	Bassetlaw	Essex Road/Milne Road to Essex Road
Greenside Avenue	Bassetlaw	Rampton Green Rd To End #20 - Rampton
Lawnwood Avenue	Bassetlaw	Headland Ave To End Elkesley - Elkesley
Milne Avenue	Bassetlaw	Milne Road To End of S86 No. 9 - Bircotes

Moor Lane	Bassetlaw	Graves Moor Lane To 100M West - Blyth
Sandy Lane	Bassetlaw	Rectory Rd To O/S Church - Gamston
St Annes Drive	Bassetlaw	A57 Rbt To End Splitter (Wb) - Worksop
Well Lane	Bassetlaw	Milton Rd To Manor Farm Ln - West Markham
A6005 - Queens Road West	Broxtowe	Queens Road West - Dovecote Lane-Start Dual Section
A608 - Church Lane	Broxtowe	Church Lane - Hall Lane-District Boundary
A609 - Nottingham Road	Broxtowe	Nottingham Road - C/L M1 Over Bridge-County Boundary
B5010 - Derby Road	Broxtowe	County Boundary To B6003 Church Street - Stapleford
B600 - Church Road	Broxtowe	Church Road - District Boundary-Nuthall Island
B6003 - Stapleford Lane	Broxtowe	Stapleford Lane - A52 Rbt-A6005 Nottingham Road
B6006 - Wollaton Road	Broxtowe	Wollaton Rd - A52 Derby Road-A6005 Queens Road
B6009 - Long Lane	Broxtowe	Long Lane - B600 Main Road-District Boundary
C127 - Nottingham Road	Broxtowe	A608 Derby Road To B6010 Dovecote Lane - Eastwood
C163 - Cow Lane	Broxtowe	Town Street To A52 Derby Road - Bramcote
C164 - Pinfold Lane	Broxtowe	From B5010 Nottingham Road To B6003 Church Street - Stapleford
C78 - Cossall Road	Broxtowe	From A609 Nottingham Road to 362m north of Field House access
Church Lane	Broxtowe	#1 The Strand To Opp #5 The Strand - Attenborough
Kingfisher Close	Broxtowe	Waterloo Road To End - Beeston
New Eaton Road	Broxtowe	B6003 To Brookhill Street - Stapleford
Sandringham Drive	Broxtowe	Thoresby Road To Sandy Lane - Bramcote
A614 - Old Rufford Road	Gedling	295M N Of Gravelly Hollow To Samson Wood Fm - Calverton
A614 - Ollerton Road	Gedling	Disused Works Entrance To Gravelly Hollow - Arnold
A6211 - Gedling Road	Gedling	Gedling Road - B684-Breck Hill Road Rbt
B683 - Blidworth Way	Gedling	Blidworth Way - B6011 Forest Lane-A60 Mansfield Road
B686 - Burton Road	Gedling	Boundary O/S #169 To Carlton Sq - Carlton
B686 - Carlton Hill	Gedling	Carlton Sq To City Boundary - Carlton
Bestwood Avenue	Gedling	Furlong St To End - Arnold
C16 - Lowdham Lane	Gedling	Lowdham Lane - A6097-B684 Woodborough Lane
C39 - Foxwood Lane	Gedling	Foxwood Lane - Bank Hill-Bonner Lane
C39 - Mansfield Lane	Gedling	Mansfield Lane - Main Street- B6386 Oxtan Road
Portland Road	Gedling	Coningswath Road To Marwood Road - Carlton
Rowland Avenue	Gedling	Kenrick Road To Dale Ave - Mapperley
Southdale Drive	Gedling	Oakdale Road To Gate At \43 - Carlton
Tennyson Road	Gedling	Grange Road To The Crescent - Woodthorpe
A38 - Sutton Road	Mansfield	Sutton Rd -End Dual Section Of C/L Of Junc -B6014 Skegby Ln
A60 - Leeming Lane	Mansfield	Leeming Lane - Kingsley Avenue-Railway Line
A6117 - Adamsway	Mansfield	Between Splitters On Lindhurst R/About & A617 R/About - Mansfield
A6117 - Oak Tree Lane	Mansfield	Jubilee Way South Rbt To 24M South Of Rbt - Mansfield
A617 - Fountindale Way West	Mansfield	A617, Marre/B From Start Of Splitter To Entry Onto R/Bout - Mansfield
A6191 - Ratcliffe Gate	Mansfield	Ratcliffe Gate - A6009-Race Course Road
B6014 - Skegby Lane	Mansfield	District Boundary To A38 Sutton Road - Mansfield
B6030 - Clipstone Road East	Mansfield	C/L New Mill Ln Junc To Start Of Dual - Forest Town
B6033 - Bath Lane	Mansfield	Bath Ln/Ravensd Rd-Chesterfield Rd S-1St Mini Rbt Hibbert Rd
B6035 - Sherwood Street	Mansfield	Sherwood Street - District Boundary-A60 Church Street
Caunton Close	Mansfield	\6 To \10 - Meden Vale
Denby Drive	Mansfield	Robin Down Lane To South Ridge Drive - Mansfield
Litton Road	Mansfield	Parking Areas - Mansfield Woodhouse
Parkers Lane	Mansfield	From Park Rd To High St - Mansfield Woodhouse
Ramsey Close	Mansfield	Snaefell Ave To End - Forest Town
A1133 - Besthorpe Road	Newark	Besthorpe Rd - Church Lane-County Boundary
A1133 - Besthorpe Road	Newark	Besthorpe Rd - Sewage Works Access Rd-Church Lane
A1133 - Lincoln Road	Newark	Lincoln Rd-A46 Rbt To Path Nr The Dairy Farm- Langford
A6075 - Forest Road	Newark	Edison Rise to Whinney Lane junction - Ollerton
A614 - Ollerton Road	Newark	Ollerton Rd - End Splitter Near Rob Ln To Forest Farm Access
A617 - Kirklington Road	Newark	Brackner Lane To Kirklington Road - Kirklington
B1164 - Great North Road	Newark	Great North Road - A1@Carlton On Trent-90M S Stone End Farm
B6166 - North Gate/Bar Gate	Newark	North/Bar Gate - Castle Gate Rbt-Start Split A46 Rbt
B6325 - Great North Road	Newark	Great N Rd - A616 Ollerton Road-A6325/A1 Roundabout
B6326 - Beast Market Hill	Newark	Beast Market Hill - A46/A616/A617 Rbt- To B6166/B6326 Rbt
B6326 - London Road	Newark	42M North B6326/A1 Rbt To B6326/A1 Rbt - Balderton
B6326 - London Road	Newark	London Rd-From 115M South Of B6166 To 42M North B6326/A1 Rbt
C1 - Mansfield Road	Newark	Mansfield Road - King Street -White Post Roundabout
C103 - Occupation Lane	Newark	Occupation Lane - Station Road - Staythorpe Road
C27 - Norwell Lane	Newark	Norwell Lane - C70 Kneesall Lodge To Main Street
C49 - Cockett Lane	Newark	Mansfield Road To A617 Kirklington Road - Farnsfield
C56 - Fiskerton Road	Newark	Fiskerton Road - Main Street-A612 Church Road

C70 - Egmanton Road	Newark	Bar Rd To Laxton Rd - Laxton
C70 - Kersall Road	Newark	Kersall Road - Ossington Road To Moorhouse Rd
C70 - Ossington Road	Newark	Kersall To Laxton Road-A616 Newark Road-Ossington Road
C70 - Tuxford Road	Newark	Main St To Egmanton Rd - Egmanton
C70 - Winkburn Lane	Newark	Winkburn Lane - A617 Kirklington Road-Maplebeck Road
C79 - Hawton Lane	Newark	Hawton Lane - Bowbridge Lane-B6326 London Road
C82 - Wigsley Road	Newark	Wigsley Road - County Boundary@5 Lanes End-County Boundary
C87 - Bevercotes Road	Newark	Bevercotes Road - District Boundary-B6387 Retford Road
Chestnut Grove	Newark	Wyke Ln To End - Farndon
Granby Avenue	Newark	Bromley Avenue To Cavendish Avenue - Newark On Trent
Leeks Close	Newark	Junction opposite No. 23 to end outside No. 1 - Southwell
Mill Park	Newark	Normanton Rd To Comms Box Lt Southwell - Southwell
Oak Drive	Newark	Rowan Way To No 14 Drive - Balderton
Ridgeway Close	Newark	The Ridgeway To Branston Avenue - Farnsfield
A60 - Bunny Hill	Rushcliffe	Gotham Lane To 380M North Of Ash Lane - Bunny
A60 - Loughborough Road	Rushcliffe	Loughborough Road - Mill Lane-Albert Road
A6006 - Rempstone Road	Rushcliffe	Rempstone Road - Railway Bridge-Trowell Lane
A6006 - Rempstone Road	Rushcliffe	Rempstone Road - Trowell Lane-Moor Lane
A6006 - Wymeswold Road	Rushcliffe	Wymeswold Road - County Boundary-A60 Loughborough Road
A6011 - Lady Bay Bridge	Rushcliffe	112 N/W Of City/County Boundary To A6520/A6011 - West Bridgford
A6011 - Radcliffe Road	Rushcliffe	Radcliffe Road - A6520/A6011 - Davies Road
A6097 - Doncaster Road	Rushcliffe	Doncaster Road - District Boundary-Brunts Lane
Boxley Drive	Rushcliffe	Queensbury Ave Rbt To Laughton Ave Rbt - West Bridgford
Brookside Avenue	Rushcliffe	End To Brookside Road - East Leake
C101 - Widmerpool Road	Rushcliffe	Widmerpool Road - Back Lane-Wysall Road
C18 - Kinoulton Road	Rushcliffe	Kinoulton Road - Colston Road-Nottingham Road
C20 - Station Road	Rushcliffe	Station Road - A606 Melton Road To A606 Stanton On The Wolds
C26 - Main Street	Rushcliffe	Main Street - A60 Loughborough Road To Kingston Lane
C26 - Station Road	Rushcliffe	Station Road-A606 Melton Road-A60 Loughborough Road
C28 - Tithby Road	Rushcliffe	Tithby Road - A52 Grantham Road-County Boundary
C3 - Nottingham Road	Rushcliffe	Between A46 Fosse Way And A52 Radcliffe Road - Cotgrave
C3 - Spar Lane	Rushcliffe	Spar Lane - County Boundary-A52 Grantham Road
C33 - Bunny Lane	Rushcliffe	Bunny Lane - Leake Road-A60 Loughborough Road
C4 - Gotham Road	Rushcliffe	Gotham Rd-Gotham Rd/Lantern Ln Rbt To 215M South County Bdy
C4 - Meadow Lane	Rushcliffe	Meadow Lane - County Boundary-A6006 Melton Road
C43 - Butt Lane	Rushcliffe	Butt Lane - A46 Fosse Road-A6097 Bye-Pass Road
C43 - Shelford Road	Rushcliffe	Shelford Road - A6097 Bye Pass Road To A52 Grantham Rd
C47 - Station Road	Rushcliffe	Station Road - Melton Ln To Gotham Rd
C58 - Thoroton Road	Rushcliffe	Thoroton Road - Longhedge Lane-County Boundary
C74 - Bradmore Lane	Rushcliffe	Bradmore Lane - Station Road-A60 Loughborough Road
C74 - Colston Gate	Rushcliffe	Colston Gate - A46 Fosse Way To A606 Melton Road
C74 - Harby Lane	Rushcliffe	Harby Lane - Hose Lodge Drive-Swabs Lane
C75 - Back Lane	Rushcliffe	Back Lane - County Boundary-A606 Melton Road
C99 - Flawforth Lane	Rushcliffe	Flawforth Lane - A60 Loughborough Road-Wheatcrofts Rbt
Camelot Crescent	Rushcliffe	Camelot St To End - Ruddington
Carnarvon Place	Rushcliffe	Carnarvon RI-Kirkhill To Carnarvon GI-Bingham
Covert Close	Rushcliffe	Nw To Se Cul De Sac - Keyworth
Fernhill Road	Rushcliffe	C3 Langer Rd To Tithby Rd - Tithby
Grainger Avenue	Rushcliffe	Ser Rd/No 56 To End At Cem/Y Fence - West Bridgford
Orston Road East	Rushcliffe	Orston Road East-Thoroton Rd To End No12-W Bridgford
Rancliffe Avenue	Rushcliffe	From Debdale Lane To End - Keyworth
Sherborne Road	Rushcliffe	Mustar Road To Selby Rd - West Bridgford
Stoke Ferry Lane	Rushcliffe	Stoke Ferry Ln-West Street To River Trent Ferry-Shelford



12th November 2015

Agenda Item: 9

REPORT OF SERVICE DIRECTOR, HIGHWAYS

THE NOTTINGHAMSHIRE COUNTY COUNCIL (BELLAMY ROAD, MANSFIELD) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2015 (2185)

Purpose of the Report

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

Information and Advice

2. Bellamy Road Estate is a residential area located in the Mansfield District approximately 3km south-east of Mansfield town centre. The residential area comprises of a mixture of houses and flats surrounded by a local distributor road (Bellamy Road) around the perimeter of the estate. There are a number of smaller residential roads leading off Bellamy Road providing access into the estate with parking provision that consists of a mixture of private parking areas and lengths of public highway with no parking restrictions.
3. St Peter's Church of England Primary School is situated on Bellamy Road on the opposite side to the main residential areas close to the Thorpe Road junction. In April 2013 planning permission was granted (application reference 2/2013/0047/ST) for a classroom extension. The planning permission included a condition for a school safety zone review and traffic survey to be undertaken with any consequential mitigation work being carried out.
4. Following the school safety zone review a range of works were identified on the highway that included the installation of new pedestrian barriers and widening of the existing footpath at one of the crossing points to help guide pedestrians to a new pedestrian entrance to the school. To supplement these works and as part of the school safety zone a recommendation was included to modify traffic orders to manage parking around the school. As a result the County Council proposes to introduce no-waiting parking restrictions along part of Bellamy Road near the school and at the junction of Bellamy Road / Thorpe Road to improve visibility and safety for both motorists and pedestrians. These are intended to complement the existing, enforceable 'School Keep Clear' zig-zag markings on Bellamy Road, to provide a comprehensive package of measures to enhance road safety in the vicinity of the school.
5. The statutory consultation and public advertisement of the proposals took place between 15th April 2015 and 6th May 2015 and the scheme layout is shown on the attached drawing M/TM/DAS/TRO2185/2.

Objections Received

6. During the consultation period two responses were received, one in support of the proposals and the other being a 29 signature petition objecting to the proposals. This is considered as an outstanding objection and a response to the petition has been presented to Transport and Highways Committee on the 12th November 2015.

7. Objection – Petition

The petition was presented to a County Council meeting on 17th September 2015 and is considered as an outstanding objection to the proposals. The petitioners object to the proposals on the basis that the restrictions would reduce the availability of on-street parking which they consider will further displace parent parking into Thorney Court. This is an area of private land, which provides parking for residents of Thorney Court only. The petitioner states that the area is already used by parents/carers at school start and finish times and that the proposals will make matters worse.

Response - Petition

The purpose of the proposals is to enable the safe movement of vehicles and pedestrians (particularly schoolchildren) when attending St Peter's School. It is recognised that there is a significant amount of vehicle parking outside schools at arrival and dispersal time. As such, the limits of the restrictions have been kept at a minimum to ensure effective and safe operation of the highway whilst retaining on-street parking away from the school entrance. There are sections of unrestricted parking available along the rest of Bellamy Road and the adjacent Thorpe Road; it is considered that this provides sufficient capacity to meet demand.

The management of parking on private land, such as the erection of warning signs or enforcement, is not a function of the Highway Authority and is solely the responsibility of the landowner, in this case Mansfield District Council. Mansfield District Council raised no objection to the proposals, but noted the residents' concerns.

Other Options Considered

8. Other options considered relate to the length of the waiting restrictions proposed. As identified above the necessity to enhance the safety of vulnerable road users is recognised and so the restrictions are considered to be a reasonable balance between this and the need to ensure intra-visibility along Bellamy Road for the effective and safe operation of the highway.

Comments from Local Members

9. County Councillors Colleen Harwood and Alan Bell were consulted on the proposals and Councillor Harwood responded confirming support.

Reasons for Recommendations

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

Statutory and Policy Implications

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

Financial Implications

12. The scheme is funded through the 2015/16 Property Design & Maintenance capital budget at a cost of £3,000.

Crime and Disorder Implications

13. Nottinghamshire Police raised no objections to the proposals.

RECOMMENDATION/S

It is recommended that:

The Nottinghamshire County Council (Bellamy Road, Mansfield) (Prohibition of Waiting) Traffic Regulation Order 2015 (2185) is made as advertised and the lead petitioner advised accordingly.

Neil Hodgson
Service Director (Highways)

Name of Report Author
Mike Barnett

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

For any enquiries about this report please contact:
Mike Barnett – Team Manager (Major Projects and Improvements) Tel: 0115 977 3118

Constitutional Comments (SLB 15/10/2015)

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

Financial Comments (GB 16/10/15)

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

Background Papers

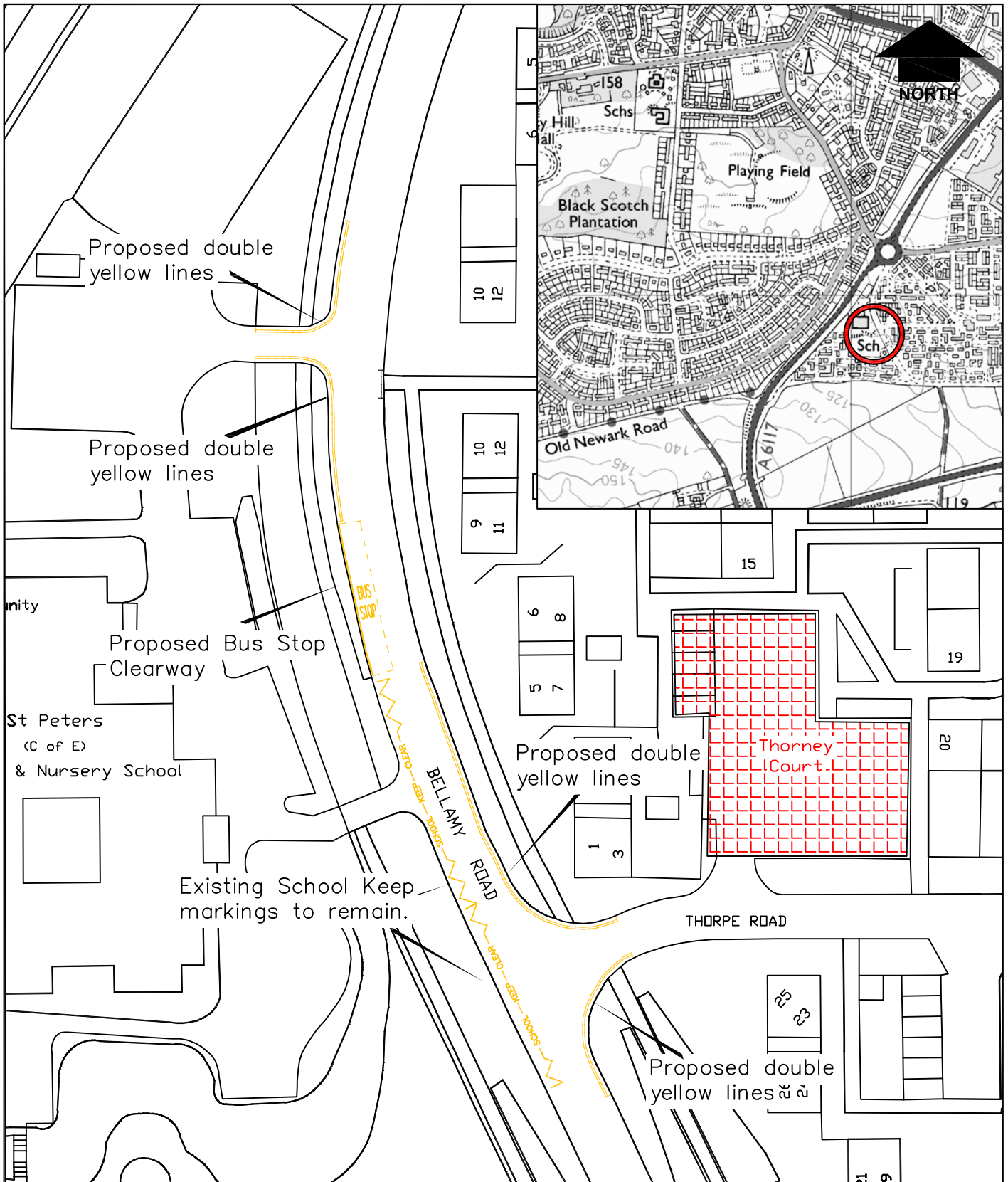
Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

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


Electoral Division(s) and Member(s) Affected

Mansfield East ED
Mansfield East ED

Councillor Colleen Harwood
Councillor Alan Bell



Oct 19, 2015 - 4:40pm I:\Highways\Improvements\2015-16\Date Swain\Bellamy Road Mansfield TRD 2185\CAD\T&HC Planning

 Nottinghamshire County Council Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ Tel: 0300 500 80 80	Project		Proposed Waiting Restrictions Bellamy Road Mansfield		Drawn	DAS	Date	10/04/15
	Property No.		Project No.	TR02185	Ch'kd		Date	
	Title				Auth		Traced	
	Transport & Highways Committee Plan						Scale	NTS
	Drawing No. M/TM/DAS/TR02185/2						Rev	

12th November 2015**Agenda Item:10****REPORT OF SERVICE DIRECTOR, HIGHWAYS****THE NOTTINGHAMSHIRE COUNTY COUNCIL (NOTTINGHAM ROAD,
CROPWELL BISHOP) (PROHIBITION OF WAITING) TRAFFIC REGULATION
ORDER 2015 (8227)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

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

Information and Advice

2. Cropwell Bishop is a village in the borough of Rushcliffe in Nottinghamshire, 1.2 miles to the east of the A46. Nottingham Road forms part of the main street through the village linking to the A46. The proposals relate to a section of Nottingham Road that provides access to a number of side streets, has residential properties fronting the road, a number of small businesses, a local public house and Methodist church. Not all of the residential properties fronting Nottingham Road have off-street parking provision.
3. The County Council has received requests from local residents, Cropwell Bishop Parish Council and County Councillor Richard Butler to consider introducing waiting restrictions in the village to help alleviate issues with parking patterns causing traffic congestion and conflict. A key problem is that the main route through the village is not wide enough for cars in both directions and as a result the County Council is proposing to introduce 'No Waiting At Any Time' (double yellow lines) along parts of Nottingham Road and at the junctions of Barrett Close and Mill lane.
4. The statutory consultation and public advertisement of the proposals was carried out between 14th May 2015 and 4th June 2015, as detailed on the attached drawing H/8227/TRO2.

Objections received

5. During the advertisement period, five responses were received with four considered to be outstanding objections. Comments were received to lay the new double lines narrower rather than the standard 100mm to maintain the village setting, this request will be incorporated and lines laid in 'primrose yellow' with the narrower 50mm line that is permitted under the traffic regulations and commonly used in conservation areas.

6. Objections

Two objections were received from residents of Barratt Close and two from residents of Nottingham Road. Key issues raised include:

- Suggestions that restrictions are extended along Barratt Close to help accommodate safe access to driveways, footways and aid access for cars travelling on both directions;
- Concern that the proposed restrictions will displace parked vehicles closer or over existing driveways to residential properties blocking access, reduce visibility and increasing the difficulty to manoeuvre from and to the road. It has been suggested that the restrictions should be extended along the south side of Nottingham Road;
- A Nottingham Road resident is concerned that the restrictions will further increase vehicle over-run on the footway outside their property.

Response

It is recognised that there may be an element of displaced parking with all new proposed highway waiting restrictions and the extents were developed in conjunction with the Parish and County Councillor. Prior to advertising it was accepted that there may be requests for further restrictions, but the minimal approach provided opportunities for some parking to be maintained whilst protecting junctions and areas of the road for passing parked vehicles. It is considered that the proposals are the minimum necessary to facilitate the safe and effective operation of the junctions; allowing vehicles to manoeuvre without obstruction.

The demand for on-street parking in residential areas is understood and the scheme has been designed with the aim of maintaining the availability of this facility where possible, without compromising the safe and effective operation of the highway. There is always a balance to be struck between competing demands for a finite resource; it is considered that the proposed scheme offers the best solution improving highway operation with minimal anticipated migration of parking.

An appropriate measure to help alleviate residents' difficulties with vehicle access / egress to properties is the provision of advisory 'H bar markings' and these can be provided in line with the County Council's charging policy (£178) on request from local residents.

With reference to concerns from an objector on Nottingham Road regarding vehicle over-run outside their property, it is considered that the restrictions will not increase this occurrence. This is because the road directly fronting the property is being left unrestricted with double yellow lines proposed on the opposite side of the road. By maintaining parking outside the property this will provide parking opportunities for local residents and visitors. This should reduce the risk of vehicles over running onto the footway at this location due to the presence of any parked vehicle. Sufficient width is maintained for traffic travelling eastbound at this location to pass any parked vehicles on Nottingham Road by using the opposite side of the road with traffic giving way to any oncoming traffic travelling west bound.

Other Options Considered

7. Other options considered relate to the length of the waiting restrictions proposed, which could have been either lesser or greater. However as discussed the demand for on-street parking is recognised and so the restrictions are considered to be a reasonable balance between the need to ensure the safe operation of the highway and on-street parking provision.

Comments from Local Members

8. The local County Councillor, Richard Butler was involved in developing the proposals and supports the scheme.

Reasons for Recommendations

9. The proposals are to be introduced to keep the road clear of parked cars in the vicinity of the entrance to the car park assisting the movement of large vehicles.

Statutory and Policy Implications

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

Financial Implications

11. This scheme is being funded through the 2015/16 Traffic Management Revenue budget for Rushcliffe with an estimated cost to implement the works and traffic order of £1,500.

Crime and Disorder Implications

12. Nottinghamshire Police expressed no opinion.

RECOMMENDATION/S

It is recommended that:

The Nottinghamshire County Council (Nottingham Road, Cropwell Bishop) (Prohibition Of Waiting) Traffic Regulation Order 2015 (8227) is made as advertised and the objectors advised accordingly.

Name of Report Author

Mike Barnett - Team Manager (Major Projects and Improvements)

For any enquiries about this report please contact:

Matthew Bridges – Principal Traffic Engineer Tel: 0115 8220 641

Constitutional Comments (SJE 20/10/2015)

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

Financial Comments (TMR 20/10/15)

15. The financial implications are set out in paragraph 11 of the report.

Background Papers

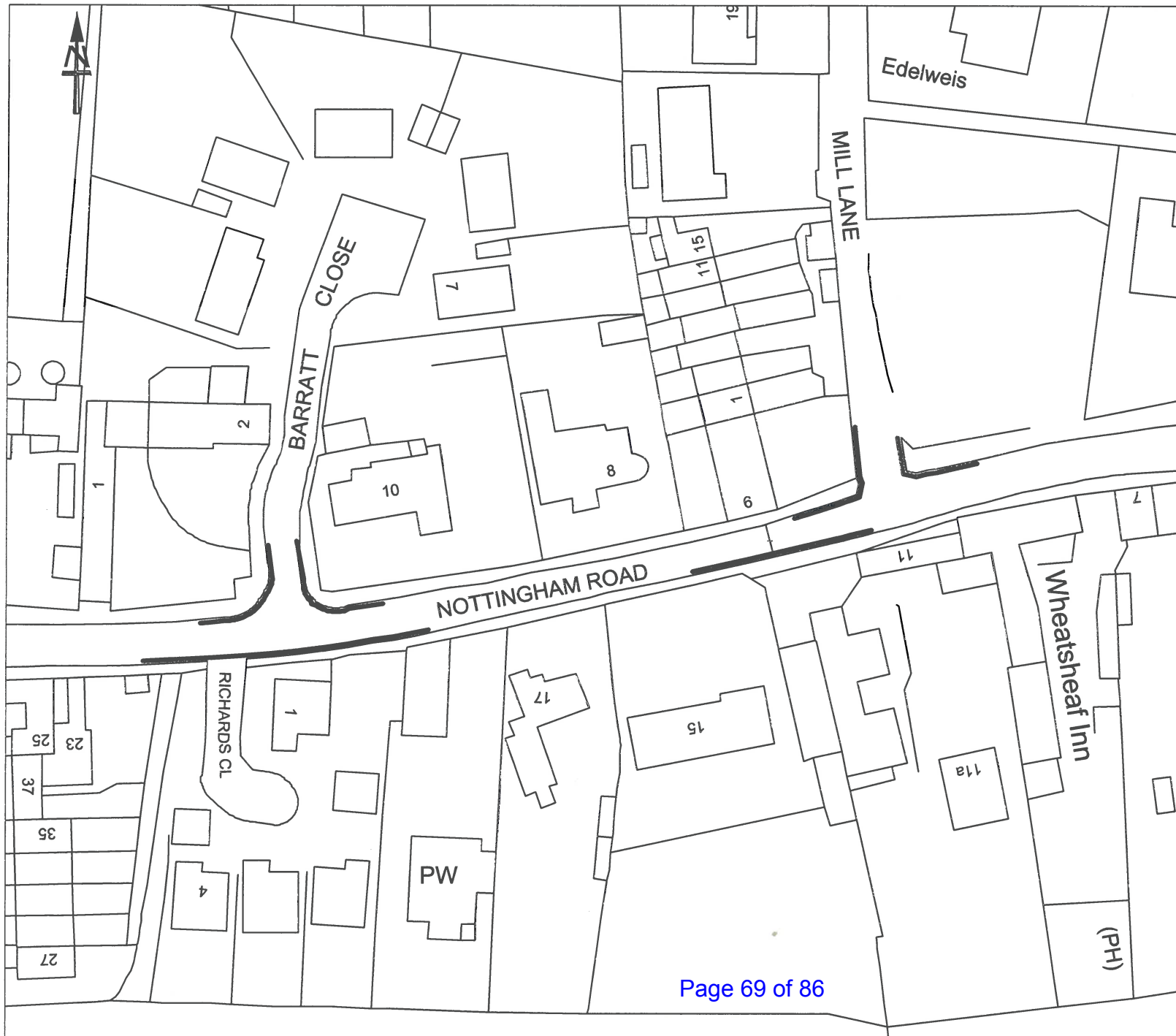
All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements section at Trent Bridge House, Fox Road, West Bridgford, Nottingham.

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

Electoral Division(s) and Member(s) Affected

Cotgrave ED

Councillor Richard Butler



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MORGAN TUCKER.

Notes:

KEY

Proposed 'No Waiting at Any Time' ———

Rev	Amendment	Date	By



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Tel:- 01636 610 766 Fax:- 01636 610 786

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www.morgantucker.co.uk

Client NOTTINGHAMSHIRE COUNTY COUNCIL

Project Title PROPOSED TRAFFIC REGULATION
ORDER

Drawing Title
BARRATT CLOSE & MILL LANE
CROPWELL BISHOP
PARKING RESTRICTIONS

Drawn By AJR	Checked By MB	Approved By MB
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Date 05/03/2015	Scale @ A3 NTS
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Purpose CONSULTATION

Drawing Number
H/8227/TRO2

Rev

12th November 2015**Agenda Item: 11****REPORT OF SERVICE DIRECTOR, HIGHWAYS****THE NOTTINGHAMSHIRE COUNTY COUNCIL (ROADS IN THE LADY BAY
AREA OF WEST BRIDGFORD) (20MPH SPEED LIMIT) ORDER 2015 (8239)
AND
THE NOTTINGHAMSHIRE COUNTY COUNCIL (ROADS IN THE AREA
BETWEEN RADCLIFFE ROAD AND DAVIES ROAD, WEST BRIDGFORD)
(20MPH SPEED LIMIT) ORDER 2015 (8240)****Consideration of Objections****Purpose of the Report**

1. To consider the objections received in respect of the above proposed 20mph Speed Limit Orders and whether they should be made as advertised.

Information and Advice

2. West Bridgford is located within the greater Nottingham conurbation and as such links well with pedestrian and cycle routes to destinations such as the City Centre, railway station and university areas. At present there are two areas with advisory 20 mph speed limits in West Bridgford. The first is an area bounded by Radcliffe Road, Davies Road and Albert Road and the advisory limit was introduced in 2012. The second is the Lady Bay area which forms part of a "Home Zone". The "Home Zone" includes an advisory 20mph speed limit and the aim of this scheme when introduced around 2000/01 was as a tool to improve the quality of life in residential areas with slower speeds, informal priority given to pedestrians and a visual emphasis on the change in status with traffic calming, seating and other street furniture.
3. The County Council is proposing to formalise the existing 20 mph areas in West Bridgford by converting them from advisory limits (where the official speed limit remains 30 mph but drivers are asked to travel at no more than 20mph) to mandatory limits (where the official speed limit is reduced to 20mph). Originally, requests were received from the West Bridgford Local Area Forum in 2010 asking for the introduction of 20 mph zones across much of the town. Since 2012 the government guidance has changed and councils are now asked to consider the introduction of more 20 mph limits and zones in urban areas and built-up village streets that are primarily residential (Department for Transport Circular 01/2013 "Setting Local Speed Limits"). The areas for the two new proposed 20mph speed limits have been chosen because they currently have advisory 20mph speed limits. These advisory limits formed a pilot scheme which has been well received by local residents

generally and ongoing monitoring continues to demonstrate low vehicle speeds. As such the County Council wants to take the opportunity to formalise the advisory 20 mph speed limit, which will improve signs and carriageway markings in the areas and so further reinforce driver awareness of the speed limit.

4. The aim of the lower speed limits is to improve the areas for vulnerable road users such as cyclists and pedestrians. This approach is consistent with guidance contained in the Local Transport Note (LTN) 2-08 and Manual for Streets 2. If popular / successful then this scheme may form the first phase of a wider programme of mandatory 20mph limits.
5. As part of the consultation, letters were hand delivered to the affected residents on 24th August 2015 with a return date for comments/objections of 25th September 2015. This letter included details of a drop in session that was held at the All Hallows Church Hall in the Lady Bay Area on 8th September 2015 as part of public engagement. The statutory consultation and public advertising of proposals was also undertaken during September 2015 and a location plan showing the areas included can be seen on the enclosed drawing "West Bridgford Area – Location Map".

Comments Received

6. During the consultation period there were a total of 60 responses to the proposed 20mph speed limits, with 36 of these being from the Lady Bay Area and 24 from the area between Radcliffe Road and Davies Road. In total, 18 of the responses are considered as outstanding objections with 15 relating to the Lady Bay Area and 3 to the area between Radcliffe Road and Davies Road. All the objections received are from local residents including residents on Radcliffe Road who are just outside the proposed areas covering the revised speed limit.
7. Objections – Lady Bay Area
The majority of the objectors considered that the proposed change in speed limit was not an effective use of funding and not required. Most objectors suggest thought that the current advisory 20mph speed limit was adequate in keeping down the speed of traffic and there were concerns that the new limit would not be enforced.

Response – Lady Bay Area

The proposed scheme has been developed using guidance on setting speed limits and is being introduced in areas that already have 20mph advisory limits. The area has good cycle and pedestrian links and it is considered that these measures will further help promote and encourage walking and cycling in urban areas and be beneficial to all roads users in the area. The nature of the areas selected enables the scheme to be implemented in an effective manner with minimal entry points meaning a low number of terminal signs indicating the change in limit being required. All repeater signs will be located on existing street furniture such as lighting columns and existing sign posts where possible. The introduction of a mandatory 20mph limit enables enforcement to take place, however, this will not be a high police priority.

8. Objections – Area between Radcliffe Road and Davies Road
One objector considers that the current 30mph speed limit was the most suitable speed limit for the roads in the area and that the proposed 20mph speed limit was unnecessary. The other 2 objectors are residents of Radcliffe Road and objected to the scheme because they

wanted the current speed limit on Radcliffe Road lowered from 40 to 30mph suggesting that the transition from 40 to 20mph, when turning off Radcliffe Road, was too large.

Response – Area between Radcliffe Road and Davies Road

The proposed 20mph speed limit is better suited to the narrow residential roads in the areas off Radcliffe Road with the revised limit being closer to the current speed of traffic in the these areas. There is currently no proposal to review or lower the speed limit on Radcliffe Road. Traffic currently turning off Radcliffe Road will have to reduce their speed appropriately to safely negotiate the junction radius comfortably and it is considered that the vehicles would then maintain a lower limit of 20mph rather than accelerating up to the current speed limit of 30mph.

Other Options Considered

9. Other options considered relate to the extents of the proposed 20mph limits, which could have been either lesser or greater and not implementing a mandatory lower limit.

Comments from Local Members

10. County Councillors Steve Calvert and Liz Plant fully support the scheme.

Reasons for Recommendations

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

Statutory and Policy Implications

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

Financial Implications

13. The scheme is funded through the 2015/16 Local Transport Plan capital budget with an estimated works cost of £22,000.

Crime and Disorder Implications

14. Nottinghamshire Police raised no objections to the proposals.

RECOMMENDATION/S

It is recommended that:

The Nottinghamshire County Council (Roads in the Lady Bay Area of West Bridgford) (20mph Speed Limit) Order 2015 (8239) and The Nottinghamshire County Council (Roads in the Area between Radcliffe Road and Davies Road, West Bridgford) (20mph Speed Limit) Order 2015 (8240) are made as advertised and objectors advised accordingly.

Neil Hodgson
Service Director (Highways)

Name and Title of Report Author

Mike Barnett - Team Manager (Major Projects and Improvements)

For any enquiries about this report please contact:

Jeff Burton – Senior Improvements Officer Tel: 0115 977 2505

Constitutional Comments (SLB 15/10/2015)

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

Financial Comments (GB 16/10/2015)

16. The financial implications are set out in paragraph 13 of the report

Background Papers

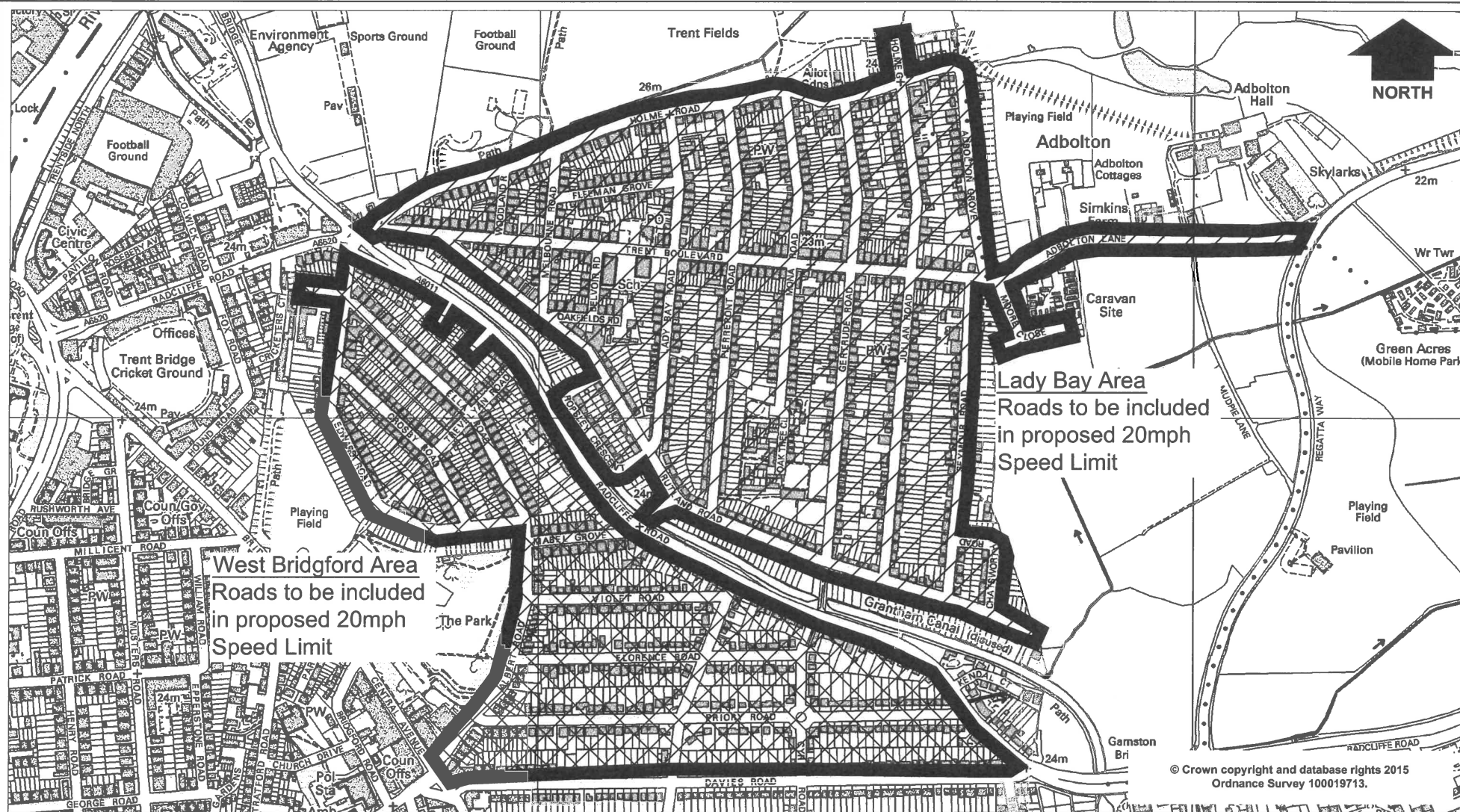
Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

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

Electoral Division(s) and Member(s) Affected

West Bridgford Central and South
West Bridgford Central and South

Councillor Steve Calvert
Councillor Liz Plant



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**Nottinghamshire
County Council**

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

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Project

West Bridgford Area

Proposed 20mph Speed Limits

Property No.

Project No.

Title

Location Map

Drawing No.

Page 75 of 86

Rev

Description

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12 November 2015**Agenda Item: 12****REPORT OF SERVICE DIRECTOR HIGHWAYS****RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE
COUNTY COUNCIL****Purpose of the Report**

1. The purpose of this report is to recommend to Committee the responses to the issues raised in petitions to the County Council on 14th May 2015 and 17th September 2015

A. Petition requesting reduction in speed on B6325 (Ref 2015/0124)

2. A 118 signature petition was presented to County Council on 17th September 2015 by Councillor Sue Saddington on behalf of residents of South Muskham. The petition requested a reduction in the speed limit from 40mph to 30mph on the B6325 through the village in the interest of road safety and noise reduction. In addition, the petition requested consideration of traffic slowing measures on all approaches.
3. The requested speed limit reduction on the B6325 will be incorporated into the proposed speed limit reduction on the A616 Ollerton Road (Debdale Hill to South Muskham island) that was included in the draft 2016/17 integrated transport capital programme approved by Transport and Highways Committee on 8th October 2015. The speed limit alterations are subject to statutory process. It is not considered appropriate to introduce traffic calming features along this route.
4. It is recommended that the lead petitioner be informed.

B. Petition requesting all night operation lighting is returned in Radcliffe-on-Trent (Ref 2015/0125)

5. A 25 signature petition from the residents of Orford Avenue, Water Lane, Hogg Lane & Hall Close, Radcliffe-on-Trent was presented by Cllr Kay Cutts to the County Council on the 17th September 2015.
6. Residents have concerns about the part night lighting on these roads and are requesting that the lighting is returned to full night operation.

7. There are plans to address the lighting in the whole of the Rushcliffe area in 2016. Works will involve a bulk clean and change to existing newer equipment and replacement of older lanterns with LED's alternatives. The LED's will dim at night rather than switch off and are more efficient than the old part night lit lanterns.
8. In response to the petition, Radcliffe-on-Trent will be programmed first to address the concerns raised by residents. Works are hoped to start in January 2016

C. Petition opposing the proposed parking restrictions at St Peter's School Bellamy Road, Mansfield (Ref 2015/0126)

9. A 29 signature petition was presented to County Council on 17th September 2015 by Councillor Colleen Harwood. The petition is a result of consultation undertaken proposing the introduction of parking restrictions in the vicinity of St Peter's School at Bellamy Road Mansfield. The parking restrictions are being proposed to enhance pedestrian safety outside the School. The proposed improvements include double yellow lines along sections of Bellamy Road and double yellow lines to protect the junctions of Bellamy Road/Thorpe Road and Bellamy Road/School Car Park. It is also proposed to make the existing Bus Stop marking a Bus Stop Clearway.
10. The petition opposes the proposed parking restrictions. The petition raises concern that the reduction in on-street parking will cause displacement of parents' vehicles into Thorney Court which provides parking for Thorney Court residents only.
11. The consultation on the changes to the Traffic Regulation Orders ended on Wednesday 6th May 2015 and the petition will be considered as an objection to the scheme. The outcome of the consultation, including the objections contained in the petition (and any other comments/objections received), will be considered and is reported to this meeting of the Transport and Highways Committee. It is proposed that the restriction be implemented as advertised.
12. It is recommended that the lead petitioner be informed.

D. Petition requesting Residents' Parking on Tudor Road, West Bridgford (Ref 2015/0127)

13. A 44 signature petition was presented to County Council on 17th September 2015 by Councillor Liz Plant on behalf of residents of Tudor Road, West Bridgford and three residents of other nearby roads. The petition requests that a residents' parking scheme is introduced on this road.
14. The road is a residential street located near to the town centre. The adjacent junior school has a pedestrian access from Tudor Road. Residents complain that commuter parking and parents waiting at dropping off and collection time make it difficult to park near their properties.

15. Several properties within the area already have the benefit of an existing residents' parking scheme and properties on the remainder of the road have off-street parking either in the form of garages to the rear served by shared driveways or a row of garages with forecourts along the western side of the road.
16. Given that most properties that would benefit from a residents' parking scheme have off-street parking, it is not considered that a residents' parking scheme on Tudor Road would be considered a priority and so no further action is intended at this time.
17. It is recommended that the lead petitioner be informed accordingly.

E. Petition requesting one way system at King Edward School, St Andrew's Street, Mansfield (Ref 2015/0128)

18. Councillor Andy Sissons presented a 30 signature petition to Full Council asking that a one way system be introduced around St Andrew St and St Catherine St in Mansfield to combat obstruction and safety issues due to high levels of parking for King Edward School.
19. This pattern of parking is commonplace outside all schools in the County and although it causes congestion, it also significantly slows vehicle speeds. The Police have stated that school parking acts as natural traffic calming in effect. One way systems have been shown to increase average vehicle speeds due to their being no opposing flow of traffic, so this would not improve safety. Accident records show that there have been no recorded accidents resulting in personal injury in the last three years on either road.
20. In recent years the County Council has introduced two ongoing Countywide Programmes to improve safety outside schools. The School Keep Clear Enforcement Programme will make all school entrance zig zag markings in the County legally enforceable by the end of March 2016 and this improvement has been completed at this location. From early 2016 the Council will be operating an enforcement vehicle which will target school zig zags in particular. In addition, the 20mph School Zones Programme will introduce 20mph speed limits around all schools and the specific scheme outside King Edward School was completed on 21/9/15. This 20mph zone covers a wide area around the school including parts of the two adjacent main roads, Littleworth and Baums Lane. These measures outline the Council's strategy to improve safety outside schools by reducing vehicle speeds and keeping the critical points where child pedestrians emerge onto the highway clear, whilst not attempting to displace parking unnecessarily which would lose the natural traffic calming effect and spread child pedestrian movements over a wider area.
21. It is recommended that this request be declined and the lead petitioner be informed of this decision.

F. Petition requesting resurfacing of Chapel Lane and Church Street Costock (Ref 2015/0129)

22. On 9/7/15 Councillor Reg Adair presented a petition of 89 signatures to Full Council asking that Chapel Lane and Church Lane in Costock be resurfaced as both are in poor condition and one resident had received injuries in a fall.
23. Church Lane and Chapel Lane are very narrow residential roads with no footways for the most part. Both are inspected annually as part of the Council's standard maintenance regime, but Chapel Lane has also had two adhoc inspections in the last 12 months following pothole reports from residents which were repaired. It is accepted that the condition of both roads is generally poor and both have been considered for previous annual maintenance Programmes accordingly. However, neither road has yet been prioritised.
24. It is recommended that both roads continue to be considered for future resurfacing Programmes.

G. Petition response for Riverside Road (Ref 2015/0130)

25. At the County Council meeting on 17th September 2015 a petition of 35 signatures was presented by County Councillor Tony Roberts. The petition predominantly from residents, requests that Nottinghamshire County Council "tarmac grass verges on Riverside Road" in order to create parking areas.
26. Most of the properties in this area have off-street parking and it is not considered that the area suffers from intrusive parking by non residents. Soft landscaping areas enhance the local environment. It is accepted that on occasion residents are not able to park directly outside their properties but can park within a reasonable distance. It is not considered that the creation of parking areas is warranted.
27. It is recommended that response to the petition should be noted and the lead petitioner be informed.

H. Parking Problems at Orchard Close, Sutton Bonington (Ref 2015/0117)

28. Councillor Andrew Brown presented a petition of 16 signatures to County Council on 14th May 2015 from residents of Orchard Close, Sutton Bonington who requested that the Doctors Surgery be relocated. This following an extension of the surgeries opening hours, increasing the volume of patients and staff, which is causing parking problems on the road. Parked vehicles were stated to be blocking accesses and making it difficult for residents to park on the road. Vehicles are also reported to be parking on pavements, causing a hazard to pedestrian who are forced into the road.
29. Rushcliffe Borough Council, the Planning Authority, reports that the Doctors Surgery has operated from 45 Orchard Close with Planning Permission since 1977. There were no restrictions put on the opening hours of the surgery and the extended opening hours do not require further planning permission. The County Council has no powers to relocate the

surgery and since the current Planning Permission is valid, Rushcliffe Borough Council cannot take any further action regarding this.

30. The County Council has no powers to control parking on the pavements as this is within the remit of the Police. In terms of a safety hazard, there have been no accidents resulting in injury reported within the lengths of Orchard Close in the three years leading up to 31/1/15. Generally traffic flows are low and travel at low speed.
31. The County Council has powers to restrict parking, but this small residential estate would not be a high priority for a residents' parking scheme and the surgery would be entitled to a number of parking permits as it is within the area. It may also be the case that visitors to the surgery would be less able to walk from further away and the Council has to consider impacts on the mobility impaired due to the Equality Act. Additionally, parking for the surgery would be likely to transfer onto surrounding roads. Double or single yellow lines would restrict parking for all parties and be likely to inconvenience residents as much as the surgery's visitors.
32. The Council offers the installation of white 'H-Bar' road markings to residents who wish to purchase them to deter obstructive parking across their accesses at a cost of £178 each. Application letters will be sent out to any residents who request them.
33. It is recommended the lead petitioner be advised accordingly.

Statutory and Policy Implications

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

RECOMMENDATION

It is recommended that the proposed actions be approved, the lead petitioners be informed accordingly and a report be presented to Full Council for the actions to be noted:

Neil Hodgson
Service Director Highways

Background Papers and Published Documents

- None

Electoral Division(s) and Member(s) Affected

Farndon & Muskham, Radcliffe-on-Trent, Mansfield East, West Bridgford Central & South, Mansfield South, Ruddington, Newark West, Soar Valley

12 November 2015**Agenda Item: 13**

REPORT OF CORPORATE DIRECTOR, RESOURCES WORK PROGRAMME

Purpose of the Report

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

Information and Advice

2. The County Council requires each committee to maintain a work programme. The work programme will assist the management of the committee's agenda, the scheduling of the committee's business and forward planning. The work programme will be updated and reviewed at each pre-agenda meeting and committee meeting. Any member of the committee is able to suggest items for possible inclusion.
3. The attached work programme has been drafted in consultation with the Chairman and Vice-Chairman, and includes items which can be anticipated at the present time. Other items will be added to the programme as they are identified.
4. As part of the transparency introduced by the new committee arrangements, committees are expected to review day to day operational decisions made by officers using their delegated powers. It is anticipated that the committee will wish to commission periodic reports on such decisions. The committee is therefore requested to identify activities on which it would like to receive reports for inclusion in the work programme. It may be that the presentations about activities in the committee's remit will help to inform this.
5. The work programme already includes a number of reports on items suggested by the committee.

Other Options Considered

6. None.

Reason/s for Recommendation/s

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

Statutory and Policy Implications

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

RECOMMENDATION/S

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

Jayne Francis-Ward
Corporate Director, Resources

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

Constitutional Comments (HD)

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

Financial Comments (NS)

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

Background Papers

None.

Electoral Division(s) and Member(s) Affected

All

TRANSPORT & HIGHWAYS COMMITTEE - WORK PROGRAMME

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information?</u>	<u>Lead Officer</u>	<u>Report Author</u>
10 December 2015				
Local Bus Service – Update	Recent Changes	Info.	Chris Ward	Chris Ward
TTS Performance	Performance	Info.	Mark Hudson	Lisa McLennaghan
Hucknall Town Centre Improvement Scheme	Update report.	Info.	Mike Barnett	Neil Hodgson
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
7 January 2016				
Local Bus Service	Performance and Change Proposals for 2016/17	Decision	Mark Hudson	Chris Ward
Flood Risk Management (FRM) Update – Section 19 Reports	Update report.	Info.	Neil Hodgson	Gary Wood
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
11 February 2016				
Concessionary Travel Scheme 2016/17	Final Scheme Proposals	Decision	Mark Hudson	Dave Bennett
Total Transport Fund Project	Update	Info.	Mark Hudson	James Lewis
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information?</u>	<u>Lead Officer</u>	<u>Report Author</u>
17 March 2016				
TTS Performance	Performance	Info.	Mark Hudson	Lisa McLennaghan
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
21 April 2016				
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
19 May 2016				
Local Bus Service	Network Update and Tender Results	Decision	Chris Ward	Chris Ward
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
23 June 2016				
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various