

Transport and Highways Committee

Tuesday, 17 September 2013 at 10:30

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

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(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 08449 80 80 80

(3) Persons making a declaration of interest should have regard to the Code of Conduct and the Council's Standing Orders. Those declaring must indicate whether their interest is personal or prejudicial and the reasons for the declaration.

Members 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 the Governance Team prior to the meeting.

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

minutes

Meeting TRANSPORT AND HIGHWAYS COMMITTEE

Date 4 July 2013 (commencing at 10.30 am)

Membership

Persons absent are marked with 'A'

COUNCILLORS

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

Roy Allan
Andrew Brown
Richard Butler
Ian Campbell
Steve Carr

Sybil Fielding
Stephen Garner
Richard Jackson
Yvonne Woodhead

Ex-officio (non-voting)
A Alan Rhodes

ALSO IN ATTENDANCE

Councillor Gail Turner

OFFICERS IN ATTENDANCE

David Forster, Policy, Planning and Corporate Services Department
Tim Gregory Corporate Director Environment and Resources
Andrew Warrington, Service Director Highways
Jas Hundal Service Director Transport, Property and Environment
Mark Hudson, Environment and Resources
Mary Roche, Environment and Resources
Michelle Welsh Labour Research Assistant

MEMBERSHIP

The Clerk reported orally that Councillors Sybil Fielding and Yvonne Woodhead had been appointed to Committee in place of Councillors Colleen Harwood and Michael Payne for this meeting only

MINUTES

The minutes of the last meeting held on 6 June 2013 were confirmed and signed by the Chairman subject to it being noted the item on Bus Lane Enforcement - Nuthall Bus Gate was deferred and not withdrawn from the agenda.

APOLOGIES FOR ABSENCE

There were no apologies for absence

DECLARATIONS OF INTEREST

None

GRASS CUTTING PROGRESS REPORT

RESOLVED 2013/042

That the report be noted.

PERFORMANCE REPORT - HIGHWAYS

RESOLVED 2013/043

That the report be noted.

NETWORK MANAGEMENT – COORDINATION OF MAJOR WORKS

RESOLVED 2013/044

That the report be noted.

ADDITIONAL INVESTMENT IN CYCLING LEISURE AND HEALTH 2013/14

RESOLVED 2013/045

- (1) That the Committee notes the success of the external funding bids as set out in the report
- (2) That the approval be given for the implementation of all the schemes detailed in the report.

CIVIL PARKING ENFORCEMENT – REMOVAL OF VEHICLES

On a motion by the Chairman duly seconded by the Vice- Chairman it was:-

RESOLVED 2013/046

- (1) That the approval be given for the use of powers to remove vehicles as set out in the report.

- (2) That vehicle removal shall be subject to specific authorisation by an authorised officer and
- (3) That arrangements be made with Nottingham City Council and other agencies where necessary for the provision of vehicle removal services.

THE NOTTINGHAMSHIRE COUNTY COUNCIL (A60 LOUGHBOROUGH ROAD, SWITHLAND DRIVE AND KINGSWOOD ROAD, WEST BRIDGFORD) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2013

RESOLVED 2013/047

The Nottinghamshire County Council (A60 Loughborough Road, Swithland Drive and Kingswood Road, West Bridgford) (Prohibition of Waiting) Traffic Regulation Order 2013 is made and that the objectors be informed accordingly.

CASUALTY REPORT FOR NOTTINGHAMSHIRE 2012

RESOLVED 2013/048

That the progress made on reducing casualties on Nottinghamshire Roads be noted.

ADDITIONAL ROAD SAFETY SCHEME

RESOLVED 2013/049

That the proposed Road Safety Schemes be approved for implementation

PERFORMANCE REPORT TRANSPORT AND TRAVEL SERVICES

Mr Hudson gave a slide presentation on the work undertaken by the Transport and Travel Services.

RESOLVED 2013/050

That the report be noted

DEPARTMENT FOR TRANSPORT 'DOOR TO DOOR' STRATEGY

RESOLVED 2013/051

- (1) That the Department of Transport guidance be welcomed as set out in the report and that once it is adopted will help guide the on-going development of public transport within Nottinghamshire and

- (2) That it be noted that the Chairman and Vice-Chairman have been invited to attend the Nottingham City Councils' Public Transport Integration Board.

FLEET MANAGEMENT SERVICES MANAGEMENT STRUCTURE

RESOLVED 2013/052

- (1) That the proposed new structure for Fleet Management Services be approved and
- (2) That approval be given for Fleet operations to transfer to the Team Manager, Transport Operations (North)

RESPONSE TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL ON 25 APRIL 2013 AND 16 MAY 2013

Councillor G Turner with the consent of the Chairman spoke on this item with regard to the petition she presented to Full Council on 16 May requesting the resurfacing of Derbyshire Drive Jacksdale. She highlighted the issues around why the petition was handed in asked if this scheme could be included in this year's programme of works.

The Chairman informed Councillor Turner that the Programme of Works is already agreed. He informed members that this scheme should be reassessed with a view to looking at the possibility bringing it forward to the beginning of the programme for 2014/15

RESOLVED 2013/053

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

WORK PROGRAMME

RESOLVED 2013/041

That the work programme is noted

The meeting closed at 12.45 pm.

CHAIRMAN

17 September 2013**Agenda Item:****REPORT OF THE SERVICE DIRECTOR TRANSPORT, PROPERTY AND
ENVIRONMENT****CHANGES TO THE LOCAL / COMMERCIAL BUS SERVICE NETWORK****Purpose of the Report**

1. To inform Committee of recent changes to the local and commercial bus service network and the actions taken by the Group Manager, Transport and Travel Services to cancel, vary or replace services.

Information and Advice

2. The County Council has a duty (Transport Act, 1985) to consider local needs and which supported bus services are necessary where there are no commercial services available. In 2013/14 £5.9m will be spent on supported bus services across the County, an average of £7.86 per head of population.
3. Local bus services across the County are provided in two ways:
 - a. Commercial services which operate without funding support
 - b. Supported services which are subsidised by the Council

All bus services must be registered, giving a minimum of 56 days' notice to the Traffic Commissioner, who administers and manages the local bus service registration and performance service. Bus operators must also send copies of the new registrations, variations and cancellations at the same time to the County Council. On most occasions bus operators give the County Council advance notice of their intentions so that decisions on any intervention can be taken and the public notified at the earliest opportunity.

4. This regular report advises Committee of changes to the local bus network and provides information of related operational decisions made by the Group Manager, Transport and Travel Services to replace, vary or cancel services. The Committee should note that these operational decisions are due to the urgency involved in reacting to the decisions made by bus companies particularly when they impact on local bus and school transport services. Furthermore, any decisions made in this regard have followed discussions with local County Councillors and other stakeholders. Appendix 1 (attached) lists the most recent changes to the bus network for Committee to note. The

number of changes in this report are exceptionally high because it covers changes made since the last report to Committee in January 2013.

5. Yourbus have announced a number of service changes to their routes. Service Y29 (Eastwood to Queens Medical Centre) will be withdrawn from 15th September; Service 101 will be amended to cover areas of Newthorpe previously served by the Y29. Alternative or connecting services are available for passengers currently using service Y29. It is not proposed to replace the Y29 service because this would incur unnecessary costs of approximately £200K per year when alternative services are available. Yourbus have also introduced a new service Y5 between Derby and Beeston which commenced on 14th July.
6. Service 89/90 in Bassetlaw (supported by the County Council) has recently been amended following local requests to provide additional peak journeys from Dunham to Retford. This service change has been achieved at no additional cost to the County Council.
7. All bus services from the Ruddington, Clifton and West Bridgford areas operating to and from the City will be affected by road closures at Wilford Lane and Meadows Way/Arkwright Street from 1st September to December 2013 to accommodate works for the tram development. The closures and route diversions are described in the hand outs, published by NET, titled "Works on Wilford Lane from 1st September 2013" and "Works on Arkwright Street from 1st September 2013" and will have significant implications for bus users whilst the work is undertaken. The diversions of the bus services affected have been agreed with the bus operators and at no cost to the County Council.

Reasons for Recommendations

8. The recommendation and continued financial support meets the objectives of promoting public transport, reducing congestion, promoting economic recovery and offers travel choice.

Statutory and Policy Implications

9. 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.

Implications for Service Users

10. The provision of local bus services enables users to access key services, jobs, training and leisure. The majority of the service changes described in Appendix 1 are minor timetable route changes which should have no major impact for the service users. However, the service Y29 withdrawal and the West Bridgford and Meadows Way service diversions will have significant implications for users of

the services affected in that journey times will be longer and some passengers will need to travel using connections to their end destination.

Financial Implications

11. The changes to local bus services and service diversions outlined due to the tram works in this report have been contained within the allocated budget for 2013/14.

RECOMMENDATIONS

It is recommended that Committee:

- 1) Note the report regarding changes to the supported and local bus service networks.

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

For any enquiries about this report please contact:

**Mark Hudson, Group Manager, Transport and Travel Services
Chris Ward, Team Manager North, Transport and Travel Services**

Constitutional Comments (NAB 06.08.13)

12. Transport and Highways Committee has authority to consider the matters set out in this report by virtue of its terms of reference.

Financial Comments (TR 12.08.2013)

13. The contents of this report are duly noted; the frequency of service has been confirmed as being correct and no additional costs have been identified.

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.

Registration and timetables for the new or varied services: July-August 2013

Electoral Divisions and Members Affected

All

Supported Local Bus Service Changes Appendix 1

Service	Route	Change Date	Type of change	Notes	Impacts
10A (SEM)	Mansfield - Warsop - Edwinstowe - Sherwood Forest	2 nd September 2013	Revised timetable		Minor timetable changes
73 (NTMC)	Mapplerley - Gedling - Netherfield - Colwick	1 st September 2013	Revised timetable		Morning extension to Colwick withdrawn.
89 (TMT)	Retford - East Drayton - Church Laneham	1 st September 2013	Revised route & timetable	Following numerous requests made by residents at the recent roadshow in Bassetlaw.	Early journey from Dunham meets 0930 threshold for shoppers. Service operates via Woodbeck
90A, 90B (TMT)	Darlton - Dunham - Retford	21 st July 2013	Revised timetable to serve Darlton		Peak journeys start from Darlton and terminate there on request
140 (SEM)	Mansfield - Skegby - Sutton	2 nd September 2013	Revised Sunday timetable		Minor timetable changes

Operators

NTMC - Nottingham Minibuses

SEM - Stagecoach

TMT – T M Travel

Commercial Local Bus Service Changes

Service	Route	Change Date	Type of change	Notes	Impacts
3 (NCT)	Clifton - Nottingham	2 nd September 2013	Revised timetable		None
6 (SEM)	Ladybrook - Mansfield - Bull Farm	2 nd September 2013	Revised Sunday timetable		None
7 (SEM)	Mansfield - Oak Tree - Mansfield	2 nd September 2013	Revised Sunday timetable		None
12 (SEM)	Mansfield - Shirebrook	2 nd September 2013	Revised Sunday timetable		None
13, 13x, 14, 14B (NCT)	Chilwell - Beeston - Nottingham	1 st September 2013	Revised route & timetable	Provides enhanced services to Beeston North	Loss of service on Queens Road East, Beeston. Alternative services available.
15 (NCT)	Rise Park - Bestwood Park - Nottingham	1 st September 2013	Revised route & timetable		None
16, 16A (SEM)	Mansfield - Clipstone	2 nd September 2013	Revised Sunday timetable		none
16, 16C (NCT)	Rise Park - Top Valley - Nottingham	1 st September 2013	Revised timetable		None
17 (NCT)	Bulwell - Nottingham	1 st September 2013	Revised timetable		None
22A, 22B, X22 (ML)	Sutton on Trent/Winthorpe - Newark -	4 th September 2013	Revised timetable		

	Grantham (Schooldays only)				
28 (NCT)	Bilborough - Nottingham	1 st September 2013	Revised timetable		None
30	Wollaton - Nottingham	2 nd September 2013	Revised timetable		None
40, 40B, 41, 42, 42B (NCT)	City Hospital - The Wells Road - St Anns - Nottingham	1 st September 2013	Revised route & timetable		None
43 (NCT)	Bakersfield - Sneinton Dale - Nottingham	2 nd September 2013	Revised timetable		None
44 (NCT)	Gedling - Netherfield - Colwick - Nottingham	1 st September 2013	Revised timetable		None
46 (NCT)	Arnold - Mapperley - Nottingham	2 nd September 2013	Revised timetable		None
56 (NCT)	Arnold - Woodthorpe - Nottingham	2 nd September 2013	Revised timetable		None
76, 78 (NCT)	Strelley - Broxtowe - Nottingham	2 nd September 2013	Timing point change	Although no route change the timing point in the City Centre will be changed from Victoria Centre to Maid Marian Way	None
77 (SEM)	Worksop - Chesterfield	8 th September 2013	Revised timetable		None
77, 77C (NCT)	Strelley - Nottingham	1 st September 2013	Timing point change	Although no route change the timing point in the City Centre will be changed from Victoria Centre to Maid Marian Way	None
79, 79A (NCT)	Arnold - Rise Park - Bulwell - Aspley - Nottingham	1 st September 2013	Timing point change	Although no route change the timing point in the City Centre will be changed from Victoria Centre to Maid Marian Way	None
82 (SEM)	Chesterfield - Langwith	8 th September 2013	Revised timetable		None
87 (NCT)	Arnold - City Hospital - Nottingham	1 st September 2013	Revised timetable		None
88 (NCT)	Top Valley - Bestwood Park - Nottm	1 st September 2013	Revised timetable		None
89 (NCT)	Rise Park - Bestwood Park - Nottingham	1 st September 2013	Revised timetable		None
101 (YBUS)	Eastwood - Beauvale - Moorgreen - Newthorpe - Eastwood	16 th September 2013	Revised route & timetable		Serves parts of Newthorpe that would otherwise not have a bus service following the withdrawal of Y29
103 (YBUS)	Eastwood - South Street - Eastwood	16 th September 2013	Revised timetable		None
N34 (NCT)	Nottingham - University Park - Beeston (Monday to Saturday night bus, term time only)	23 rd September 2013	Revised timetable	Terminus moved to Collin Street	None
N100 (NCT)	Nottingham - Burton Joyce - Lowdham - Southwell (Friday & Saturday night bus)	2 nd September 2013	Revised timetable		None
Y28 (YBUS)	Wollaton Vale - Bilborough - Beechdale - Nottingham	4 th September 2013	Revised timetable		none

Y29 (YBUS)	Heanor - Eastwood - Kimberley - Phoenix Park - QMC	13 th September	Service withdrawn		Loss of a direct Eastwood, Kimberley, Nuthall to the QMC service, alternative services available. Newthorpe will be served by re-routed 101.
Y5 (YBUS)	Derby-Long Eaton-Beeston	14 th July	New service		

Operators

NCT - Nottingham City Transport

SEM - Stagecoach

YBUS - yourbus

ML - Marshalls

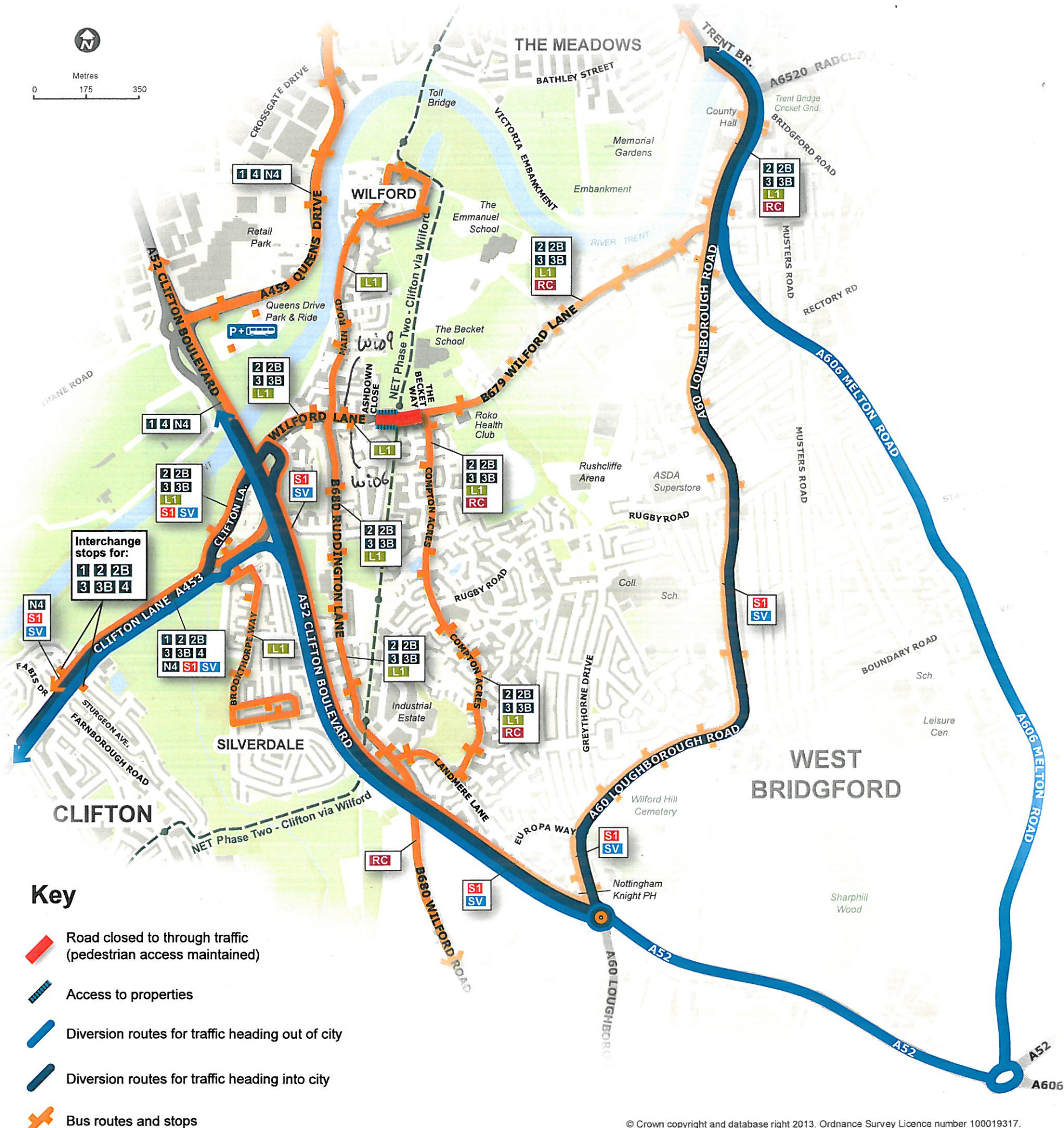
Wilford Lane road closure due to tram works

1st September 2013 for four months

Wilford Lane will be closed for four months between the junctions with Compton Acres and Ashdown Close. This is for the diversion of utilities and tram track laying.

Diversion routes

The services affected and the diversions are shown on the following map and schedule.



Key

- Road closed to through traffic (pedestrian access maintained)
- Access to properties
- Diversion routes for traffic heading out of city
- Diversion routes for traffic heading into city
- Bus routes and stops

Bus information

Service	Route	Operator	Service frequencies (mins)			Diversion Route
			Monday to Friday	Saturday	Sunday	
1	Nottingham - Wilford Lane - Clifton - Gotham - East Leake - Loughborough	Nottingham City Transport	15 Gotham 30 Loughborough	15 Gotham 30 Loughborough	15 Gotham 60 Loughborough	via Queens Drive
2 2B	Nottingham - Wilford Lane - Clifton - (Farnborough Rd, Summerwood Lane)	Nottingham City Transport	30	30	60	via Compton Acres, Landmere Lane, Ruddington Lane - see map
3 3B	Nottingham - Wilford Lane - Clifton - (Rivergreen, Hartness Road)	Nottingham City Transport	30	30	60	via Compton Acres, Landmere Lane, Ruddington Lane - see map
4	Nottingham - NTU Campus - City Centre - Wilford Lane - Clifton Campus (University terms only)	Nottingham City Transport	Frequent	-	-	via Queens Drive
N4	Nottingham - NTU Campus - City Centre - Wilford Lane - Clifton Campus - Man of Trent	Nottingham City Transport	Four journeys on Monday to Saturday nights			via Queens Drive
RC	Nottingham - Wilford Lane - Ruddington - Clifton Green	Trent Barton	30 Ruddington 60 Clifton Green	30 Ruddington 60 Clifton Green	60	via Compton Acres, Landmere Lane, - see map
S1	Clifton - Wilford Lane - Loughborough Road - ASDA - Gamston	Silverdale Connection	One journey per day Tuesday - Friday			via Clifton Lane, Clifton Boulevard, Loughborough Road
L1	Nottingham - Wilford Lane - Wilford Village - Silverdale	Community Transport	6/7 journeys per day	5/6 journeys per day	-	via Compton Acres, Landmere Lane, Ruddington Lane - see map
SV	Normanton - Sutton Bonington - Kingston - Ratcliffe - West Bridgford ASDA	Soar Valley	Every fourth week Friday	-	-	via Clifton Lane, Clifton Boulevard, Loughborough Road

Arkwright Street/Meadows Way road closure due to tram works

1st September to 24th November 2013

The Arkwright Street bus plug will be closed between the above dates at its junctions with Crocus Street and Meadows Way for tram construction works and track laying.

All services passing Nottingham Station will be affected by this with the exception of the following NCT services:

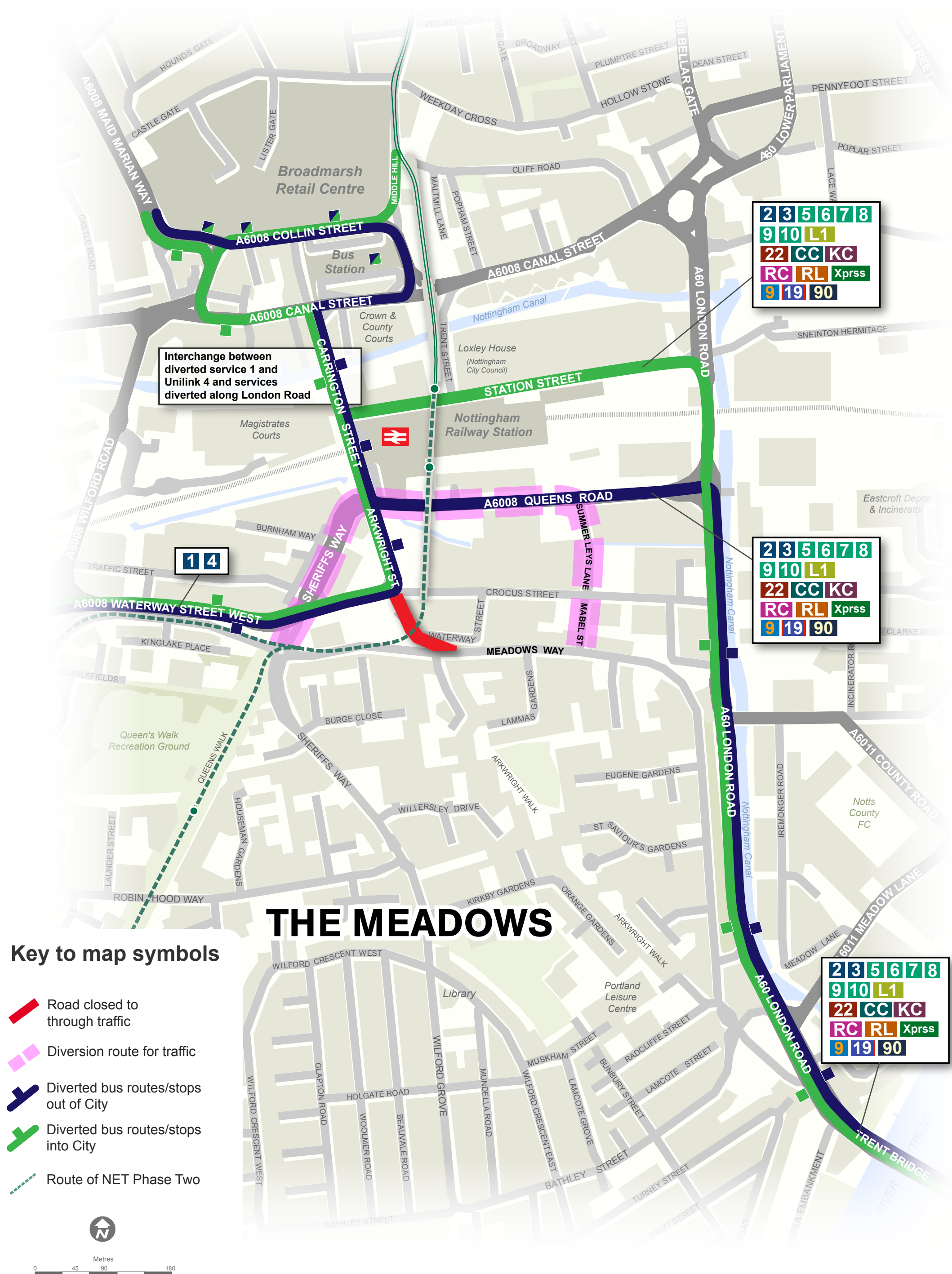
- 11 Meadows, Lady Bay
- 48 Queens Drive, Clifton
- W1 Lenton Lane Industrial Estate
- CL1 Queens Drive Park & Ride, Boots

Due to the Wilford Lane closure which will be in place at the same time passengers from West Bridgford and other areas of Rushcliffe wishing to travel to the Clifton Nottingham Trent University campus or Boots will need to interchange at the stops on Carrington Street adjacent to the station.

Diversion routes are shown on the map overleaf using Queens Road, London Road outbound and London Road, Station Street inbound.

Arkwright Street/Meadows Way NET works

Diverted Bus Routes



17 September 2013**Agenda Item:****REPORT OF THE SERVICE DIRECTOR OF TRANSPORT, PROPERTY AND
ENVIRONMENT****DEPARTMENT FOR TRANSPORT (DFT) – BUS SUBSIDY REFORMS****Purpose of the Report**

1. To advise Members of the recent bus subsidy reforms announced by the DfT and the impacts for local bus services running in Nottinghamshire.
2. To seek Members approval to vary payments to existing bus operators for local bus services supported by the County Council to account for the loss of Bus Service Operators Grant (BSOG).

Background

3. Bus operators, Community Transport providers and some Local Authority passenger transport services currently receive BSOG (basic rate 34.57p per litre of fuel) for the local bus services and other passenger services they operate in the County. Since 2010 incentives above the basic rate have been paid to operators for vehicles having automatic vehicle location (AVL), smartcard capability and for buses with low carbon emissions (LCEB). The County Council currently receives about £60K a year BSOG funding for services operated in-house. Under existing arrangements BSOG for all services is administered centrally by the DfT.

On the 5th July this year the DfT announced plans to reform bus subsidy in England. This is the Government's response to the Bus Subsidy Reform consultations held last year and sets out the following measures:-

- i. The devolution of BSOG currently paid to bus operators for services run under local authority tender to the local authorities which pay for those services.
- ii. Tightening of existing eligibility rules defining which local bus services can claim BSOG.
- iii. Plans to create several new Better Bus Areas (BBA) to encourage local authorities and bus companies to work in partnership to improve services and boost passenger numbers.

4. The measures are intended to give local authorities more control over how money is best spent and help to make bus subsidy more targeted and accountable.

Implications for Nottinghamshire

5. The changes have significant implications for the future funding of local bus services and other passenger transport services operated by either Community Transport operators or the County Council's own fleet. The main implications are:-

- i. Supported (tendered) local bus services

To date bus operators have normally deducted BSOG when bidding for supported local bus service contracts. From 1st January 2014 BSOG funding for supported local bus services, those which could not economically operate without financial support will be devolved to the County Council. This funding will be ring fenced until April 2017 for expenditure on sustaining or improving bus services. Thereafter BSOG will be absorbed in the general grant received from the Government. The DfT will be advising each local authority of their devolved BSOG in due course. Initial analysis estimates that the County Council may receive £300 to £350K per annum.

The original implementation date (1 October 2013) was revised so that local authorities and operators have sufficient time to manage the transition. Discussions with operators are on-going concerning the impact of devolving BSOG funding, how the change will be managed and contract prices amended. This close working will avoid potential disruption to the local bus market by adjusting contracts to account for the loss of BSOG. Operators currently receiving financial incentives for smartcards or AVL equipment or low carbon buses will continue to claim these incentives directly from the DfT.

- ii. Commercial Local bus services

Bus operators who operate commercially viable services i.e. those not supported financially under tender to the County Council, including those supported on a de-minimus basis will continue to claim BSOG directly from the DfT after 1st January 2014.

- iii. Better Bus Areas (BBA)

In February 2013 the DfT launched a competition to identify new Better Bus Areas (available at www.gov.uk/government/publications/bus-service-operators-grant-reform-and-better-bus-areas), winners are due to be announced in October 2013. Within these areas BSOG paid to operators running commercial services will be gradually reduced from April 2014, and the money will be used by the local authority, together with a top-up, to improve the local bus network. It is clear from the bid

guidance that the funding is targeted for large conurbations. The County Council has supported a BBA bid made by the City Council (£11.3M), which, if successful, will bring about significant benefits for County residents travelling to and from the City for work, training, leisure and retail purposes. A main element of the bid is the Southside Bus Priority Scheme (£4.7M) which will provide bus/taxi/cycle only facilities in the Broadmarsh area. This scheme will provide significant benefits for bus services operating in the City from the south of the County. The Nottingham BBA bid (July 2013) can be viewed at www.nottinghamcitycouncil.gov.uk/transportfundingbid

iv. Section 19 Community Transport and Local Authority In House Services

From 1st October 2013 BSOG funding for Section 19 transport services run in house by local authorities will be devolved to those local authorities. Other Section 19 services run by charities and voluntary organisations are unaffected by these changes and will continue to claim as they do now.

v. Changes to Local bus service eligibility for BSOG

To date all local bus services are eligible for BSOG. From the 1st October bus operators will not be able to claim BSOG for the following bus services:-

- Services operating for less than six consecutive weeks such as special sporting events. This does not apply for emergency circumstances e.g. where a bridge is impassable and a temporary service is provided;
- Services primarily for tourism purposes;
- Rail replacement services;
- Services for which the fare includes a special amenity element i.e. fares are significantly higher than the general fare for similar journeys, including services whose primary function is transporting travellers between airports, rail stations and some terminal car parks.

School bus services operated on a commercial basis will be eligible as long as they are open to the general public and not restricted to students.

The eligibility changes above will not cause any major issues for these types of services running in the County.

Conclusions

6. The devolution of BSOG is positive news for local bus services as it was anticipated that BSOG may have been scrapped in the recent spending review. BSOG is now protected until 2017 which will enable the County Council and operators to work in partnership to improve bus services and increase patronage.

7. Once the actual amount of BSOG being devolved is known, then negotiations with the operators can be concluded to vary their contracts, which will continue to operate in January 2014, to account for the lost income. New contracts operating from January 2014 will exclude BSOG with the funding received from DfT being used for any increase in the new contract costs.

Statutory and Policy Implications

8. 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.

Implications for Service Users

9. The devolution of BSOG and the ring fencing of the funding will enable the County Council to continue supporting local bus services which are not commercially viable thus ensuring people can continue to access key services.

Financial Implications

10. The devolution of BSOG should have no financial burdens as long as the correct amount of funding is devolved. However this can only be determined when the allocation is known. The devolved funding should be sufficient to reimburse operators for the loss of BSOG and cover any increase in future contract prices.

Equalities Implications

11. The retention of BSOG funding for supported and commercial services will ensure that services can continue to be provided for those people in our community who rely on local bus services to access key services.

Implications for Sustainability and the Environment

12. The retention of the BSOG incentives will promote the use of low carbon emission buses.

RECOMMENDATION/S

It is recommended that the Committee:

- 1) Notes the content of the report and the various bus subsidy reforms including the devolution of BSOG for supported local bus services.
- 2) Agrees that local bus service contracts be amended on 1st January 2014 to account for the loss of BSOG.

Mark Hudson
Group Manager Transport and Travel Services

For any enquiries about this report please contact: Mark Hudson

Constitutional Comments (SHB 30.07.13)

13. Committee have power to decide the Recommendation.

Financial Comments (DJK 30.07.2013)

14. The financial implications are contained within the report – the BSOG funding needs to be identified and allocated against TTS.

Background Papers and Published Documents

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

DfT consultation on Bus Subsidy Reform – September 2012
Bus Subsidy Reform – County Council Response November 2012
DfT Bus Subsidy Reform Consultation Analysis – July 2013
DfT Letter to the County Council: Bus Services Operators Grant – 5th July 2013
Nottingham City Council – Better Area Bus Bid – July 2013

Electoral Divisions and Members Affected

All

17 September 2013

Agenda Item:

REPORT OF THE SERVICE DIRECTOR OF TRANSPORT, PROPERTY AND ENVIRONMENT

TITAN PROJECT PROGRESS REPORT

Purpose of the Report

1. To provide an update of the TITAN (Towards Integrated Transport Across Nottinghamshire) project.

Background

2. The purpose of this major project was to reconfigure passenger transport services to make more efficient use of all the resources available whilst improving access to key services for the people of Nottinghamshire. The project was tasked with saving a total of £2.08m countywide and has delivered approximately £1m savings to date.
3. There is one defined pilot area which covers the Newark, Ollerton and Southwell areas, and four other project areas, known as:

Area 2 – Mansfield and Ashfield

Area 3 – Rushcliffe

Area 4 – Central Nottinghamshire Conurbation

Area 5 – Bassetlaw

TITAN Progress

4. The Newark Pilot area services were introduced in January 2013 and, in the main, these have worked very well. Some changes were made in response to feedback from the public and transport operators in the early stages and these now seem to have settled down. The Pilot has served to identify some issues around the requirements for Adult Day Services journeys and these are currently being addressed by the project team.
5. The second phase of public consultation for the remaining four county areas was undertaken in May and June this year. The method of consultation was through Roadshow events held in 56 locations across the county. These were held in libraries, bus stations and in County Council accessible minibuses parked in key locations. Attendance was higher than anticipated with nearly

800 people visiting the events, including many County, District and Parish Council Members.

6. The consultation involved displaying maps of proposed outline network plans, with staff talking consultees through the proposals and seeking their views on them. Network plans are now in the process of being finalised, taking into account all of the consultation feedback received. A summary of the consultation is at Appendix 1.
7. At the meeting of the Transport and Highways committee on 21 March, a business case for the introduction of a county wide Independent Travel Training (ITT) scheme was approved. ITT provides an opportunity for the more vulnerable members of the community to develop the skills and confidence to gradually become safe, independent travellers able to access public transport. The benefits to those participating in the training can be huge and, in many cases, life changing for them and their families.
8. A staff appointment has been made to the post of ITT Officer and the postholder will be responsible for the delivery of the ITT programme in accordance with the implementation plan targets. The target for the first year of implementation (2013/14 academic year) is to begin delivering training to young people in six schools or colleges. There are seven schools and colleges who are already committed to delivering the programme this year and more than 80 staff across these establishments have been fully trained and equipped to deliver the training to young people. There are also other organisations that are really keen to deliver the programme to the vulnerable clients they work with and we have provided training to some of their staff to enable them to do so. A summary of the ITT achievements to date is contained in a recent report to the Members Working Group at Appendix 2.
9. The TITAN project has a further £1m of efficiency savings outstanding. In addition to this, there is likely to be a need to make further savings from transport services to support the forthcoming County Council budgetary constraints between 2014/15 and 2016/17. The TITAN Project Board and Members Working Group have endorsed changes to the project in order to allow for the integration of the efficiency targets for TITAN and any further budget savings that may be required. It is therefore planned that all requirements will be reconfigured into a new project and supporting timeline with a view to revised services being implemented by August 2014 instead of the previous planned date of January 2014. The proposed timeline for the reconfigured project is shown at Appendix 3.

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.

Implications for Service Users

11. The introduction of the pilot area network services is a positive outcome for users and will enable them to access key services and facilities in the area thus improving their quality of life. The revised network of services to be introduced in August 2014 will be subject to further consultation with the public and stakeholders.

Crime and Disorder Implications

12. The new infrastructure that will support any revised services will ensure that users have a safe waiting environment, especially when waiting for connecting services.

Financial Implications

13. The implementation of revised transport services across the County overall has generated £1m savings to date with additional efficiency savings of £995k to be made over the next two years.. Further savings of approximately £1m over the next five years will be generated by the implementation of the Independent Travel Training scheme. The levels of savings necessary may increase as funding reviews move forward therefore options for differing service levels and networks will be included in the next tender exercise.

Implications for Sustainability and the Environment

14. The revised services will help to promote alternative ways of travel, an overall reduction in mileage and travel will reduce CO2 emissions. The network proposals will introduce services which are economically sustainable in the long term.

Human Resource Implication

15. None

RECOMMENDATION

It is recommended that Committee:

- 1) Notes the progress of the TITAN Project.

Mary Roche
Commercial & Client Services Manager,
Transport and Travel services

For any enquiries about this report please contact: Mary Roche or Mark Hudson

Constitutional Comments (SHB 01.08.13)

16. Committee have power to decide the Recommendation

Financial Comments (DJK 01.08.13)

17. The contents of this report are duly noted and the financial implications are as stated in paragraph 13.

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.

Transport & Highways Committee: Progress Report: 21 March, 2013

Electoral Divisions Affected

All

Titan Roadshow Consultation Programme Report

16 July 2013

Background

The purpose of these road show events was to provide information on proposed changes to the local bus network and to ensure network planners had not missed any current or emerging travel patterns i.e. the opening of a new Health centre which fundamentally changes the accessibility requirements of residents.

The Titan Roadshow events were carried out in May and June 2013. Sixteen officers and 3 members of voluntary car schemes staffed events in 56 locations over a period of 21 days. To summarise the number of roadshow events/days per district:

- Ashfield D.C : 3 days
- Bassetlaw D.C : 6 days
- Broxtowe B.C : 2 days
- Gedling B.C : 3 days
- Mansfield D.C : 3 days
- Rushcliffe B.C : 4 days

The Communications plan for the pilot phase of the project was replicated for this second phase, taking into account the lessons learnt from the pilot phase. The key communication channels were:

- NCC Website information with times and location of the road show
- Emails sent to all stakeholders and those on T& TS databases
- Press releases and advertising in local papers
- Posters and information sent to Parish /Town Councils for erection on local notice boards/village halls and shops
- Posters and information sent to Community Engagement Officers via Communications to maximise publicity opportunities
- Briefing of local members and District members/officers
- Feedback from Roadshows

Roadshow Attendance and Feedback

The overall attendance of approximately 800 was higher than expected and attendance at individual events was variable as you would expect with small villages sometimes having below 5 attendees, while in the larger locations such as Mansfield Bus Station there were in excess of 50. It is worth noting that some 20 County Councillors and a similar number of District and Parish Councillors came along to the events.

One significant trend was the high number of attendees concerned with recent changes to the bus network generated by Premiere Travel going into Administration.

These attendees used the Roadshow opportunities to primarily discuss these concerns rather than comment on the proposed future changes.

The main feedback can be split into three categories:

- Proposed network destinations and connectivity
- Service enhancements beyond those already provided or proposed. These were mainly related to thickening of frequencies, provision of evening and Sunday services
- Comments on the publicity for the Roadshow and the timing of events.

Proposed destinations and connection opportunities

In general most consultees commented positively on the destinations, connectivity and service levels of the proposed network. However there were a number of suggested improvements to ensure access to key services including employment, training, health, leisure and shopping. These are now under consideration and include:

- Stoke Bardolph/Burton Joyce: Residents wish to connect at Colwick Park and Ride or Burton Joyce
- Woodborough: Links to Arnold (not Netherfield) and residents reluctant to change on Mapperly Top as proposed
- Mansfield: Litton Road residents concerned about loss of service 10
- Dunham: Service 89 relaxation of OAP pass restriction so they can use pre 0930 services
- Langar: Majority of residents registered with Health centre in Cropwell Bishop so service need to reflect this
- Everton: Majority of residents go to the Health Centre in Gringley and therefore a better service is required.

Service enhancements

There were a number of requests for enhanced connectivity or the provision/ reinstatement of Sunday and evening services. Within the context of efficient use of vehicle resources and budgets, consideration is been given to the following:

- Woodbeck: increased frequency of services as very low provision proposed
- Oxtun : increased frequency for service 5

Publicity and Timing

There were very few negative comments on the timing of events not accommodating the needs of workers and on the lack of publicity and event notice. The communication process has been very robust and has taken into account experiences from the pilot phase consultation in order to maximise audience participation.

The County Council listened to Stakeholder comments throughout this Roadshow delivery period and added a further three events in Gedling and Rushcliffe to ensure we reached as many residents as possible.

Conclusions

Support for the Roadshow from Council Members and the general public has been mostly positive and, where practicable and within the budgetary parameters, network planners will endeavour to accommodate highlighted needs, especially to meet proven demand.

With regard to the timing of the events and the communication process, the County Council has been very comprehensive and this has been reflected in the high numbers of people in attendance. The Communications Group also believed that the whole TITAN consultation process was so strong in terms of good practice that they submitted it for a national communications award.

It is recognised that such consultation processes will never satisfy every stakeholder's idea of what the appropriate timescales and publication channels are but we can feed specific comments back to the Communications Group to support continuous improvement in this area.

TITAN Members Working Group Meeting

Monday 29th July, 2013

Progress Report

by Mary Roche (Project Manager)

Consultation Summary

Roadshow events were held in 56 locations across the county in May and June. Attendance was higher than anticipated with nearly 800 people engaging in these consultation events. Attendees included around twenty County Councillors and a similar number of District/Parish Councillors.

A lot of positive feedback was received and, where possible, the network planning team will try to accommodate any proven identified needs within the planning of new services providing this can be done within the parameters of the project criteria.

A fuller report on the Roadshow events is appended for information.

Network Planning

Revised bus networks are currently being developed taking into account the feedback received from recent TITAN Roadshow events. The network planning Lead Officer will attend the Project Board meeting to explain the options available for consideration.

There are some issues still to be worked through in respect of adult social care transport, in particular the service needs and specification. Recent structural changes in Transport and Travel Services will lend to more integrated management and control of this transport service area ie internal Fleet Operations now forms part of the Transport Operations team therefore all transport requests, journey planning and delivery are dealt with in one team rather than being split across two.

ITT (Independent Travel Training)

The delivery stage of ITT began following approval by Transport & Highways committee in March.

We set a target of introducing the programme into 6 educational establishments in the first academic year (2013/14). This target has been met and we are working with the following establishments to prepare them for delivering ITT in September:

- Foxwood Academy (and Project Search)

- Bracken Hill School
- Newark Orchard School
- Derrymount School
- Fountaindale School
- West Notts College

Other organisations/establishments committed to delivering the programme or exploring the potential to do so are:

- Caudwell House residential unit
- NORSACA (Autism Association)
- Guide Dogs Association
- Mencap
- MySpace (NCC Young People with Disabilities Youth Service)
- NCC Community Learning Programmes
- Derbyshire County Council

Around 50 trainers have already been fully trained in the delivery of the programme and further training sessions are scheduled for September. One school alone has identified 32 pupils suitable to take part in the programme from September.

This is an excellent start but we must ensure that we carefully manage implementation as we need to be able to provide the consistent support that establishments will need in their first year of delivery. With only one dedicated member of staff in this coming academic year it is important that we achieve the right balance of promoting the programme and quality assuring the delivery of it.

CFCS staff have been most helpful throughout the process to date and are key to the promotion and uptake of the programme. A number of staff have already attended training sessions to aid their fuller understanding of it. Team work is crucial to the successful delivery and the expertise of CFCS staff in the area of special needs will help in breaking down some of the barriers that are often raised when dealing with such vulnerable people. The ITT Workstream Group brings together the skills, knowledge and expertise required to steer this service forward. The current membership of this group includes representatives from CFCS, ASCH and TTS.

Procurement

A new Framework agreement for the procurement of services has been developed and implemented in conjunction with the corporate Procurement Team.

Page 37 of 138

17th September 2013**REPORT OF SERVICE DIRECTOR, HIGHWAYS****ENVIRONMENTAL WEIGHT RESTRICTION ON THE C3 NEWARK TO ELTON
ON THE HILL ROAD****REVIEW OF EXPERIMENTAL ORDER****Purpose of the Report**

1. To review and assess the effect and impact of the C3 Environmental Weight Restriction Experimental Order (3176) which came into force on 6th April 2012 along the C3 through Orston, Alverton and Kilvington.

Background

2. The C3 route connects the A52 (Trunk Road) in the vicinity of Elton and Bottesford with Newark. The general nature of the road is rural and passes through a number of small villages. The route is considered to be a short-cut for vehicles requiring access to the southern end of Newark and in particular to business and industrial premises. The rural nature of the route encourages high traffic speeds and the narrowness and alignment results in significant overrunning of verges and damage by larger vehicles.
3. At the 14th March 2012 Transport and Highways Committee it was agreed to introduce an Experimental Environmental Weight Restriction (EWR) order rather than a permanent one as this would offer an opportunity to assess the impact of the restriction on traffic movements in the area. This decision was taken in light of concerns expressed by local Parish Councils that trips would increase in other villages as vehicles divert from the C3.
4. An experimental order is initially monitored for a period of 6 months to assess its impact during which time representations are invited from interested parties. The report recommended that the Experimental Order be made for a period of 18 months with potential for review on expiry of the 6 month objection period. 18 months represents the maximum period that such an order can be made but it is not mandatory that this period is fully utilised.
5. The C3 Environmental Weight Restriction Experimental Order (3176) came into force on the 6th April 2012 and having not been the subject of any further Committee report is due to expire on the 6th October 2013. A total of 60 consultation letters were distributed on 27th March 2012 to affected Parishes, businesses and other interested bodies to advise of the introduction of the EWR.

Consultation Response

6. Following the introduction of the experimental order responses were received from eight interested parties during the initial 6 months consultation period and one outside the period. These are available as background papers to this report but can be summarised as :
- a) Two parish councils reported an observed reduction in heavy goods vehicle traffic and supported making the Experimental Order permanent
 - b) Two interested parties queried the extents of the order and how it was being monitored
 - c) One parish stated that due to the A46 works the unsuitable for heavy goods vehicle signs had not been replaced
 - d) One interested party stated that maintaining access to the landfill on the C3 had increased the number of heavy goods vehicles on the roads.
 - e) Objections were received on 5th October and 29th October on behalf of a local business through its legal representative. This continues from previous objections written on 15th December 2011, 10th January 2012 and 12th March 2012. In addition representation was sent directly to the Chair of Transport and Highways Committee on 9th January 2013 which resulted in the report being deferred from the Committee of 10th January 2013 and 6th February 2013. Further correspondence was received on 25th April 2013 from the Operations Manager of the business on the grounds that the EWR is damaging to the company's business, the environment and the safety of Newark residents. This correspondence which summarises that previously submitted is included as Appendix A of this report. The location of the business is shown on the accompanying drawing C3/DWG/01.
 - f) Cllr Wallace, the County Councillor for Newark West has expressed concerns regarding the number of diverted trips by HGV's from the C3 onto the residential streets of Boundary Road and Bowbridge Road in south Newark (also shown on attached drawing C3/DWG/01). These are routes through very densely populated areas and significant pedestrian movements take place accessing schools, hospitals and other local services.
 - g) An objection was received on 3 July 2013 outside of the six month period from Lincolnshire County Council which reported that it did not receive the consultation correspondence sent on 21st February 2012 and 27th March 2012 and no consultation had been entered into with Lincolnshire Constabulary. During the consultation on the permanent order sent on 23rd May 2011 Lincolnshire County Council replied with no objection to the permanent proposal. There is no difference between the permanent and experimental proposal. The introduction of the experimental order does not alter or impact the existing environmental weight restrictions within Lincolnshire County Council and would not be enforced by Lincolnshire Constabulary.

Review and Assessment

7. Before and after traffic data has been collected at various points between the A46, A52 and A1. Surveys have been conducted in February 2012 (before EWR introduction), August 2012, November 2012 and June 2013 (post EWR). Automatic traffic counter loops were installed at a number of locations for a period of one to two weeks. The amount of surveys completed is intended to thoroughly assess the traffic patterns within the area and to provide a comprehensive analysis of the impact of the traffic regulation order.
8. An analysis of the results show that over the four surveys completed there has been a variation of between +10% and -10% change in heavy goods vehicles movements at each of the survey points on the C3 and these figures have fluctuated between positive and negative over the surveys, there has not been an overall trend. Prior to the introduction of the EWR on the C3 there were consistently less than 100 heavy goods vehicle movements recorded by the automatic traffic counters on an average weekday so the change has been fewer than 10 vehicles. The surveys indicate that general traffic travelling in the area bounded by the A1 and the A46 has decreased overall and this is considered attributable to the A46 improvements. The improved A46 scheme offers a more reliable journey time along that route which is applicable to all classes of vehicle.
9. Origin and Destination traffic surveys were carried out during November 2012 and June 2013 to establish more precisely the specific movements across the area. These surveys, when coupled with evidence from the Lorrywatch scheme, indicate that HGV movements have essentially been restricted to trips which are generated from business within the zone and very few illegal manoeuvres are taking place. The registration surveys show that it is often the same vehicle making multiple trips between sites. Across the areas as a whole in both surveys, between 70 - 85% of HGV trips are confirmed as local traffic. It is considered that a significant proportion of the remaining heavy goods vehicle trips will also be legitimate movements serving the local area.
10. The surrounding villages outside the restriction recorded very low numbers of heavy goods vehicles in the before and after surveys, often averaging in the region of 10 movements in a 24 hour period, therefore any fluctuation in heavy goods vehicles recorded has a large statistical impact. The flows are subject to seasonal variations due to the agricultural nature of the area. All the data from the different surveys shows that there has been no transference of heavy goods vehicles from the C3 onto the roads within the surrounding villages as numbers have been consistently below 10 movements.

Assessment /Conclusion

11. Evidence suggests that the introduction of the C3 EWR has had a benefit to communities on the C3 by removing extraneous trips from the route this has not resulted in increased trips through adjacent villages which have benefitted from the recent A46 Improvement scheme.
12. The EWR has led to an increase in HGV movements along Boundary Road/Bowbridge Road in Newark. This is largely due to one specific business

being located outside of the EWR area and is outlined in its letter of 25th April 2013 being forced into Newark. The use of Boundary Road and Bowbridge Road by HGV's has generated local concern as reported by County Councillor Wallace. These routes show significant pedestrian activity and the presence of important local facilities cannot be considered anymore suitable to take HGV traffic than the C3 itself from where trips are being diverted.

13. It is therefore proposed to extend the limits of the C3 EWR, subject to statutory procedures being carried out, such that the key business north of the existing EWR area is permitted to use the C3 to access and egress the Trunk Road network at the A52. This will increase HGV activity along the C3 but continue to prevent longer distance extraneous trips from using the route as a short cut from the A52 to Newark and beyond and will be an improvement on the situation prior to the introduction of the experimental EWR.
14. Extending the restriction to include Bowbridge Lane (between Staple Lane and Hawton Lane), and Staple Lane (between London Road and Bowbridge Lane) would enable local businesses on these two routes to continue to operate and minimise use of Boundary Road.
15. The Nottinghamshire Police and the Parish Councils along the route were supportive of the proposals to introduce the experimental EWR. Local County Councillors Sue Saddington, Martin Suthers and Keith Walker continue to support the EWR.

Other Options Considered

16. Options considered are:-
 - a. To make the Experimental Order permanent with no proposed changes to its extents
 - b. To withdraw the Experimental Order and remove all the associated signage, reinstating the previous permanent order to the original extents on Valley Lane, Bottesford Lane, Longhedge Lane and New Road and its associated signage.
 - c. To make the Experimental Order permanent and then to amend it to include Environmental Weight Limit orders on Bowbridge Lane (between Staple Lane and Hawton Road roundabout) and on Staple Lane (between Bowbridge Lane and London Road)

Reasons for Recommendations

17. The recommended option to make the experimental order permanent is made in view of the support outlined and evidence that the transference of heavy good vehicle movements onto the neighbouring rural road network has not occurred.
18. Making the Order permanent will continue to protect rural communities along the C3 from intrusive and extraneous journeys by HGV's whilst extending the order to include Staple Lane and Bowbridge Lane would allow local businesses on these two routes to continue to operate and minimise use of Boundary Road which is not a preferred route for such trips. It should be noted that the

amendment of the permanent order would be subject to the traffic regulation process and objections to the proposal could be received.

19. It is considered that the introduction of the Weight Restriction along the C3 has had the effect of minimising the number of extraneous journeys by HGV's along the route. As with any such order, transference of trips onto the highway network elsewhere will occur and these will be mitigated by extending the order to include Staple Lane and Bowbridge Lane

Statutory and Policy Implications

20. 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.

Financial Implications

21. The Experimental Environmental Weight Restriction scheme was funded from the Local Transport Plan budget for 2012/13. The cost of implementing the scheme was in the region of £12,000. The decision to make this order permanent has no financial implications from a capital spend perspective as no signing alterations are required.
22. The provision of the amendment to include Bowbridge Lane and Staple Lane is to be funded from the Local Transport Plan budget for 2013/14. The cost of implementing this is £4,500.

Crime and Disorder Implications

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

RECOMMENDATION/S

1. It is recommended that The Nottinghamshire County Council (Alverton, Aslockton, Balderton, Cotham, Elton on the Hill, Flawborough, Kilvington, Orston, Shelton, Staunton in the Vale and Thoroton, Nottinghamshire) (Weight Restriction) Experimental Order 2012 (3176) be made permanent and the Traffic Regulation Order process be commenced to consider an amendment to include Staple Lane and Bowbridge Lane.

Andy Warrington
Service Director (Highways).

For any enquiries about this report please contact:

Mike Barnett, Team Manager - Major Projects and Improvements

Constitutional Comments (SHB 08.08.13)

24. Committee have the power to decide the Recommendation

Financial Comments (TMR 09.08.13)

25. The financial implications are stated in paragraphs 21 - 22 of the report.

Electoral Division and Members Affected

Bingham, Cllr Martin Suthers

Balderton, Cllr Keith Walker

Farndon & Muskham, Cllr Sue Saddington

Newark East, Cllr Stuart Wallace

Newark West, Cllr Tony Roberts

Background papers

Report to Transport and Highways Portfolio 7TH February 2012

Report to Transport and Highways Portfolio 14th March 2012

Consultation Letter dated 27th March 2012

Orston Parish Council response via letter dated 30 September 2012

Shelton Parish Council responses via e-mail dated 4 July 2012 and 11 October 2012

Member of Public response via e-mail dated 25 April 2012

Cllr Wallace letter dated 25th February 2012.

Cllr Wallace response via letter dated 18 April 2012

Member of Public response via e-mail dated 23 May 2012

Elston Parish Council via Karen Nurse dated 10 July 2012

Formula (Saint Gobain) via e-mail dated 2 October 2012

Trethowans LLP representing Formula (Saint Gobain) objection received via e-mail dated 5 October 2012 and 29 October 2012

Trethowans LLP representing Formula (Saint Gobain) received via e-mail dated 9th January 2013

Formula (Saint Gobain) letter dated 25 April 2013

Lincolnshire County Council letter dated 3 July 2013

Summary of Boundary Road accident statistics 1/1/10 – 31/5/13

Summary of Bowbridge Road accident statistics 1/1/10 – 31/5/13



Formula

Neil Hodgson
Group Manager Highway Programme Design and Delivery
Nottinghamshire County Council
Highways Authority
Trent Bridge House
Fox Road
West Bridgford
Nottingham
NG2 6BJ

By post and email

25th April 2013

Dear Mr Hodgson,

C3 WEIGHT RESTRICTION PROPOSALS

We write in connection with the weight restriction order on the C3 between Balderton (i.e. at the northern end of the C3) and Elton on the Hill. This is the order, as you know, that is currently experimental and where there were proposals tabled by yourselves at both the January 2013 and February 2013 Committee meetings to make it permanent. As you know this matter was then adjourned to a later date.

We write following our meeting on 11th March 2013 and earlier submissions, including letters and emails from our solicitors as dated below:

- 15 December 2011 and its statement of objection from us,
- 10 January 2012 letter,
- 12 March 2012 email,
- 5 October 2012 email,
- 19 October 2012 email and its attachments,
- 9 January 2013 email and its attachments,
- 1 February 2013 email and its attachments (including the Waterman report).

The points below are a recap on various of these and of course we continue to reserve all of our rights (including on legal action), demonstrating how seriously we take this matter and how damaging it is to us.

This C3 route is a route that our business has used for the delivery of both products from the Balderton factory (i.e. part of the complex with the access from Staple Lane) and delivery of raw material to the factory at Balderton since its construction. The C3 has been a route used by the gypsum industry in this location since at least the 1940's.

GYPROC

The Jericho factory, operated by the Saint-Gobain Formula company, at this site (and with the access from Staple Lane) supplies raw material and products to its sister companies British Gypsum at East Leake and Artex at Ruddington.

Until the imposition of the temporary weight restriction order on the C3 by the Council back at the beginning of April 2012, this C3 route was used extensively (40% of our transport) by our companies at their Newark sites i.e. the Jericho Works and Bantycok mine with their access from Staple Lane.

We are a long standing employer, with over 80 staff based at these Balderton sites (i.e. Jericho and Bantycok) and the majority of them being from the Newark area.

The alternative routes which we are being forced to use, as a result of this temporary weight restriction on the C3, all involve our HGV vehicles travelling into the heart of the town of Newark along Boundary Road, Bowbridge Lane and Bowbridge Road and by so doing passing three schools, one elderly people's home and a hospital, through areas that are residential in nature and clearly already considered (based on existing signage as shown in the attached further copy of the Waterman report) by the highways authority to be both accident zones and congested areas, including the A46 Farndon roundabout (which is also an accident zone).

This Waterman report (which was sent to the council with our solicitors' 1 February 2013 email) also identifies the unsuitability of this Boundary Road, Bowbridge Lane and Bowbridge Road route and how the C3 route is far more suitable.

As a group of companies we take our relationships with local communities very seriously. The imposition of the temporary weight restriction on the C3 by the Council is forcing us to use the Boundary Road, Bowbridge Lane and Bowbridge Road route which impacts significantly on the safety and environment of many residents of Newark. It is stopping us from using the C3 which has a relatively low safety and environmental impact i.e. it is far more suited to HGVs than Boundary Road, Bowbridge Lane and Bowbridge Road. This weight restriction order (in its current experimental guise and if made permanent) is and will continue to damage our relationship with the local community.

When our Bantycok Mine site (i.e. next door to our Jericho works site) and both of which have access from Staple Lane was granted planning consent in 2006, the Environmental Impact Assessment (EIA) was very clear in terms of the route proposed (i.e. the C3) and the likely annual tonnages involved.

In that EIA we did not assess the alternative route (i.e. the Boundary Road, Bowbridge Lane and Bowbridge Road route) into Newark, nor would we have expected to have received planning consent if we had proposed the Boundary Road, Bowbridge Lane and Bowbridge Road route that the Highways Authority are now in effect requiring us to take through this weight restriction order. Had we proposed this route (ie this Boundary Road, Bowbridge Lane and Bowbridge Road route) at the planning stages of Bantycok Quarry we would not have had the support of the highways authority for such a route for HGV's.

So in the granting of this planning consent in 2006 it was further to our use of the C3 and the Council approved such use through the Highways authority agreement to the application and the Council's grant of the permission. The plan referred to in condition 7 of the 2006 planning permission also clearly shows our use of the C3 for HGV traffic.

This is another illustration of how unreasonable it is for another part of the Council to now be making this weight restriction on the C3 which stops our use of the C3 and for that other part of Council to now be considering making it permanent.

This temporary weight restriction is now forcing us to use routes (i.e. Boundary Road, Bowbridge Lane and Bowbridge Road) which are far more harmful to residents than the use of the C3.

The C3 route is also, unlike the Boundary Road, Bowbridge Lane and Bowbridge Road area, sparsely populated and unlike the Boundary Road and Bowbridge Lane and Bowbridge Road area is not full of schools and hospitals and dangerous road systems.

Gypsum is a key component in a whole range of plaster/plasterboard materials and thus a key component for the construction industry. Gypsum is also widely used in the ceramic and metal industry, dentistry and other medical uses as well as in the food, brewing and pharmaceutical industries. The gypsum that comes from Bantycok is of a very high grade. Bantycok mine and Jericho works is a very important site to British Gypsum and in turn other Saint Gobain companies in the group and their parent Saint Gobain Group Company.

It is also clear that the council's own traffic surveys, which you have reported to the Council committee in your reports for the January and February 2013 committee meetings, have shown no reduction in HGV movements as a result of the experimental weight restriction order on the C3.

With your assistance we would like to urge the committee to take the decision not to make the weight restriction on the C3 permanent. The weight restriction on the C3:

- does nothing to control the HGV traffic from existing businesses on the C3 (which are exempted from it); and
- due to the location of the start of the weight restriction (i.e. our entrance on Staple Lane is just outside the start of the weight restriction and so we are not exempted from it unlike businesses which have their exit/entrance on the C3) has the effect of singling out our business.

The weight restriction order on the C3 is also contrary to all common sense and is unreasonable given the established nature of the gypsum business, the established use of the C3 route, the far more favourable environmental impact assessment and safety of the C3 route (when compared to the Boundary Road and Bowbridge Lane and Bowbridge Road route). This weight restriction order has also not met its purpose i.e. to reduce HGV usage of the C3.

The minimising of road safety risk to residents (including schools and hospitals) should also be put first by the highways authority. As the above reminds, British Gypsum have conducted an Environmental Impact Assessment and have put this consideration first by using the C3 delivery route over many years rather than driving through the densely populated residential areas of Newark and Balderton (i.e. along the Boundary Road, Bowbridge Lane and Bowbridge Road that this weight restriction now forces us to do). This use by us of the C3 was approved by the Council through their grant of the 2006 planning permission.

The Council is now contradicting this by this weight restriction order and is not putting residents' safety first, and is causing far more harm to a far larger number of people and users (including schools and hospitals) through this weight restriction order (i.e. currently an experimental one) than by not imposing a weight restriction on the C3.

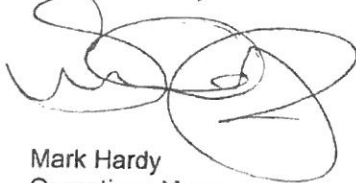
As we know, and following on from our earlier submissions in January 2013 and February 2013, the matter was adjourned at both the 10 January 2013 and 6 February 2013 Committee meetings. I understand that we have still not had any response to our submission in February 2013.

We hope that in the light of our submissions that the Committee will now decide not to make this experimental weight restriction order permanent.

The weight restriction order on the C3 is very damaging to our business, the environment, and the safety of Newark residents (and including the far greater number of adversely affected parties by the use of Boundary Road, Bowbridge Lane and Bowbridge Road instead of the C3).

The weight restriction order on the C3 is not reducing HGV traffic on the C3 (i.e. its purpose), and the C3 is far more suited to HGVs and is the route that was approved by the Council as part of our 2006 planning permission.

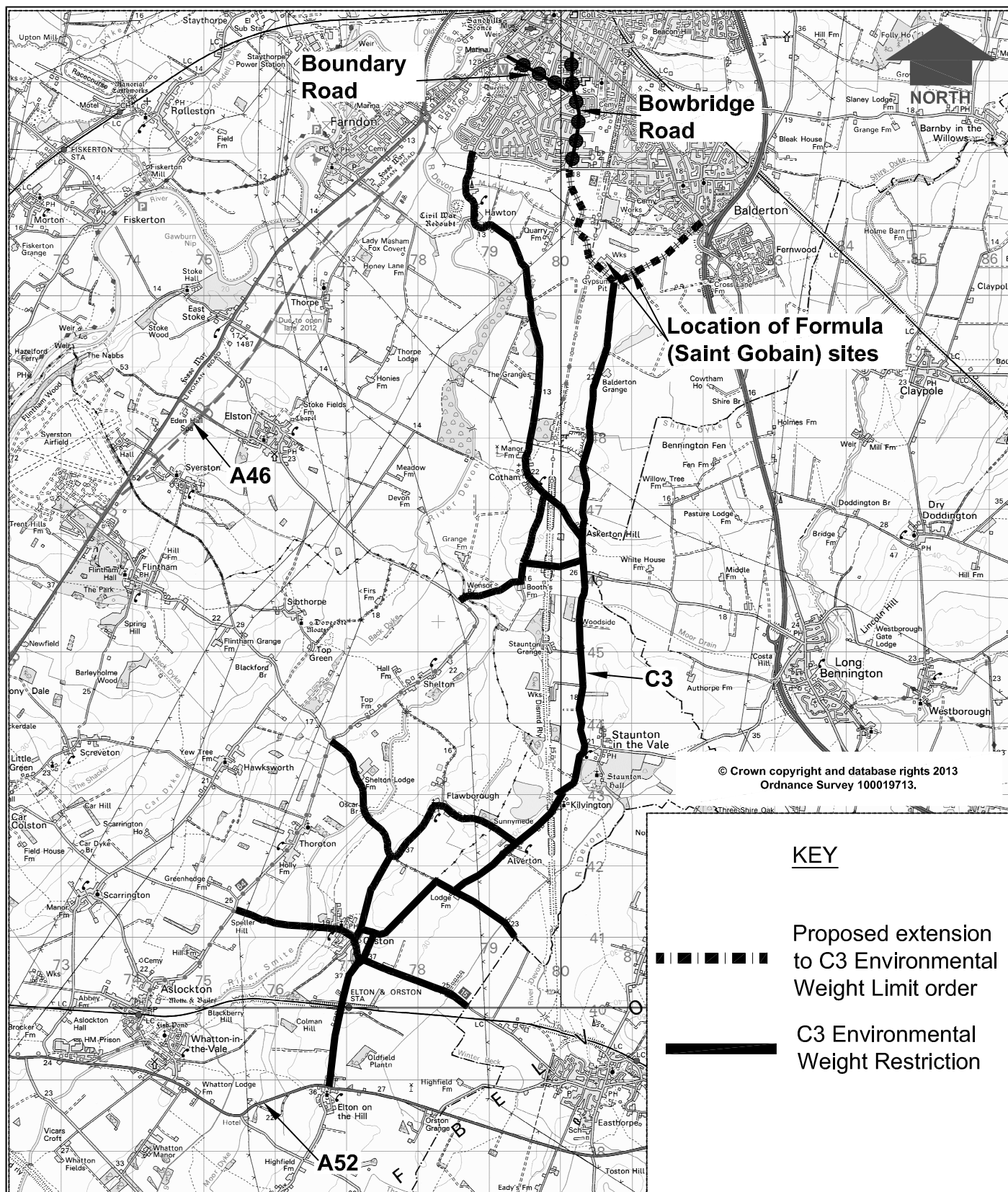
Yours sincerely

A handwritten signature in black ink, appearing to be 'Mark Hardy', written over a series of horizontal lines.

Mark Hardy
Operations Manager
Saint Gobain Formula Ltd.

cc:

Cllr. Keith Girling, Newark West, (enc. Newark Area HGV Routing – Road Safety Review).
Cllr. Stuart Wallace, Newark East, (enc. Newark Area HGV Routing – Road Safety Review).
Patrick Mercer, PM Newark & Retford, (enc. Newark Area HGV Routing – Road Safety Review).



**Nottinghamshire
County Council**

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

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Project

2012/13 Weight Limit Programme

Drawn

T.F.

Date

31/07/13

Property No.

Project No.

Ch'kd

G.B.

Date

Auth

Traced

Title

**C3 Alverton/Kilvington/Orston Area
Experimental Order**

Scale

N.T.S.

Drawing No.

C3/Dwg/01

Rev

A4

17th September 2013**Agenda Item****REPORT OF SERVICE DIRECTOR, HIGHWAYS****THE NOTTINGHAMSHIRE COUNTY COUNCIL (CASTLE GATE, NEWARK ON
TRENT) (PERMIT HOLDERS' ONLY PARKING PLACES) ORDER 2013 (3186)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider objections received in respect of a proposed parking places order for the introduction of a permit only parking scheme in a lay-by outside the new registry office at the Gilstrap Centre, Castle Gate, Newark on Trent.

Information and Advice

2. Nottinghamshire County Council is in the process of transferring the Newark Registry Office from its present location in the old municipal buildings along Balderton Gate to the Gilstrap Centre in the grounds of Newark Castle. The registry office is scheduled to be opened in October 2013. As one of the main functions of any registry office is to perform wedding and civil partnership ceremonies, it is intended to allow vehicles being used in connection with these ceremonies to park in the lay-by located in close proximity to the Gilstrap Centre.
3. It is proposed that a permit system be introduced to manage parking within the lay-by on Castle Gate outside the new registry office. Permits will be issued by the Registry Office to allow wedding party vehicles to park within it. It is intended that only vehicles with permits will be allowed to park along the whole length of the lay-by between the hours of 8am and 7pm, seven days a week. There is at present a bus-stop within the lay-by and parking along it is currently prohibited at all times. The proposed scheme will discontinue the use of the lay-by as a bus-stop and will allow parking within the lay-by outside of its times of operation. This presents opportunities for local businesses by increasing the capacity of evening and overnight parking in the area. This is considered to be valuable as the area has a proliferation of bars and restaurants. Due to the success of the temporary bus stop it is proposed that this is maintained in the vicinity of the lay-by with a second phase of work to include shortening the lay-by to provide a permanent stop at this location and maintaining the permit system, subject to design and safety review.
4. The statutory public advertisement of the Order was undertaken between 6th and 26th June 2013 during which there were four responses, three of which were

objections to the proposals which are shown on the accompanying drawing H/JB/TRO3186.

Comments received

Objection from Newark Town Council

5. Newark Town Council's Planning and Regeneration Committee at its meeting on 26 June 2013 decided to object on the grounds that the proposal would have an adverse impact on traffic management and flow of vehicles along Castle Gate. The Town Council has not provided any further detail to clarify this view.
6. The County Council acknowledges the town council's concerns but it is the opinion of officers that parking by vehicles within the lay-by will not cause any adverse impact on the flow of traffic along Castle Gate. Parking in a lay by is preferable to having these vehicles parking elsewhere along Castle Gate in order to drop-off and pick-up the wedding party.

Objections from bus operators

7. The commercial director of Stagecoach East Midlands and the managing director of Marshalls (an independent local bus and coach operator) wrote in separately objecting to the proposals on a number of similar points.
8. It was stated that the Gilstrap Centre bus-stop is a well used and established facility and that its removal will cause unnecessary inconvenience for bus users thus making bus services less attractive. However, the bus stop at this location was intended to be a temporary facility originally to be removed following the opening of the new bus station. This has proved to be a well-patronised facility and its removal and subsequent reversion back into a parking-only facility has been delayed for as long as has been possible.
9. The original proposal suggested that services currently using this bus stop could use one of two alternative bus-stops located within 200 metres of the Gilstrap Centre lay-by: the first along Beastmarket Hill and the second along Bar Gate to facilitate the introduction of the permits for the Registry Office from 1st October 2013. In addition, the County Council is also proposing to remove the bus stop shelter currently installed at the Gilstrap Centre lay-by and re-erect it at the Beastmarket Hill bus stop; this will be done as part of the first phase of works. However, due to concerns raised by the bus operators and the success of the existing temporary bus stop it is proposed that this is maintained in the vicinity of the lay-by with a second phase of work to include shortening the lay-by to provide a permanent stop at this location and maintaining the permit system, subject to design and safety review.
10. It has been observed that the lay-by is being used as an informal lay-over facility on certain services due to a lack of such facilities in Newark, even though the lay-by has been designated as a bus-stop rather than as a bus-stand. The alternative would be for buses to travel and wait at the lorry park on the opposite side of the level crossing along the old Great North Road which would result in an unreliable service if the barriers were to be lowered for trains. The County Council has never taken enforcement action against prolonged lay-overs along the lay-by as this has not caused any inconvenience for other services; however it recognises and

agrees that there is a lack of suitable facilities to enable buses to lay-over in the Newark Area. Therefore two additional bus bays will shortly be installed within the curtilage of the bus station in order to formally provide such a facility for bus drivers.

Comment from Trent Valley Internal Drainage Board

11. The only non-objection comment received was from the office manager of the Trent Valley Internal Drainage Board, whose premises are located on the opposite side of Castle Gate to the lay-by. Prior to the use of the lay-by as a temporary bus stop, parking was permitted for a maximum duration of thirty minutes which businesses along this stretch of Castle Gate used for loading and unloading activities. Currently there are no facilities in the area which could be conveniently used for such purposes. The manager requested whether loading and unloading could recommence within the lay-by following its conversion into a parking bay since the Internal Drainage Board stores essential equipment required for flood defence purposes at their premises which is usually required to be used at very short notice, such as during emergency call outs. The manager confirmed that such activity would be infrequent and would take only a few minutes at a time.
12. Due to legislation governing traffic signs, it will not be possible to introduce a parking restriction which allows permit holders' parking and loading / unloading activities simultaneously within the same facility. However to assist the Trent Valley Internal Drainage Board in carrying out its statutory functions more effectively, it is proposed to issue a permit which will grant authorisation to park within the lay-by for a maximum duration of fifteen minutes in order to load / unload vehicles. They will be encouraged to park their vehicle towards the 'upstream' end of the lay-by since it will be furthest away from the entrance to the registry office. Similar permits will not be issued to other businesses located in the area unless they could adequately demonstrate that their requirements for loading / unloading is of a similar nature to that of the Trent Valley Internal Drainage Board.

Other Options Considered

13. The possibility of allowing wedding vehicles to drive into the grounds of Newark Castle was investigated. Newark and Sherwood District Council, which owns the grounds, rejected this proposal on the basis that the pathways that would have been driven along by vehicles are not wide enough or have the structural strength to adequately support them. In addition, there would have been safety concerns and difficulties with access into and egress out of the grounds at a time when both the grounds and registry office would have been busy.

Comments from Local Member

14. The member for Newark West was informed of the proposal; however no comments have been received.

Reasons for Recommendations

15. The parking restriction is being proposed to ensure that wedding vehicles carrying the official wedding party will be able to park in close proximity to the new registry office without encountering any adverse difficulties.

Statutory and Policy Implications

16. 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.

Financial Implications

17. The proposal is being funded from the overall budget for the conversion of the Gilstrap Centre into the new registry office and the cost of implementing the first phase of works is in the region of £5,000.

Crime and Disorder Implications

16. Nottinghamshire Police have made no comments on the proposal.

RECOMMENDATION/S

It is recommended that:

- a) The Nottinghamshire County Council (Castle Gate, Newark on Trent) (Permit Holders' Only Parking Places) Order 2013 (3186) is made as advertised and the three respondents to the statutory public advertisement be informed accordingly.
- b) The Trent Valley Internal Drainage Board is issued with a permit to park a vehicle within the lay-by for a maximum duration of fifteen minutes in order for it to load / unload.
- c) No permits will be issued to other businesses located in the area unless they can adequately demonstrate to the (highway) district manager for Newark and Sherwood, the local member and the chair of the Transport and Highways Committee that their requirements for loading / unloading are of a similar nature to that of the Trent Valley Internal Drainage Board.
- d) The Gilstrap Centre bus-stop in the vicinity of the lay-by is retained whilst maintaining the permit holders' facility as detailed in the report, with a second phase of work to shorten the lay-by (during which time the bus stop may be suspended) and provide a permanent bus stop at this location subject to design and safety review.

Mike Barnett

Team Manager (Major Projects and Improvements)

**For any enquiries about this report please contact:
Jarek Bien – Senior Improvements Officer Tel: 0115 97 74484**

Constitutional Comments (SHB 08.08.13)

15. Committee has power to decide the Recommendation.

Financial Comments (TMR 09.08.13)

16. The financial implications are set out in paragraph 17 of the report.

Background Papers

Letter from Commercial Director of Stagecoach East Midlands dated 17th June 2013
E-mail from Newark on Trent Town Council dated 27th June 2013
Letter from Managing Director of Marshalls of Sutton-on-Trent dated 31st July 2013
Other 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

Councillor Tony Roberts MBE - Newark West

17th September 2013**Agenda Item:****REPORT OF SERVICE DIRECTOR, HIGHWAYS****HIGH-SPEED RAIL UPDATE****Purpose of the Report**

1. To inform Committee of the arrangements for consultation regarding the Government's plans for a High-Speed rail network serving (inter-alia) the East Midlands.

Information and Advice

2. On 17 July 2013, the Government announced the launch of public consultation on the proposed route of phase 2 of its High-Speed rail network from West Midlands to Manchester, Leeds and beyond, which will pass through the East Midlands, with a station proposed at Toton. It will integrate with existing rail lines to provide onward services to cities in the North and Scotland.
3. The consultation, which runs until 31 January 2014, is "seeking views to ensure that the proposed high speed lines are the best they can be".
4. The consultation is for any interested person or organisation, and submissions or representations may be made by anybody.
5. Various documents have been published on the HS2 website (<http://www.hs2.org.uk/phase-two/route-consultation/document-library>), including
 - Summary consultation document,
 - Full consultation document,
 - Plan and profile maps,
 - a Route Engineering technical report,
 - a sustainability report,
 - various factsheets, and
 - a report by Network Rail on potential use of the released capacity on the existing ('classic') rail network.
6. Copies of the documents have been made available at ten Nottinghamshire libraries: Eastwood, Edgewood, Gotham, Hucknall, Inham Nook, Jacksdale, Kimberley, Selston, Toton, and West Bridgford.
7. A draft County Council response will be brought to this committee in January 2014 for approval prior to submission as the formal County Council response.

Statutory and Policy Implications

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.

RECOMMENDATION/S

It is recommended that Committee:

- a) Notes the start of the consultation period, and the publication of the various documents, and
- b) Notes that the County Council response will be considered at the 9th January 2014 meeting of this Committee.

Andrew Warrington
Service Director Highways

For any enquiries about this report please contact:
Jim Bamford, Rail Officer.

Constitutional Comments
None – report for information

Financial Comments
None – report for information

Background Papers

None

Electoral Division(s) and Member(s) Affected
The Districts affected are Ashfield, Broxtowe, Mansfield and Rushcliffe.

17 September 2013**Agenda Item:****REPORT OF SERVICE DIRECTOR HIGHWAYS****IMPLEMENTING 20MPH SPEED LIMITS IN NOTTINGHAMSHIRE****Purpose of the Report**

1. To seek Committee approval for the implementation of 20mph speed limits outside schools, and the future review of local speed limits as detailed within this report and its appendices in line with the Department for Transport's guidance.

Information and Advice

2. The County Council continues to invest in providing a safe and efficient highway network with vehicles travelling at appropriate speeds that reflect the function of the road and its environment. This is undertaken through education, engineering and enforcement funded through both capital and revenue funding sources; and setting the most appropriate local speed limit plays a key role in the safe and efficient movement of goods and people.
3. Circular 01/2013, Setting Local Speed Limits, was issued by the Department for Transport (DfT) in January 2013. The guidance sets out the responsibilities and the framework highway authorities should follow when reviewing and setting local speed limits and a summary of the Circular is attached as Appendix 1. Highway authorities have the flexibility to set local speed limits that are appropriate for the individual road, reflecting local needs and taking account of all local concerns. Local speed limits should not, however, be set in isolation but as part of a package with other measures to manage vehicle speeds across the local road network and improve road safety.
4. A new speed limit appraisal tool has also been provided by DfT which can be used to assess the full costs and benefits of any proposed speed limit changes; and to help ensure a consistent approach to setting local speed limits.
5. The Circular also asks highway authorities to keep their speed limits under review with changing circumstances; and consider the introduction of more 20mph speed limits and zones in built-up urban areas and village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists. More than 2,000 20mph speed limit schemes have already been implemented across the country and the Circular gives greater flexibility to help enable highway authorities to introduce more 20mph speed limits and zones.

6. The County Council has undertaken a review of all speed limits on the County's A and B road network, as well as a village speed limit review. The outcome of these reviews resulted in a comprehensive programme of speed limit changes on A and B roads and in villages over the last five years. The results of the reviews also continue to be used to help inform the assessment of appropriate speed limits on such roads when requests for changes are received.
7. It is not proposed that speed limits on every road in the county are reviewed based on the new guidance set out in Circular 01/2013 but the guidance and the appraisal tool will be used to determine requests for new and/or revised speed limits in a consistent and transparent way. The County Council will therefore continue to review the appropriate speed limit for a particular road(s), including buffer zones, on a case by case basis whenever requested. Speed limits will also be reviewed as necessary as part of accident remedial schemes.

20mph speed limits outside schools

8. There is clear evidence of the effect of decreased traffic speeds on the reduction of collisions and casualties; collision frequency is reduced at lower speeds and where collisions do occur, there is a lesser risk of fatal injury. Additional benefits of 20mph schemes include the encouragement of healthier and more sustainable transport modes such as walking and cycling, as well as quality of life and community benefits.
9. 20mph limits and zones are now available for highway authorities to introduce on residential and other streets where there are (or could be) significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic.
10. Given the high level of pedestrian activity and the high volumes of vulnerable road users at school start and finish times the County Council aims to introduce advisory 20mph speed limits outside schools where it is feasible to do so.
11. National research and practice has shown that where the mean speed is at or below 24mph introducing signing alone is likely to lead to general compliance with the new speed limit. It is therefore proposed that speed limits outside the main entrances to schools are introduced using signs without additional traffic calming measures on roads where it is considered that the mean speed outside a school is sufficiently low. Additional traffic calming measures will only be considered where speeds remain significantly higher than 24mph 12 months after the introduction of the new speed limit.
12. For most locations advisory speed limits which make clear the association with a school will be effective in achieving appropriate speeds and can be introduced more quickly. Some locations, however, may need a mandatory speed limit introducing with a Traffic Regulation Order.
13. Most schools are in residential areas so the introduction of a 20mph speed limit will have positive benefits for residents at all times of the day, weekends and

during school holidays. It is therefore proposed that 24hour advisory speed limits are introduced outside schools on residential roads.

14. It is proposed that variable advisory 20mph speed limits using DfT approved signs and flashing amber warning lights are introduced outside schools on main traffic distributor roads. Variable speed limits outside schools would operate with 20mph limits during school start and finish times, Monday-Friday during term-time only; and 30mph (or appropriate) limits at all other times. The advisory speed limit signs to be used are shown in Appendix 2, mandatory signs may only use a standard roundel.
15. At a local level casualties occurring outside schools are very rare. Historically, at a national level there is evidence that child casualty rates are higher in areas of deprivation. The locations of the first 50 advisory 20mph speed limits outside schools have therefore been prioritised based on the highest levels of deprivation in each district (and these are detailed in Appendix 3). Advisory 20mph speed limits outside these schools will be delivered during 2013/14 starting in September 2013 (provided that additional traffic calming features are not required as part of the scheme).
16. Speed surveys will be undertaken outside each school to determine whether traffic calming features will need to be considered as part of the advisory 20mph limit. The surveys can only be undertaken during term-time so they reflect the true traffic speeds outside the school in question. It is also not possible to undertake surveys at every school at the same time due to the resources/equipment required to undertake the surveys. The speed surveys have already been undertaken at the first 50 locations and the remainder of the surveys have been scheduled from September 2013 to March 2014 so that a rolling programme of 20mph zones can be delivered throughout 2014/15 and 2015/16 (the survey schedule is attached as Appendix 4). A full delivery schedule will be produced once the surveys have been completed.
17. It is not possible to make an accurate cost estimate until speed surveys and site visits have been undertaken at each school (to enable the determination of the type of facilities required). It is estimated that the cost of introducing advisory 20mph speed limits outside the first batch of schools during 2013/14 will cost approximately £150k; and an initial allocation of £600k from the 2014/15 integrated transport block is suggested to continue delivery during 2014/15.
18. The County Council is currently working with the police to develop appropriate strategies for enforcement in 20mph speed limits.

Area-wide 20mph speed limits

19. It is proposed that one or two potential pilot feasibility study 20mph zones be introduced based on the latest DfT guidance (Circular 01/2013, Setting Local Speed Limits) published in January 2013. A key remit of the pilot study would be to assess the effectiveness of low-cost measures drawing on experience from around the country, as well as the two informal area-wide 20mph limits previously introduced in the county.

Other Options Considered

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

Conclusions

21. The above package of proposed measures accords with the DfT's Setting Local Speed Limits guidance and will bring potential benefits of reduced levels of collisions, reduced risks of fatal injury, encouragement of more healthy, sustainable travel as well as quality of life and community benefits.
22. Each of the schemes included within the report are still subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, design and consultation.

Statutory and Policy Implications

23. 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

24. It is recommended that Committee:
- a) note the contents of the DfT guidance Circular 01/2013, Setting Local Speed Limits as summarised in Appendix 1
 - b) approve the implementation of 20mph speed limits outside schools as outlined in this report and Appendices 2, 3 and 4.

Andrew Warrington
Service Director Highways

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

Constitutional Comments (SLB 13/08/2013)

25. Transport and Highways Committee has authority to consider the matters set out in this report.

Financial Comments (TMR 13/08/2013)

26. The financial implications are set out in the report.

Background Papers

DfT Circular 01/2013 Setting Local Speed Limits
5 September 2013 Transport & Highways Committee report – Integrated transport
and highways maintenance capital programme 2014/15 and appendices
Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26

Electoral Division(s) and Member(s) Affected

All

Appendix 1 – Summary of DfT Circular 01/2013 Setting Local Speed Limits

1. Background

The overall speed limit framework, which includes the setting of national limits for different road types and when exceptions to these general limits can be applied, is the responsibility of the government. The three national speed limits are:

- 30mph on roads with street lighting
- 60mph national speed limit on single carriageway roads
- 70mph national speed limit on dual carriageways and motorways.

The national speed limits are not, however, appropriate for all roads. Where local conditions suggest the national speed limit is not appropriate the Highways Agency is responsible for determining speed limits on the trunk road network (motorways and selected A roads) and local highway authorities are responsible for determining speed limits on the local road network. In such cases the responsible highway authority must follow guidance issued by the Department for Transport (DfT).

DfT Circular 01/2013 Setting Local Speed Limits was issued in January 2013. The guidance contained within the circular sets out the framework that highway authorities should follow when reviewing and setting local speed limits. The circular also asks highway authorities to keep their speed limits under review with changing circumstances; and consider the introduction of more 20mph limits and zones in urban areas and built-up village streets that are primarily residential, to ensure greater safety for pedestrians and cyclists.

Highway authorities have the flexibility to set local speed limits that are appropriate for the individual road, reflecting local needs and taking account of all local concerns. Local speed limits should not, however, be set in isolation but as part of a package with other measures to manage vehicle speeds across the local road network and improve road safety.

The underlying aim is to provide a safe, efficient highway network with traffic travelling at appropriate speeds. This policy therefore aims to achieve a safe distribution of traffic at appropriate speeds which reflects the function of the road and the road's environment (i.e. vehicles travelling at or below the speed limit whilst having regard to the traffic conditions). It is hoped that this will be achieved by providing a consistent message between the speed limit and what the road looks like; and for changes in speed limits to reflect changes in the road layout and characteristics.

A speed limit should be set with support from the local community, the police and other local services. Close working is also needed with neighbouring highway authorities where a road crosses administrative boundaries. It should also be supported by education and engineering measures where necessary to reduce speeds.

As part of the process of making a speed limit order, public consultation of those affected is very important and, together with good information about planned changes, this will improve support for and compliance with new limits. Local residents may also express their concerns or desire for a lower speed limit and these comments should be considered. It is important that highway authorities and police forces work together from an early stage when considering or determining any changes to speed limits. It is also important that neighbouring traffic authorities work closely together, especially where roads cross boundaries, to ensure speed limits remain consistent.

If a speed limit is set unrealistically low for the particular road function and condition, it may be ineffective and drivers may not comply with the speed limit. Drivers are likely to expect

and respect lower limits where they can see there are potential hazards, for example outside schools, in residential areas or villages and in shopping streets.

Before introducing or changing a local speed limit, the highway authority will need to ensure that the expected benefits exceed the costs. Many of the costs and benefits, however, do not have monetary values associated with them but these will still need to be considered. The objective will be to seek an acceptable balance between costs and benefits taking into account economic, environmental and quality of life benefits as well as road safety improvements.

The factors that will therefore be used in the assessment of appropriate speed limits are:

- the function of the road – whether it is a strategic road, whether it carries through traffic or if it is mainly residential
- existing traffic speeds as well as its potential to reduce congestion and improve journey time reliability
- estimated collision and injury savings – whether there is a history of collisions, including frequency, severity, types and causes
- what the road looks like to the road users – considering the road geometry and engineering such as its width, sightlines, bends, junctions, accesses etc.
- the composition of the road users (including existing and potential levels of road users) and its ability to increase walking and cycling levels – whether it is outside a school, in a residential area or village, in a shopping area
- the environment of the road – considering the level of roadside development and possible impacts on residents' quality of life (e.g. visual impact, noise, vibration, severance and air quality)
- costs – including engineering and other physical measures including signing, as well as future maintenance liabilities and the cost of enforcement.

The speed limit appraisal tool provided by DfT enables highway authorities to wholly assess the full costs and benefits of proposed speed limit changes; and to help ensure a consistent approach to setting local speed limits.

To avoid too many speed limit changes along a route the minimum length of a speed limit should generally be not less than 600m, although this could be reduced to 400m for lower speed limits, or even 300m on roads with a purely local access function, or where a 20mph speed limit is introduced.

2. Urban road network

Lower speeds benefit all urban road users, and setting appropriate speed limits is therefore an important factor in improving urban safety. The standard speed limit in urban areas is 30mph, which represents a balance between mobility and safety factors.

Sometimes a decision about a road's primary or most important function needs to be taken and therefore there may be a need to consider alternative speed limits. For example, it may be appropriate to consider 20mph limits on roads with high pedestrian and cycling activity, such as residential streets, shopping areas, or outside schools and these are discussed further in section 5 below.

Similarly, on dual carriageways where the road environment and characteristics allow, it may be appropriate to implement 40mph and, in exceptional circumstances, 50mph limits.

Suitable routes for urban through-traffic will be promoted, and the speed of traffic using these routes to access residential streets will be managed through the use of appropriate traffic management techniques. 40mph speed limits (and 50mph speed limits in exceptional

circumstances) will be considered on dual carriageways where the road environment and characteristics allow.

Roads suitable for 40mph speed limits will generally be higher-quality suburban roads or those on the outskirts of urban areas where there is little development. Such roads will also have good width and layout, parking and waiting restrictions in operation, and buildings set back from the road. These roads should, wherever possible, cater for the needs of non-motorised road users through segregation of road space, and have adequate footways and crossing places.

In exceptional circumstances a 50mph speed limit may also be used on higher-quality roads where there is little or no roadside development and such speeds can be achieved safely. The roads most suited to these higher urban limits are special roads or those with segregated junctions and pedestrian facilities, such as primary distributors. These will include dual carriageway ring or radial routes or bypasses that have become partially built up. 50mph speed limits will only be considered where they will have little or no negative impact on the local community and non-motorised road users.

3. Rural road network

Reducing the numbers of road users killed and seriously injured on rural roads is one of the key road safety challenges. Research has assessed the risk of death in collisions at various impact speeds for typical collision types on rural roads. This research suggests that the risk of a driver dying in a head on collision involving two cars travelling at 60mph is around 90%, but that this drops rapidly with speed, so that it is around 50% at 48mph (Richards and Cuerden, 2009).

Given the percentages of travelling too fast for the conditions as a contributory factor to road traffic collisions, speed limit changes alone are unlikely to fully address all of the collisions occurring on the roads. Speed limits will therefore be considered as part of the wider rural safety management programme.

The majority of the rural road network is subject to the national speed limit of 60mph on single carriageway roads and 70mph on dual carriageways.

In most instances, consideration of collision history, road function, road users (including the presence of vulnerable road users), road geometry, engineering and environment, and actual traffic speed should enable the determination of the appropriate speed limit on single and dual carriageway rural roads.

The choice of speed limits should take account of whether there is substantial roadside development and whether the road forms part of a recognised route for vulnerable road users, including whether there is a footway.

Revised speed limits will consider the function and nature of the road as well as the likely benefits of any revision. The speed limit appraisal tool provided by DfT will be used to help inform such decisions to help ensure a consistent approach to setting local speed limits.

On A and B classified single carriageway rural roads the following speed limits are considered appropriate and will be used as guidance when reviewing the speed limits on such roads:

- 60mph is recommended for most high quality strategic A and B roads with few bends, junctions or accesses
- 50mph should be considered for lower quality A and B roads that may have a relatively high number of bends, junctions or accesses. It can also be considered

where mean speeds are below 50 mph, so the lower speed limit does not interfere with traffic flow

- 40mph should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, or where there are considerable numbers of vulnerable road users.

On C and unclassified single carriageway rural roads with important access and recreational function, the following speed limits are considered appropriate and will be used as guidance when reviewing the speed limits on such roads:

- 60 mph is only appropriate for the best quality C and unclassified roads with a mixed function (i.e. partial traffic flow) with few bends, junctions or accesses. In the longer term, these roads should be assessed against through-traffic criteria.
- 50 mph may be appropriate for lower quality C and unclassified roads with a mixed function and high numbers of bends, junctions or accesses.
- 40 mph may be considered for roads with a predominantly local, access or recreational function, for example in national parks or areas of outstanding natural beauty, or across, or adjacent to, unenclosed common land; or if they form part of a recommended route for vulnerable road users. It may also be appropriate if there is a particular collision problem.

Dual carriageway roads with segregated junctions and separate facilities for vulnerable road users are generally subject to and suitable for the 70mph national speed limit. A lower limit may, however, be appropriate if, for example, a history of collisions indicates that this speed cannot be achieved safely and this risk of collisions cannot be addressed through other engineering measures.

3.1 Villages

Fear of traffic can affect people's quality of life and therefore the built-up area of villages should have comparable speed limits to similar roads in urban areas. For the purposes of applying a village speed limit of 30mph the definition of what constitutes a village is that there are:

- 20 or more houses (on one or both sides of the road), and
- a minimum length of 600 metres.

If there are just less than 20 houses, extra allowance may be made for any other key buildings, such as a church, shop or school. The minimum length may also be lowered to 400 metres (and in exceptional circumstances 300 metres) when there are 20 or more houses located within this shorter length.

30mph speed limits should be the norm on roads in villages with sufficient housing and/or key buildings. At locations where the above criteria for a village are not met and there is less housing development (or where engineering measures are not practicable or cost-effective to achieve a 30mph limit) but a reduction from the national 60mph speed limit is considered appropriate, consideration will be given to alternative lower limits of 40mph or 50mph.

Revised speed limits should consider the function and nature of the road as well as the likely benefits of any revision.

4. **Buffer zones**

At some locations it may be appropriate to use a short length of 40mph or 50mph speed limit as a transition between a length of road with a national limit and another length on which a 30mph limit is in force (for example, where there are outlying houses beyond the village boundary or on roads with high approach speeds).

The use of such transitional limits should only be used on sections of road where immediate speed reduction would cause risks or is likely to be less effective. In such cases, consideration may be given to other speed management measures if necessary to help encourage compliance so that no enforcement difficulties are created for the police.

5. 20mph limits and zones

There is clear evidence of the effect of decreased traffic speeds on the reduction of collisions and casualties; collision frequency is lesser at lower speeds and where collisions do occur, there is a lesser risk of fatal injury at lower speeds. Research also shows that on urban roads with low average traffic speeds any 1mph reduction in average speed can reduce the collision frequency by around 6% (Taylor, Lynam and Baruya, 2000). There is also clear evidence confirming the greater chance of survival of pedestrians in collisions at lower speeds.

Additional benefits of 20mph schemes include the encouragement of healthier and more sustainable transport modes such as walking and cycling, as well as quality of life and community benefits (Kirkby, 2002). Walking and cycling can make a very positive contribution to improving health and tackling obesity, improving accessibility, tackling congestion, reducing carbon emissions and improving the local environment. There may also be environmental benefits as, generally, driving more slowly at a steady pace will save fuel and reduce pollution, unless an unnecessarily low gear is used.

20mph schemes are usually introduced as either 20mph limits (using only appropriate signing) or 20mph zones (where signing is generally accompanied by other traffic calming features).

20mph zones and limits are now relatively wide-spread, with more than 2,000 schemes in operation in England. Traffic authorities are able to use their powers to introduce 20mph speed limits or zones on:

- Residential streets in cities, towns and villages, particularly where the streets are used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable
- Major streets where there are (or could be) significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic.

5.1 20mph zones

Research has shown that 20mph zones are very effective at reducing collisions and injuries (research in 1996 showed that overall average annual collision frequency could reduce by around 60%; and the number of collisions involving injury to children could reduce by up to two-thirds). There is no evidence of migration of collisions to streets outside the zone.

20mph zones are predominantly used in urban areas (both town centres and residential areas). They can also be used around schools, shops, markets, playgrounds and other areas with high pedestrian or cyclist traffic, although they should not include roads where motor vehicle movement is the primary function. It is generally recommended that they are imposed over an area consisting of several roads.

20mph zones require terminal signs at all of the entrances/exits of the zone and require traffic calming measures (e.g. speed humps, chicanes) or repeater speed limit signing and/or roundel road markings at regular intervals, so that no point within a zone is more than 50m from such a feature.

5.2 20mph limits

Research has shown that signed-only 20mph speed limits generally lead to only small reductions (about 1mph on average) in traffic speeds and therefore such limits are most appropriate where vehicle speeds are already low. Where mean vehicle speeds are already at or below 24mph, introducing a signed-only 20mph speed limit is therefore likely to result in general compliance with the 20mph speed limit.

20mph limits can be introduced over larger numbers of roads where mean speeds at or below 24mph are already achieved over a number of roads.

In Portsmouth, where signed-only speed limits were introduced in most streets, greater than average reductions in average speeds were recorded where the average speed was 25mph or higher prior to the introduction of the scheme (although the speed reductions were insufficient to make the resulting speeds generally compliant with the new 20mph limits).

Such schemes should consist of entry/terminal signs and at least one repeater sign (additional repeater signs will be considered if necessary to inform road users of the speed limit in force).

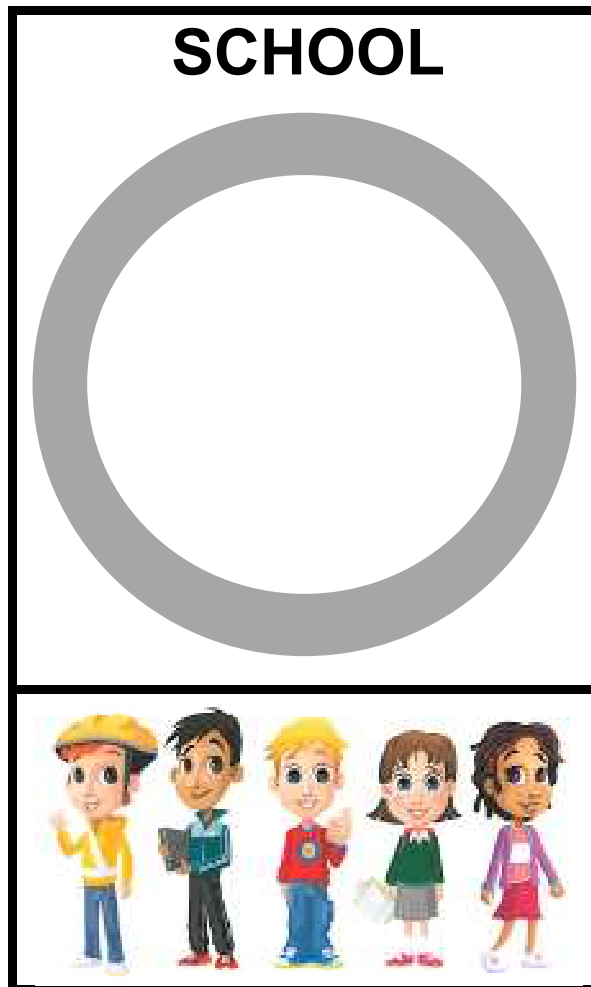
5.3 Variable speed limits

Highway authorities are able to introduce 20mph speed limits that apply at certain times of day. Variable speed limits may be of particular value outside schools located on distributor roads (main through roads). DfT has produced guidance on the signs to be used for such speed limits (both advisory and mandatory) – mandatory limits must use variable message signs; and advisory limits must place an advisory part-time 20mph speed limit sign with flashing school warning lights.

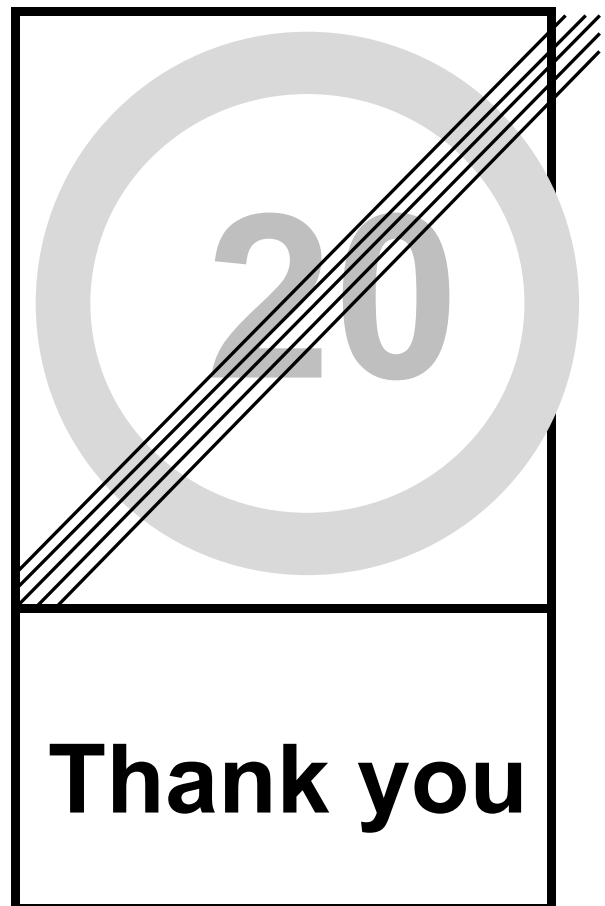
Appendix 2 – Advisory 20mph signs to be used outside schools (continued)

Proposed signs to be used in residential streets outside primary schools

Entrance to the 20mph limit



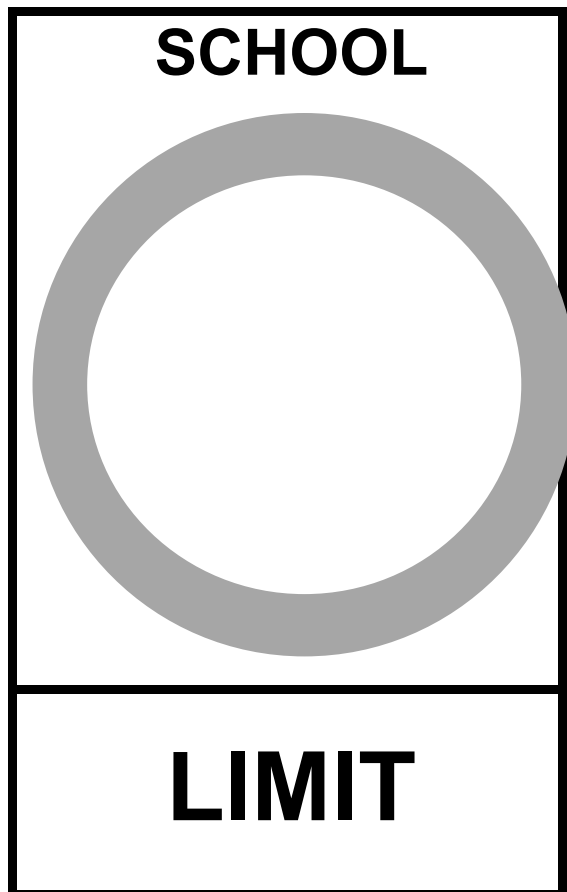
Exit to the 20mph limit



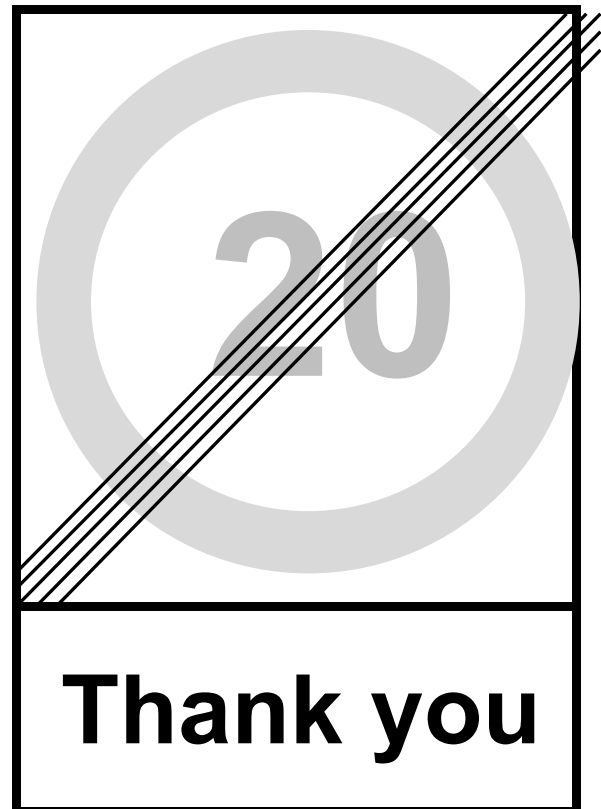
Appendix 2 – Advisory 20mph signs to be used outside schools (continued)

Proposed signs to be used in residential streets outside comprehensive schools

Entrance to the 20mph limit

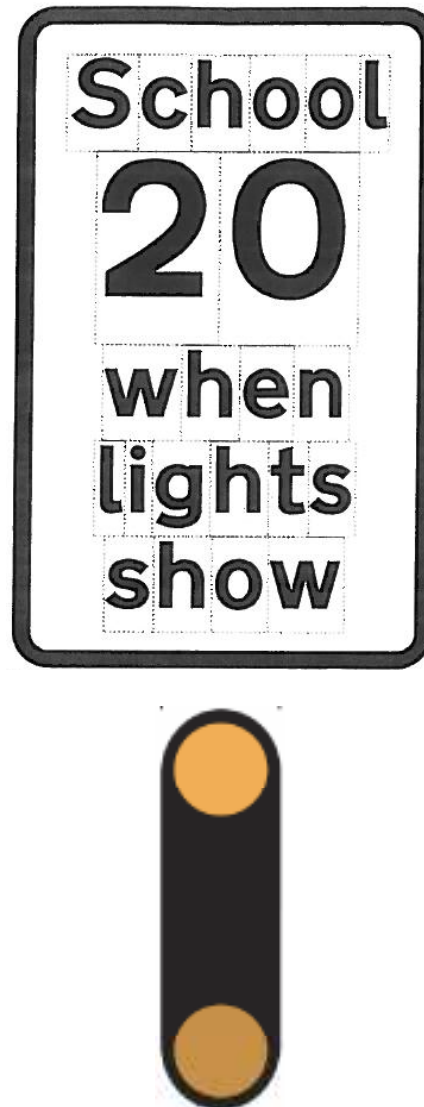


Exit to the 20mph limit



Appendix 2 – Advisory 20mph signs to be used outside schools (continued)

Proposed signs to be used outside primary and secondary schools on distributor roads (with flashing amber warning lights)



Appendix 3 – Schools identified for delivery of advisory 20mph speed limits in 2013/14

Speed surveys have already been undertaken at the schools shown below. Advisory 20mph speed limits will be introduced outside each of these schools (subject to public consultation and feasibility) during 2013/14.

School	Electoral division
Ashfield area	
Priestsc Primary school	Sutton in Ashfield Central
Croft Primary	Sutton in Ashfield East
Leamington Primary	Sutton in Ashfield East
Brierley Forest Primary	Sutton in Ashfield Central
Forest Glade school	Sutton in Ashfield Central
The Bracken special school	Kirkby in Ashfield North
Greenwood Primary and Nursery	Kirkby in Ashfield North
Morven Park Primary	Kirkby in Ashfield North
Butler's Hill school	Hucknall
Broomhill Junior	Hucknall
Annie Holgate Junior school	Hucknall
Holy Cross Primary	Hucknall
Leen Mills Primary	Hucknall
Bassetlaw area	
Clarbrough Primary	Misterton
Redlands Primary	Worksop West
Norbridge Academy	Worksop North
Worksop Priory CE Primary	Worksop West
Ryton Park Primary	Worksop East
Holy Family RC Primary	Worksop West
Kingston Park Primary and Nursery	Worksop North East & Carlton
Broxtowe area	
Eskdale Junior	Chilwell & Toton
Alderman Pound Infant	Chilwell & Toton
Sunnyside Primary	Chilwell & Toton
Brookhill Leys Infant	Eastwood
Brookhill Leys Junior	Eastwood
Eastwood Junior and Infants	Eastwood
Lynncroft Primary	Eastwood
Gedling area	
Killisick Junior	Arnold North
Pinewood Junior	Arnold North
Warren Primary Academy	Arnold North
Mansfield area	
Mansfield Primary academy	Mansfield South
Oak Tree Primary & Nursery	Mansfield East

Sutton Road Primary	Mansfield South
Farmillo Primary	Mansfield West
Northfield Primary	Mansfield North
Robin Hood Primary	Mansfield North
Asquith Primary	Mansfield South
Abbey Primary	Mansfield South
St. Peter's CE Primary	Mansfield East
Newark & Sherwood area	
Bowbridge Primary	Newark West
Oliver Quibell	Newark East
Lover's Lane Primary	Newark West
Christchurch CE Infant	Newark West
Holy Trinity CofE Infant	Southwell & Caunton
Ollerton Primary	Ollerton
St. Joseph's RC Primary	Ollerton
Rushcliffe area	
Keyworth Primary	Keyworth
Ash Lea school	Cotgrave
Cotgrave Candleby Lane school	Cotgrave

Appendix 4 – Schedule of speed surveys outside schools to be undertaken

The remaining speed surveys will be undertaken on an electoral division basis and will be undertaken between September 2013 and March 2014 as shown below.

District / electoral division	Scheduled date
Bassetlaw	
Worksop North East & Carlton	September 2013
Worksop North	September 2013
Worksop West	September 2013
Worksop East	September 2013
Tuxford	November 2013
Retford West	November 2013
Retford East	November 2013
Misterton	November 2013
Blyth & Harworth	November 2013
Mansfield	
Warsop	September 2013
Mansfield North	September 2013
Mansfield West	November 2013
Mansfield South	November 2013
Mansfield East	November 2013
Ashfield	
Sutton in Ashfield North	December 2013
Sutton in Ashfield Central	December 2013
Sutton in Ashfield West	December 2013
Sutton in Ashfield East	December 2013
Kirkby in Ashfield North	December 2013
Kirkby in Ashfield South	December 2013
Selston	December 2013
Hucknall	October 2013
Broxtowe	
Beauvale	January 2014
Eastwood	January 2014
Nuthall	January 2014
Kimberley & Trowell	January 2014
Bramcote & Stapleford	January 2014
Chilwell & Toton	January 2014
Beeston South & Attenborough	January 2014
Beeston North	January 2014
Gedling	
Arnold North	October 2013
Arnold South	October 2013
Carlton West	October 2013
Carlton East	October 2013
Newstead	October 2013
Calverton	October 2013
Rushcliffe	
West Bridgford Central & South	September 2013
West Bridgford West	February 2014
Ruddington	February 2014
Keyworth	February 2014

Cotgrave	February 2014
Bingham	February 2014
Radcliffe on Trent	February 2014
Soar Valley	February 2014
Newark & Sherwood	
Ollerton	February 2014
Rufford	February 2014
Blidworth	February 2014
Farnsfield & Lowdham	March 2014
Newark West	March 2014
Newark East	March 2014
Southwell & Caunton	March 2014
Farndon & Muskham	March 2014
Balderton	March 2014
Collingham	March 2014

17 September 2013**Agenda Item:****REPORT OF SERVICE DIRECTOR, HIGHWAYS****INTEGRATED TRANSPORT AND HIGHWAY MAINTENANCE CAPITAL
PROGRAMMES 2014/15****Purpose of the Report**

1. The purpose of this report is to seek Committee approval for the provisional integrated transport and highway maintenance capital programmes to be implemented during 2014/15. The proposed schemes are detailed in the appendices to this report.

Background

2. The County Council continues to invest in providing and maintaining a quality highway network for the benefit of local residents, road users and the local economy through a programme including:
 - Continued investment in the highway maintenance programmes including additional funding for footway maintenance
 - Continued investment in sustainable transport including programmes to improve passenger transport, walking and cycling infrastructure
 - Further investment in highway safety improvements including speed management measures on A38 Kingsmill Road East
 - Further investment in the interactive speed sign programme (approx. 25 signs)
 - 14 new or improved pedestrian crossings, including puffin crossings on Thievesdale Lane, Worksop and London Road, Balderton
 - Capacity improvements to help make journey times more reliable including improvements to the A60/Mere Way roundabout and traffic signal improvements at five locations
 - Continued investment in improving local centres including St Wilfrid's Square, Calverton and Westdale Lane/Main Road, Gedling
 - The introduction of 20mph speed limits outside schools across the county
 - The introduction of area-wide 20mph speed limits in West Bridgford and Worksop
 - Investment in drainage improvements to reduce the risk of flooding.

Information and Advice

Major Projects

3. Major transport schemes have historically been large transport schemes costing more than £5m. From 2015/16 major transport funding has been devolved to local transport bodies. The local transport bodies (LTBs) will prioritise funding and submit their proposals to the Department for Transport (Dft) who will assess the proposed funding profiles for all LTBs across the country against their financial allocations. Nottinghamshire County Council forms part of the D2N2 LTB. The D2N2 LTB has determined that from 2015/16 major transport schemes will be defined as schemes that require a £2m minimum contribution from the LTB; and such schemes can only receive up to 80% of the scheme cost from the LTB.
4. Key parcels of land required to deliver a new bus station in Worksop have been acquired with design and preparation of a planning application progressing well. Negotiations with Bassetlaw District Council are underway to secure a joint revenue funding agreement for future operation and management of the facility. It is hoped that the planning application will be submitted to the County Planning Authority in Summer/Autumn 2013, this being dependent upon the on-going negotiations. A planning application for Hucknall Town Centre Improvement scheme was submitted in December 2012, following the conclusion of additional studies as required by the Environment Agency, and it is hoped that the planning application will be determined in October 2013. The scheme is currently programmed to open in 2016. Major works to widen the A453 and improve its junctions with side roads are now on-going and are expected to continue until summer 2015.

	2014/15	Total
• A453 improvement (NCC contribution to £160m trunk road scheme)	£5.0m	£20.0m
• A1 Elkesley (NCC contribution to trunk road scheme)	£0.25m	£0.25m
• Worksop Bus Station	£1.5m	£3.2m
• Hucknall Town Centre Improvement (note the 2014/15 figure does not include sums required for land purchase)	£3.58m	£12.4m

5. The County Council supports the implementation of the £570m NET phase 2 project and are working with partner authorities to facilitate the integration of walking, cycling and passenger transport with existing and new tram routes. This will include improved cycle facilities to link to new tram stops and a financial allocation has been made for such improvements in the Beeston/Chilwell area in 2014/15, as detailed in Appendix 1.

6. The County Council has also started further feasibility and development of the Gedling Access Road and A57/A60/B6024/St Anne's Drive, Worksop roundabout schemes for construction in 2015/16 to 2018/19.

Integrated Transport Block

7. The Nottinghamshire Local Transport Plan and its accompanying Implementation Plan sets out the County Council's long term transport strategy and how it will be implemented. The funding for local transport improvements, such as addressing congestion or road safety, is called the integrated transport block. The integrated transport block and highway capital maintenance block allocations will be determined at the 27 February 2014 County Council meeting but the provisional 2014/15 allocations, as set out in the County Council Budget Book, are detailed below; and the proposed detailed provisional integrated transport programme is set out in Appendix 1 of this report:

• Integrated Transport Measures (excluding £250k reallocated to footway maintenance)	£7.031m
• Additional Road Safety	£0.35m
• Rail enhancements	<u>£0.3m</u>
Total	£7.681m

8. A balanced range of integrated transport measures has been developed that contributes to delivering corporate priorities; national transport priorities; and the local transport goals and objectives. These packages of measures and the programme detailed in the appendices reflect a balance of member, public and stakeholder requests and priorities, evidence of need, value for money and delivery of the County Council's vision and transport objectives.

Capital Maintenance Block

9. The highway capital maintenance block is used to carry out planned structural maintenance across a range of highways assets. Maintenance works are allocated across the seven districts in Nottinghamshire based on network/asset size and taking into account the condition of the highways assets. Prioritisation of the maintenance works programme involves analysis of technical condition survey data supplemented with local knowledge/judgement, customer enquiry information, inspection history, reactive maintenance costs, utility works and any other relevant information. This analysis is being stream-lined through the development of the highway asset management system. The proposed detailed provisional integrated transport programme is set out in Appendix 1.

10. The provisional 2014/15 allocations, as set out in the County Council Budget Book, are detailed below; and the proposed detailed provisional capital maintenance programme is set out in Appendix 2 of this report:

• Highway capital maintenance	£12.419m
◦ additional DfT highway maintenance capital	£1.0m
◦ footway maintenance from IT block	£0.25m
• Street lighting renewal/Energy saving	£1.502m
• Flood alleviation	<u>£0.6m</u>
Total	£15.771m

Additional Investment for Economic Growth

11. The Department for Transport (DfT) allocated additional capital maintenance funding in 2013/14 and 2014/15 to undertake essential maintenance to renew, repair and extend the life of roads in England. Nottinghamshire's allocation of this funding is £1m in 2014/15 and will be towards additional investment on strategic routes to support economic growth.
12. It is proposed that the additional DfT capital maintenance funding is used for strategic route improvements. The County Council's key strategic routes were identified as part of the development of the third Local Transport Plan as such routes support existing as well as planned economic and employment growth. The selected routes will be given whole length route treatments including structural repairs and drainage improvements, new surfacing and an audit and rationalisation of existing signs, after which they would appear brand new roads. Prioritising these routes for maintenance improvements will also aid in attracting inward investment to the county. In 2013/14 this investment was used to improve the A614 between Nottingham and the A1 and it is proposed that in the 2014/15 this funding is used to improve other priority routes which are currently being assessed (e.g. the A617 and A57).

Detailed allocations

13. The proposed capital spending levels for different integrated transport and highway maintenance sub-blocks based on the provisional 2014/15 allocations are set out in the table below.

2014/15 Provisional allocation

Major schemes	(£m)
A453 Improvement	5.000
Worksop Bus Station	1.500
Hucknall Town Centre Improvement	3.580
Integrated Transport Measures	
Access to local facilities (e.g. footway improvements and new crossings)	1.100
Bus improvements (e.g. bus stop infrastructure and bus stop clearways)	0.720
Capacity improvements (e.g. traffic signal and junction improvements to reduce congestion)	1.100
Cycling, leisure and health (e.g. multi user routes and cycling improvements)	0.691
Environmental weight limits (e.g. HGV weight limits and HGV route signing)	0.050
Local centre improvements (e.g. environmental improvements to improve vitality)	0.200
Traffic monitoring and advanced development and design of future schemes	0.420
Parking (e.g. review of parking in town centres, and delivery and review of new residents' parking schemes)	0.100
Public transport interchanges (e.g. bus station and rail station improvements)	0.200
Rail improvements (e.g. small scale improvements to services and stations as well as feasibility studies on large scale improvements)	0.100
Safety improvements (e.g. local safety schemes and safer routes to school)	0.950
Smarter choices (e.g. measures to help people access work by bus or walking)	0.200

and support for businesses developing travel plans)	
Speed management (e.g. addressing local speed concerns, 20mph speed limits and interactive signs)	1.200
Total integrated transport measures	7.031
Additional road safety	0.350
Rail enhancements	0.300
Highway Maintenance	
Carriageway maintenance (A, B & C, Unclassified roads)	6.819
Surface dressing (including pre-patching)	2.500
Footway maintenance (includes contribution of £250k from IT block)	1.000
Bridges (including condition assessments)	1.200
Traffic signal renewal	0.350
Safety fencing	0.300
Structural drainage	0.500
Flood alleviation	0.600
Street lighting renewal and improvement	1.5020
Total highways capital maintenance allocation (including £250k from ITM)	14.771
Strategic corridor improvements (funded from additional DfT allocation)	1.000

14. The provisional integrated transport and highway capital maintenance programmes, detailing the proposed schemes to be delivered during 2014/15 are attached as appendices 1 and 2 respectively to this report. The programmes are subject to capital budget approvals at this meeting and at the 27 February 2014 County Council meeting. Each of the schemes is also subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, design and consultation.

Other Options Considered

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

Conclusions

16. Whilst the highway capital programmes are detailed within the appendices to this report, scheme development work is underway for future years' as well as feasibility work on schemes which have been included as reserve schemes for the 2014/15 financial year's programme. Reserve schemes could potentially be delivered during the 2014/15 financial year should other schemes become undeliverable or if other funding sources become available meaning that the scheme could be brought forward.

Statutory and Policy Implications

17. 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

18. It is recommended that Committee:

- a. approve the proposed integrated transport block programme for implementation as contained in this report and detailed in Appendix 1 subject to the provisions set out in paragraph 14
- b. approve the proposed highway capital maintenance programme for implementation as contained in this report and detailed in Appendix 2 subject to the provisions set out in paragraph 14.

Andrew Warrington
Service Director Highways

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

Constitutional Comments (SLB 13/08/2013)

17. Transport and Highways Committee has authority to consider the matters set out in this report, subject to County Council approval of capital budget, and statutory requirements set out in paragraph 14 of the report.

Financial Comments (TMR 13/08/2013)

18. The financial implications are set out in the report.

Background Papers

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

Electoral Division(s) and Member(s) Affected

All

Appendix 1 - 2014/15 Integrated transport programme

Sub-block/scheme	Area	Electoral Divison	Total scheme budget (£000)
Access to local facilities			
B6023 Mansfield Road, Sutton in Ashfield - upgrade of existing crossing facility	Ashfield	Sutton in Ashfield North	£50k-£100k
Chapel Street/The Hill, Kirkby in Ashfield - new pedestrian crossing (pending initial feasibility study)	Ashfield	Kirkby in Ashfield North	£50k-£100k
A60 Doncaster Road, Langold - upgrade of existing crossing facility	Bassetlaw	Blyth and Harworth	£50k-£100k
Thievesdale Lane, Worksop - new pedestrian crossing	Bassetlaw	Worksop North East and Carlton	£50k-£100k
Swiney Way, Toton - refuge widening	Broxtowe	Chilwell and Toton	≤£25k
Dropped kerbs	Countywide	Countywide	£25k-£50k
A60 Mansfield Road, Redhill - new pedestrian refuge	Gedling	Arnold North / Newstead	≤£25k
B684/Woodthorpe Drive, Woodthorpe - new pedestrian crossing	Gedling	Arnold South	£50k-£100k
Station Road (east of George Road), Carlton - new pedestrian crossing	Gedling	Carlton West	£25k-£50k
A60 Church Street/Hetts Lane, Warsop - upgrade of existing crossing facility	Mansfield	Warsop	£50k-£100k
A6075 Mansfield Road, Edwinstowe - new footway (pending initial feasibility study)	Newark & Sherwood	Rufford	£25k-£50k
B6030 Mansfield Road, Clipstone - new pedestrian crossing	Newark & Sherwood	Rufford	£50k-£100k
London Road, Balderton - puffin crossing	Newark & Sherwood	Balderton	£50k-£100k
MacAulay Drive, Balderton - junction improvements	Newark & Sherwood	Balderton	≤£25k
Keyworth Road, Widmerpool - new footway (pending initial feasibility study)	Rushcliffe	Keyworth	£100k-£150k
Landcroft Lane, Sutton Bonington - verge protection	Rushcliffe	Soar Valley	≤£25k
<u>Reserve schemes:</u>			
Southwell Lane/Hartley Road, Kirkby in Ashfield - new pedestrian refuge (pending initial feasibility study)	Ashfield	Kirkby in Ashfield North	£25k-£50k
A620 Main Street, Clarbrough - new pedestrian refuge or footway extension to farm shop (pending initial feasibility study)	Bassetlaw	Misterton	£25k-£50k
Arnot Hill Road, Arnold - new pedestrian refuge (pending initial feasibility study)	Gedling	Arnold South	£25k-£50k
Vale Road, Colwick - new pedestrian refuge (pending initial feasibility study)	Gedling	Carlton East	≤£25k
Boughton Ind Est to Kirtton - footway improvements	Newark & Sherwood	Ollerton	£50k-£100k
Epperstone Bypass, new footway to connect Lowdham Lane, Woodborough with Lowdham Road, Epperstone over the by-pass	Newark & Sherwood	Calverton / Farnsfield & Lowdham	£50k-£100k
Friary Road/Sleaford Road, Newark - new zebra crossing (pending initial feasibility study)	Newark & Sherwood	Newark East	£25k-£50k
Gotham Road (north of Lantern Lane), East Leake - new pedestrian crossing (scheme dependent on securing external funding)	Rushcliffe	Soar Valley	£50k-£100k
Wilford Lane, West Bridgford - new zebra crossing (pending initial feasibility study)	Rushcliffe	West Bridgford West	£25k-£50k
Sub-block allocation			1,100.0
External funding			0.0
Sub-block total			1,100.0

Sub-block/scheme	Area	Electoral Divison	Total scheme budget (£000)
Bus improvements			
Ashfield - pole replacement	Ashfield	Various	≤£25k
Ashfield - shelter replacement/refurbishment	Ashfield	Various	£25k-£50k
Kings Mill to Sutton Bus Station - real-time display information	Ashfield	Sutton in Ashfield East / Sutton in Ashfield Central / Sutton in Ashfield North	£50k-£100k
Sutton Bus Station - bus station improvements	Ashfield	Sutton in Ashfield Central	≤£25k
Bassetlaw - pole replacement	Bassetlaw	Various	≤£25k
Bassetlaw - shelter replacement/refurbishment	Bassetlaw	Various	£25k-£50k
Worksop - bus stop clearways	Bassetlaw	Worksop East / Worksop North / Worksop North East and Carlton / Worksop West	≤£25k
Worksop - TROs/traffic management	Bassetlaw	Worksop East / Worksop North / Worksop North East and Carlton / Worksop West	≤£25k
Worksop and Retford - real-time display information	Bassetlaw	Worksop East / Worksop North / Worksop North East and Carlton / Worksop West / Retford East / Retford West	£50k-£100k
Beeston and Chilwell - bus stop clearways	Broxtowe	Chilwell and Toton / Beeston North / Beeston South and Attenborough	≤£25k
Beeston and Chilwell - TROs/traffic management required following NET works	Broxtowe	Chilwell and Toton / Beeston North / Beeston South and Attenborough	≤£25k
Eastwood and Stapleford - interchange upgrades/refurbishments	Broxtowe	Bramcote and Stapleford / Eastwood / Beauvale	≤£25k
Reactive programme - dependent upon in-year requests	Countywide	To be determined	£50k-£100k
Carlton, Netherfield and Trent Valley - bus stop accessibility improvements	Gedling	Carlton West / Carlton East	£50k-£100k
Mansfield to Sutton - network information displays	Mansfield / Ashfield	Sutton in Ashfield East / Sutton in Ashfield Central / Sutton in Ashfield North / South Mansfield / West Mansfield	≤£25k
Mansfield to Sutton bus corridors - automatic vehicle detection and traffic light priority	Mansfield / Ashfield	Sutton in Ashfield East / Sutton in Ashfield Central / Sutton in Ashfield North / South Mansfield / West Mansfield	£50k-£100k
Newark on Trent - interchange upgrades/refurbishments	Newark & Sherwood	Newark West	≤£25k
Bridgford Road/Radcliffe Road, West Bridgford bus lane enforcement	Rushcliffe	West Bridgford Central and South	£25k-£50k
Vale of Belvoir rural communities - bus stop accessibility improvements	Rushcliffe	Bingham / Cotgrave / Keyworth	£25k-£50k

<u>Reserve schemes:</u>			
Worksop town centre - Statutory Bus Quality Partnership to support a new bus station	Bassetlaw	Worksop East / Worksop North / Worksop North East and Carlton / Worksop West	£25k-£50k
Integrated ticketing - feasibility study	Countywide	To be determined	≤£25k
Solar/low voltage lighting	Countywide	To be determined	£25k-£50k
Wooden shelter upgrades	Countywide	To be determined	≤£25k
Sub-block allocation			720.0
External funding			0.0
Sub-block total			720.0

Sub-block/scheme	Area	Electoral Divison	Total scheme budget (£000)
Capacity improvements			
A611 - capacity improvements	Ashfield	Kirkby in Ashfield South	£50k-£100k
Duke Street, Hucknall - removal of bus gate	Ashfield	Hucknall	≤£25k
Kirkby town centre (Ellis Street two-way) improvements	Ashfield	Kirkby in Ashfield North	£150k-£250k
Blyth town centre junctions - A634 Sheffield Road/High Street/Retford Road/B6045 - double mini-roundabout (pending initial feasibility study)	Bassetlaw	Blyth and Harworth	£50k-£100k
A6211 Thackeray's Lane, Arnold - widening to A60	Gedling	Arnold South	≤£25k
A60 Leeming Lane/New Mill Lane, Mansfield Woodhouse - pedestrian detection at the signals	Mansfield	Mansfield North	£50k-£100k
A60/Nottingham Road/Berry Hill Road/Atkin Lane, Mansfield - signals upgrade to MOVA (scheme dependent on securing external funding)	Mansfield	Mansfield South	£100k-£150k
London Road/Bowbridge Road/Sherwood Avenue, Newark - signals upgrade to MOVA and new pedestrian facilities	Newark & Sherwood	Newark East	£100k-£150k
London Road/Main Street/Mount Road, Balderton - signals upgrade to MOVA and new pedestrian facilities	Newark & Sherwood	Balderton	£50k-£100k
South Muskham roundabout - contribution to larger improvement scheme	Newark & Sherwood	Southwell and Caunton	£25k-£50k
A60 / Mere Way roundabout improvement, Ruddington	Rushcliffe	Kirkby in Ashfield North	£50k-£100k
<u>Reserve schemes:</u>			
A6075 Mansfield Rd/West Lane/High St/Church St, Ollerton Rd, Edwinstowe - signals upgrade to MOVA	Newark & Sherwood	Rufford	£25k-£50k
Sub-block allocation			1,100.0
External funding			0.0
Sub-block total			1,100.0

Sub-block/scheme	Area	Electoral Divison	Total scheme budget (£000)
Cycling, leisure and health			
Misterton BW24 (Foxcovert Lane) - path reconstruction	Bassetlaw	Misterton	≤£25k
A609/A6002, Balloon Woods - cycle route improvements	Broxtowe	Kimberley and Trowell	£50k-£100k
Cycle route improvements to NET stops	Broxtowe	Chilwell and Toton / Beeston North	£50k-£100k
Eastwood / Kimberley cycle route improvements	Broxtowe	Eastwood / Kimberley and Trowell	£50k-£100k
Cycle signing upgrades	Countywide	Countywide	≤£25k
Chesterfield Road, Mansfield - cycle route improvements	Mansfield	Mansfield North	≤£25k
William Wood Lane, Warsop - bridge upgrade	Mansfield	Warsop	≤£25k
Balderton FP11 - surface improvements	Newark & Sherwood	Balderton	≤£25k
Elston FP7 - surface improvements	Newark & Sherwood	Farndon and Muskham	≤£25k
Girton restricted BW1 - path reconstruction/improvements	Newark & Sherwood	Collingham	£50k-£100k
Kirklington FP8 & FP9 - surface improvements	Newark & Sherwood	Farnsfield and Lowdham	≤£25k
Southwell FP29 - surface improvements	Newark & Sherwood	Southwell	≤£25k
Upton FP8 - surface improvements	Newark & Sherwood	Southwell	≤£25k
Nottingham Road, Cropwell Bishop - new footway	Rushcliffe	Cotgrave	£100k-£150k
<u>Reserve schemes:</u>			
Sutton to Kirkby link (scheme dependent on securing external funding)	Ashfield		≤£25k
Langold / Firbeck - footpath & cycle route improvements (scheme dependent on securing external funding)	Bassetlaw	Blyth and Harworth	£25k-£50k
Calverton Greenway (scheme dependent on securing external funding)	Gedling	Calverton	≤£25k
Linby to Newstead NCN6 - cycle route	Gedling	Newstead	≤£25k
Clifton Road, Ruddington - cycle route (scheme dependent on securing external funding)	Rushcliffe	Ruddington	£100k-£150k
Cotgrave Greenway (scheme dependent on securing external funding)	Rushcliffe	Cotgrave	£25k-£50k
Sub-block allocation			691.0
External funding			0.0
Sub-block total			691.0

Sub-block/scheme	Area	Electoral Divison	Total scheme budget (£000)
Environmental weight limits			
Bagthorpe/Jacksdale/Underwood/Westwood area	Ashfield	Selston	£25k-£50k
<u>Reserve schemes:</u>			
Sub-block allocation			50.0
External funding			0.0
Sub-block total			50.0

Sub-block/scheme	Area	Electoral Divison	Total scheme budget (£000)
Local centre improvements			
St Wilfrid's Square, Calverton - environmental improvements	Gedling	Calverton	£100k-£150k
Westdale Lane / Main Road, Gedling - environmental improvements (Phase 1)	Gedling	Carlton East	£100k-£150k
<u>Reserve schemes:</u>			
Boundary Road, Newark - contribution to signing and lining scheme	Newark & Sherwood	Newark East	≤£25k
Sub-block allocation			200.0
External funding			137.6
Sub-block total			337.6

Sub-block/scheme	Area	Electoral Divison	Total scheme budget (£000)
Monitoring, development and design			
Development of future year's ITM programmes	Countywide	Countywide	£100k-£150k
Advanced design of future schemes	Countywide	Countywide	£100k-£150k
Technical surveys	Countywide	Countywide	≤£25k
Traffic monitoring	Countywide	Countywide	£100k-£150k
<u>Reserve schemes:</u>			
Sub-block allocation			420.0
External funding			0.0
Sub-block total			420.0

Sub-block/scheme	Area	Electoral Divison	Total scheme budget (£000)
Parking			
Hucknall parking review	Ashfield	Hucknall	≤£25k
Stubbing Lane, Worksop - new residents' parking scheme	Bassetlaw	Worksop West	≤£25k
Derby Road, Stapleford - waiting restrictions review	Broxtowe	Bramcote and Stapleford	≤£25k
Lilac Grove, Beeston - waiting restrictions	Broxtowe	Beeston South and Attenborough	≤£25k
Nottingham Road (Hill Top), Eastwood - waiting restrictions review	Broxtowe	Eastwood	≤£25k
Wollaton Road, Beeston - waiting restrictions review	Broxtowe	Beeston North	≤£25k
Bond Street, Arnold - new residents' parking scheme	Gedling	Arnold North	≤£25k
Redhill Road area, Arnold - new residents' parking scheme	Gedling	Arnold North	≤£25k
Northgate, Newark - new residents' parking scheme	Newark & Sherwood	Newark West	≤£25k
Whitfield Street, Newark - new residents' parking scheme	Newark & Sherwood	Newark East	≤£25k
Rushworth Avenue, West Bridgford - waiting restrictions review	Rushcliffe	West Bridgford Central and South	≤£25k
<u>Reserve schemes:</u>			
Nottingham Forest football ground, West Bridgford - amendments to parking restrictions	Rushcliffe	West Bridgford Central and South	£50k-£100k
Sub-block allocation			100.0
External funding			0.0
Sub-block total			100.0

Sub-block/scheme	Area	Electoral Divison	Total scheme budget (£000)
Public transport interchanges			
Retford rail station improvements (scheme dependent upon securing external funding)	Bassetlaw	Worksop West	£50k-£100k
Beeston bus station - contribution to new interchange being built as part of NET Line 2 and 3 construction	Broxtowe	Beeston North	£25k-£50k
<u>Reserve schemes:</u>			
Sub-block allocation			200.0
External funding			0.0
Sub-block total			200.0

Sub-block/scheme	Area	Electoral Divison	Total scheme budget (£000)
Rail improvements	Newark & Sherwood	Various	£50k-£100k
Ollerton GRIP stage 3			
<u>Reserve schemes:</u>			
Sub-block allocation			100.0
External funding			0.0
Sub-block total			100.0

Sub-block/scheme	Area	Electoral Divison	Total scheme budget (£000)
Safety improvements			
A38 Kingsmill Road East - speed management	Ashfield	Kirkby in Ashfield North/Sutton in Ashfield East	£150k-£250k
A38 Kingsmill Road / Skegby Lane / Beck Lane - traffic signal modifications	Ashfield	Sutton in Ashfield North	≤£25k
A608/A611 eastbound approach northbound exit - surface improvements	Ashfield	Kirkby in Ashfield South	£25k-£50k
A611 Derby Road near Badger Box PH - surface improvements	Ashfield	Kirkby in Ashfield South	≤£25k
Church St / Chapel St - improved signs	Ashfield	Kirkby in Ashfield South	≤£25k
Lindrick Rd, Kirkby in Ashfield (Fairways Dr inc to Southwell Lane exc) - improvements to the existing lighting	Ashfield	Kirkby in Ashfield North	≤£25k
Mansfield Road Eastfield Side Hartington Avenue, Sutton - visibility improvements	Ashfield	Sutton in Ashfield North	≤£25k
A631/A161 Beckingham Roundabout -signs	Bassetlaw	Misterton	≤£25k
A634 Bends 530m west of Old Bridge, Blyth - improved signs	Bassetlaw	Blyth and Harworth	≤£25k
B1403 South of Gringley - edge lining	Bassetlaw	Misterton	≤£25k
B6463 Bend at County boundary, Haworth - warning signs	Bassetlaw	Blyth and Harworth	≤£25k
Hundred Acre Lane, Carlton in Lindrick - ice warning signs	Bassetlaw	Worksop North East and Carlton	≤£25k
'Nine Corners' Kimberley (Vicinity of junction only) - improve existing lighting	Broxtowe	Kimberley and Trowell	≤£25k
A6002 Low Wood Road, Hempshill Vale Nottingham - reduce speed limit to 40mph	Broxtowe	Nuthall	≤£25k
A609 Ilkeston Road, Trowell - interactive sign	Broxtowe	Kimberley and Trowell	≤£25k
Bramcote Road/Bramcote Avenue, Beeston - signs and lining	Broxtowe	Chilwell and Toton	≤£25k
Eastwood Road Maws Lane, Kimberley - visibility Improvements	Broxtowe	Kimberley and Trowell	≤£25k
Larkfield Road, Kimberley (Short section in middle of road length) - improve existing lighting	Broxtowe	Nuthall	≤£25k
StaplefoRoad Lane near Broadstairs Road, Chilwell - visibility improvements	Broxtowe	Chilwell and Toton	≤£25k
A60 Mansfield Road/Woodthorpe Drive, Woodthorpe - surface improvements	Gedling	Arnold South	≤£25k
A60 Nottingham Road, Ravenshead - interactive sign	Gedling	Newstead	≤£25k
A612 Colwick Loop Road / Victoria Road - traffic signal modifications	Gedling	Carlton East	≤£25k
Blidworth Way bend SW of the A60 - surface improvements	Gedling	Newstead	£25k-£50k
Coppice Road, Arnold - interactive sign	Gedling	Arnold South	≤£25k

Safety improvements continued			
Coppice Road, Arnold mini roundabout - signs and kerbing	Gedling	Arnold North	≤£25k
High Street, Arnold - pedestrian improvements	Gedling	Arnold North	≤£25k
Mansfield Road / Park Road, Calverton - signs and lining	Gedling	Calverton	≤£25k
Park Lane, Lambley - surface improvements	Gedling	Calverton	£25k-£50k
Rolleston Drive, Arnold - interactive sign	Gedling	Arnold North/Arnold South	≤£25k
Worrall Avenue/Front Street, Arnold - zebra - improved signing	Gedling	Arnold North	≤£25k
A38 Sutton Road, Mansfield - pedestrian improvements	Mansfield	South Mansfield/West Mansfield	≤£25k
A617 Kirklington (West limit of lighting through Southwell Lane and bend) - improve existing lighting	Mansfield	East Mansfield	≤£25k
A6191 Southwell Road West (Bellamy Road to Anglia Way inclusive) - improve existing lighting	Mansfield	East Mansfield	≤£25k
A6191 Chesterfield Road South - junction improvements	Mansfield	North Mansfield/West Mansfield	≤£25k
Carter Lane, Skerry Hill - traffic signal modifications	Mansfield	South Mansfield	≤£25k
Carter Lane / Longster Lane, Shirebrook - signs and lining	Mansfield	Warsop	≤£25k
New Mill Lane, Mansfield west of Holly Drive - signs	Mansfield	East Mansfield	≤£25k
Quaker Way, Mansfield - signs and lining	Mansfield	North Mansfield	≤£25k
Southwell Road, Mansfield - interactive sign	Mansfield	East Mansfield/South Mansfield	≤£25k
St Peters Way/Ratcliffe Gate - traffic signal modifications	Mansfield	South Mansfield	≤£25k
Windmill Lane approach to Brunts School - signs	Mansfield	South Mansfield	≤£25k
A6075 Tuxford Centre (from B1164 excl junction to end of housing - improve existing lighting	Newark & Sherwood	Tuxford	≤£25k
A612 Nottingham Road SW of Lowdham Roundabout - signs	Newark & Sherwood	Farnsfield and Lowdham	≤£25k
A616 Cresswell Road, Cuckney Shireoaks Hill Farm - surface improvements	Newark & Sherwood	Tuxford	≤£25k
B6020 Mansfield Road, Blidworth (Burma Road to Dale Lane) - improve existing lighting	Newark & Sherwood	Blidworth	≤£25k
Barnby Gate / Appleton Gate, Newark - signs and lining	Newark & Sherwood	Newark East/Newark West	≤£25k
Beast Market Hill Zebra crossing (o/s The Ossington) - improved signing	Newark & Sherwood	Newark West	≤£25k
Boundary Road Roundabout, Newark - landscape, signs and lines	Newark & Sherwood	Newark East/Newark West	≤£25k
Brunel Drive / Jessop Way, Newark - signs	Newark & Sherwood	Collingham	≤£25k
Cotham Lane - bend approx 750m south of The Elms, Hawton - signs	Newark & Sherwood	Farndon and Muskham	≤£25k
Darlington Road, Darlton NE of A57 - signs	Newark & Sherwood	Tuxford	≤£25k
Eton Road, Newark - interactive sign	Newark & Sherwood	Newark West	≤£25k
Longland Lane, Farnsfield - surface and drainage improvements	Newark & Sherwood	Farnsfield and Lowdham	≤£25k
Lower Kirklington Road, Southwell, east of Station Road - signs	Newark & Sherwood	Southwell and Caunton	≤£25k
A60 Loughborough Road ASDA - traffic signal modifications	Rushcliffe	West Bridgford West	≤£25k
A606 / Station Road, Widmerpool - signs and lining	Rushcliffe	Keyworth	≤£25k
A606 Top Green, Upper Broughton - surface improvements and signs	Rushcliffe	Keyworth	≤£25k
Davies Road, West Bridgford Road (Tudor Square to Abbey Road excluded) - improve existing lighting	Rushcliffe	West Bridgford Central and South	≤£25k
West Leake Road bend at Sewage Works - surface improvements / drainage	Rushcliffe	Soar Valley	≤£25k
Wilford Road, Ruddington - edge lining	Rushcliffe	Ruddington	≤£25k

<u>Safer routes to school</u> Annesley Road, Hucknall - zebra improvements Linby Road/Bishops Way, Hucknall - new dropped crossings and warning signs Palmerston Street Westwood Infants - road narrowing Raymoth Lane, Worksop - improve warning signs Mornington Crescent, Broxtowe - new warning signs Gedling Road, Gedling - flashing amber warning lights and bollards Gladstone Street / Sandy Lane, Mansfield - pedestrian guardrail North Clifton School - signs and lining Alford Road, Edwalton - improve crossing facility / signs and lining Gordon Road / Burleigh Road / Trevor Road, West BridgfoRoad - pedestrian improvements <u>Reserve schemes:</u>	Ashfield	Hucknall	≤£25k
	Ashfield	Hucknall	≤£25k
	Ashfield	Selston	≤£25k
	Bassetlaw	Worksop North	≤£25k
	Broxtowe	Nuthall	≤£25k
	Gedling	Carlton East	≤£25k
	Mansfield	South Mansfield	≤£25k
	Newark & Sherwood	Collingham	≤£25k
	Rushcliffe	West Bridgford Central and South	≤£25k
	Rushcliffe	West Bridgford Central and South	≤£25k
Sub-block allocation			950.0
External funding			0.0
Sub-block total			950.0

Sub-block/scheme	Area	Electoral Divison	Total scheme budget (£000)
Smarter Choices			
Junction 27/A608 - cycle route improvements to support travel planning at the business park	Ashfield	Kirkby in Ashfield South	≤£25k
Shireoaks Business Park - bus stop improvements to support travel planning at the business park	Bassetlaw	Worksop North	£25k-£50k
Nottinghamshare car-share scheme	Countywide	Countywide	≤£25k
Nottinghamshare car-share scheme promotion	Countywide	Countywide	≤£25k
Worksop/Mansfield business travel planning - travel survey monitoring	Countywide	Countywide	≤£25k
Gedling (Daybrook area) - personalised travel planning	Gedling	To be determined	£50k-£100k
Gedling area - workplace (business park) travel planning	Gedling	To be determined	£25k-£50k
Access improvements to support Mansfield business travel planning	Mansfield	Various	£25k-£50k
<u>Reserve schemes:</u>			
Access improvements to support Worksop business travel planning	Bassetlaw	To be determined	≤£25k
Sub-block allocation			200.0
External funding			0.0
Sub-block total			200.0

Sub-block/scheme	Area	Electoral Divison	Total scheme budget (£000)
Speed management			
B6022 Newark Road, Sutton - extension of 30mph limit	Ashfield	Sutton in Ashfield East	≤£25k
A57 Darlton - speed limit reduction	Bassetlaw	Tuxford	≤£25k
Tiln Lane / Smeath Lane, Clarbrough - speed limit reduction	Bassetlaw	Misterton / Retford East	≤£25k
A610 Nuthall island to Cinderhill island (city boundary) speed limit reduction to 50mph	Broxtowe	Nuthall	≤£25k
20mph speed limits outside schools	Countywide	Various	> £250k
Lambley Lane, Gedling - speed limit reduction	Gedling	Carlton East	≤£25k
A6191 Southwell Road West, Mansfield - extension of 30mph limit	Mansfield	East Mansfield	≤£25k
Brick Kiln Lane, Mansfield - replacement of 'give and take'	Mansfield	West Mansfield	≤£25k
East Stoke - new 30mph limits	Newark & Sherwood	Farndon and Muskham	≤£25k
Fishpool Road, Blidworth - speed limit reduction	Newark & Sherwood	Blidworth	≤£25k
Rufford Lane, Wellow - speed limit reduction	Newark & Sherwood	Rufford	≤£25k
Bradmore Lane, Plumtree - extension of 30mph limit	Rushcliffe	Ruddington	≤£25k
Butt Lane & Kneeton Rd, East Bridgford - speed limit reduction	Rushcliffe	Radcliffe on Trent	≤£25k

<i>Interactive speed signs: - each sign costs approximately £8k</i>			
B600 Nottingham Road, Selston (near Wood Nook Lane)** - interactive speed sign	Ashfield	Selston	≤£25k
B6023 Alfreton Road, Sutton in Ashfield (south of Henning Lane) - interactive speed sign	Ashfield	Sutton West	≤£25k
A620 Gainsborough Road, Saundby (south of Marsh Lane)** - interactive speed sign	Bassetlaw	Misterton	≤£25k
B6045 Blyth Road, Worksop (NE of B6041) - interactive speed sign	Bassetlaw	Worksop North East & Carlton / Worksop East	≤£25k
B6045 Mattersey Road, Ranskill (NE of Stonehall Close) - interactive speed sign	Bassetlaw	Misterton	≤£25k
B6463 Main Street, Styrrup (SW of Pinfold Lane) - interactive speed sign	Bassetlaw	Blyth & Harworth	≤£25k
Sparken Hill, Worksop (south of Bentinck Court) - interactive speed sign	Bassetlaw	Worksop West	≤£25k
Tuxford Road, Normanton on Trent (west of Mill Lane) - interactive speed sign	Bassetlaw	Tuxford	≤£25k
B684 Plains Road, Mapperley (NE of Somersby Road)	Gedling	Arnold South	≤£25k
Lowdham Lane, Woodborough (approx 40m inside 30mph limit) - interactive speed sign	Gedling	Calverton	≤£25k
Rolleston Drive, Arnold (SW of Kiddier Avenue)** - interactive speed sign	Gedling	Arnold North	≤£25k
A1133 Besthorpe (south end of village) - interactive speed sign	Newark & Sherwood	Collingham	≤£25k
A1133 Langford (outside Elmtree Farm House)** - interactive speed sign	Newark & Sherwood	Collingham	≤£25k
A616 Worksop Road, Budby (south of South Farm Road) - interactive speed sign	Newark & Sherwood	Ollerton	≤£25k
B6030 Mansfield Road, Clipstone (NE of Baulker Lane) - interactive speed sign	Newark & Sherwood	Mansfield East	≤£25k
B6034 Rufford Lane, Edwinstowe (NW of Sandy Lane) - interactive speed sign	Newark & Sherwood	Rufford	≤£25k
B6326 London Road, Balderton (between Manners Road junctions)** - interactive speed sign	Newark & Sherwood	Balderton	≤£25k
B6386 Oxtown Road, Southwell (inside 30mph limit at lamp column no. 33) - interactive speed sign	Newark & Sherwood	Southwell & Cauntton	≤£25k
Bleasby Road, Thurgarton (NE of village hall) - interactive speed sign	Newark & Sherwood	Farnsfield & Lowdham	≤£25k
Lodge Lane, Elston (west of Pinfold Lane) - interactive speed sign	Newark & Sherwood	Farndon & Muskham	≤£25k
Main Street, Edingley (NW of Station Road)** - interactive speed sign	Newark & Sherwood	Farnsfield & Lowdham	≤£25k
Norwell Road, Cauntton (east of Dean's Close) - interactive speed sign	Newark & Sherwood	Southwell & Cauntton	≤£25k
Cropwell Road, Radcliffe on Trent (SE of A52) - interactive speed sign	Rushcliffe	Radcliffe	≤£25k
Kegworth Road, Kingston (NW of The Green)** - interactive speed sign	Rushcliffe	Soar Valley	≤£25k
Wysall Road, Widmerpool (SW of Willoughby Rd) - interactive speed sign	Rushcliffe	Keyworth	≤£25k
<u>Reserve schemes:</u>			
A6075 Main St, Kirton - extension of 30mph limit	Newark & Sherwood	Ollerton	≤£25k
A606 Melton Road (Burleigh Road to Edwalton Lodge Close), West Bridgford - speed limit reduction from 40 to 30mph	Rushcliffe	West Bridgford Central and South	≤£25k
Sub-block allocation			1,200.0
External funding			0.0
Sub-block total			1,200.0

Appendix 2 - 2014/15 Highway Maintenance Programme

Bridges	Area	Capital Budget (£'000)
Norman Avenue Wall, Sutton in Ashfield - Partial rebuild	Ashfield	≤ £50k
Culvert south of Eaton Hall - Culvert replacement	Bassetlaw	£50-250k
Hodsock Redbridge - Scour repairs	Bassetlaw	≤ £50k
Crookford Footbridge - Timber deck replacement	Bassetlaw	≤ £50k
White's Bridge, Cottam - Replace	Bassetlaw	≤ £50k
Melbourne Road Subway - P4 parapet & cadet triff kerb	Broxtowe	£50-250k
High Park Crossing, Greasley - Raise height of masonry parapet	Broxtowe	≤ £50k
Bridge St Subway - Underfill	Mansfield	£50-250k
Walkenden St Subway - Underfill	Mansfield	£50-250k
Besthorpe Road Collingham - Stabilise R/W	Newark & Sherwood	£50-250k
Marlock Bridge Over Cocker Beck - Waterproofing	Newark & Sherwood	≤ £50k
East of Carr Dyle - Insert pipe and infill	Newark & Sherwood	≤ £50k
Barrel Hill Road Culvert, S-on-T - Insert pipe and infill	Newark & Sherwood	≤ £50k
Lady Bay Bridge - Joints and barriers	Rushcliffe	≤ £50k
Zouch Canal Bridge - Parapet upgrade	Rushcliffe	≤ £50k
Stone Bridge - W/P and parapet upgrade	Rushcliffe	£50-250k
North of Tithby Road Junction - Insert pipe and infill	Rushcliffe	≤ £50k
1/2 mile north of Thoroton - Saddle	Rushcliffe	≤ £50k
Pasture Lane Sutton Bonnington - Replace	Rushcliffe	≤ £50k
Sth of Radcliffe on Soar - P4 parapet & speed limit TRO	Rushcliffe	≤ £50k
Various (General repair works)	Countywide	£50-250k
Various (Minor bridge painting)	Countywide	≤ £50k
Block allocation		£1,200

Carriageway maintenance - Principal classified road network (A roads)	Area	Capital Budget (£'000)
A617 MARR, Ashfield	Ashfield	£50-250k
A161 Stockwith Road, Walkeringham - Resurfacing	Bassetlaw	£50-250k
A620 Bole Corner, Bole - Rekerb + Resurfacing	Bassetlaw	≤ £50k
A6007 Ilkeston Road, Stapleford	Broxtowe	£50-250k
A614 Ollerton Road, - Structural patching	Gedling	£50-250k
A619 Chesterfield Road South, Mansfield - Resurfacing	Mansfield	£50-250k
A617 MARR, Mansfield - Structural patching	Mansfield	£50-250k
A617 Millenium Way, Rainworth - Reconstruction	Newark & Sherwood	£50-250k
A606 Melton Road, Stanton - Reconstruction (1)	Rushcliffe	£50-250k
A606 Melton Road, Stanton - Reconstruction (2)	Rushcliffe	£50-250k
<u>Reserve Schemes</u>		
A632 Main Road, Nether Langwith - Resurfacing	Bassetlaw	£50-250k
A60 Nottingham Road, Mansfield	Mansfield	£50-250k
Block allocation		£1,069

Carriageway maintenance - Non-principal classified road network (B and C roads) (1 of 2)	Area	Capital Budget (£'000)
B6018 Church Hill, Kirkby	Ashfield	£50-250k
B6025 Preistic Road, Sutton (1)	Ashfield	£50-250k
B6025 Preistic Road, Sutton (2)	Ashfield	£50-250k
C114 Cockshutt Lane, Nether Langwith - Structural patching	Bassetlaw	£50-250k
B6040 Worksop Road, Worksop - Resurfacing	Bassetlaw	£50-250k
B6045 Blyth Road, Worksop - Resurfacing	Bassetlaw	£50-250k
B6040 Gateford Road, Worksop - Resurfacing	Bassetlaw	≤ £50k
C10 Town Street, Clayworth - Resurfacing	Bassetlaw	≤ £50k
C156 Sandy Lane, Worksop - Resurfacing	Bassetlaw	≤ £50k
C89 Bawtry Road, Misson - Resurfacing	Bassetlaw	£50-250k
C89 Bawtry Road, Newington - Structural patching	Bassetlaw	≤ £50k
C89 Springs Road, Misson - Structural patching	Bassetlaw	≤ £50k
C132 Nottingham Road, Kimberley	Broxtowe	£50-250k
Middle Street, Beeston	Broxtowe	£50-250k
C168 Station Road, Carlton - Resurfacing	Gedling	£50-250k
Clipstone Road East, Mansfield	Mansfield	≤ £50k
C3 Bowbridge Road, Newark on Trent - Resurfacing	Newark & Sherwood	£50-250k

Carriageway maintenance - Non-principal classified road network (B and C roads) (2 of 2)	Area	Capital Budget (£'000)
C25 Lower Kirklington Road, Southwell - Resurfacing	Newark & Sherwood	£50-250k
C207 Boundary Road, Newark on Trent - Resurfacing	Newark & Sherwood	£50-250k
B6020 Mansfield Road, Blidworth - Resurfacing	Newark & Sherwood	£50-250k
B680 High Street, Ruddington - Resurfacing	Rushcliffe	£50-250k
Wilford Road, Ruddington - Reconstruction	Rushcliffe	£50-250k
C74 Plumtree Road, Bakers Hollow, Cotgrave - Resurfacing	Rushcliffe	£50-250k
<u>Reserve Schemes</u>		
B6022 Station Road, Sutton	Ashfield	≤ £50k
B6463 Tickhill Road, Harworth - Resurfacing	Bassetlaw	£50-250k
C43 Main Street, East Bridgford - Resurfacing	Rushcliffe	£50-250k
C60 Wymeswold Road, Wysall - Structural patching/resurfacing	Rushcliffe	£50-250k
C47 Main Street, Normanton-on-Soar - Resurfacing	Rushcliffe	≤ £50k
C47 Stanford Road/Normanton Lane, NoS/SoS - Structural patching/resurfacing	Rushcliffe	£50-250k
B6034 High Street, Edwinstowe - Resurfacing	Newark & Sherwood	≤ £50k
C17 Main Street, Bleasby - Strutural Patching	Newark & Sherwood	£50-250k
C17 Staythorpe Road, Rolleston - Strutural Patching	Newark & Sherwood	≤ £50k
C6 Netherfield Lane, Perlethorpe - Strutural Patching	Newark & Sherwood	£50-250k
C49 Kirklington Road, Bilsthorpe - Resurfacing	Newark & Sherwood	£50-250k
C102 Longhedge Lane, Orston	Rushcliffe	£50-250k
C4 Gotham Road, East Leake - Resurfacing	Rushcliffe	£50-250k
Block allocation		£2,900

Carriageway maintenance - Unclassified road network (1 of 3)	Area	Capital Budget (£'000)
Duke Street, Huthwaite	Ashfield	≤ £50k
Kings Street, Huthwaite	Ashfield	≤ £50k
Trueman Drive, Hucknall	Ashfield	≤ £50k
Palmeston Street, Underwood	Ashfield	≤ £50k
Pye Hill Road, Jacksdale	Ashfield	£50-250k
Woodland Avenue, Huthwaite	Ashfield	≤ £50k
Parkside/Skegby Road , Huthwaite	Ashfield	≤ £50k
Mapleton Way, Sutton - Microasphalt	Ashfield	≤ £50k
Ashlands Close, Huthwaite - Microasphalt	Ashfield	≤ £50k
St Peters Lane, Clayworth - Resurfacing	Bassetlaw	≤ £50k
Mayfair Close, Harworth - Resurfacing	Bassetlaw	≤ £50k
East Street, Harworth - Resurfacing	Bassetlaw	≤ £50k

Carriageway maintenance - Unclassified road network (2 of 3)	Area	Capital Budget (£'000)
Bader Rise, Mattersey Thorpe - Resurfacing	Bassetlaw	≤ £50k
Winston Green, Mattersey Thorpe - Resurfacing	Bassetlaw	≤ £50k
West Street, Misson - Structural patching	Bassetlaw	≤ £50k
Stockwith Road, Misterton - Resurfacing	Bassetlaw	£50-250k
North Carr Road, West Stockwith - Resurfacing	Bassetlaw	≤ £50k
Sunnybank, Worksop - Structural patching	Bassetlaw	≤ £50k
South Parade, Worksop - Structural patching	Bassetlaw	≤ £50k
The Oval, Worksop - Structural patching	Bassetlaw	≤ £50k
Kingsway, Worksop - Structural patching	Bassetlaw	≤ £50k
Sunfield Avenue, Worksop - Structural patching	Bassetlaw	≤ £50k
Albert Street, Worksop - Resurfacing	Bassetlaw	≤ £50k
Longhurst, Worksop - Resurfacing	Bassetlaw	≤ £50k
Edward Street, Worksop - Resurfacing	Bassetlaw	≤ £50k
Kilton Road, Worksop - Resurfacing	Bassetlaw	£50-250k
George Street, Worksop - Resurfacing	Bassetlaw	≤ £50k
Ireland Avenue, Beeston	Broxtowe	≤ £50k
Cator Lane, Chilwell	Broxtowe	£50-250k
Hardy Street, Kimberley	Broxtowe	≤ £50k
Oakdale Road, Arnold	Gedling	≤ £50k
Collier Road, Calverton - Resurfacing	Gedling	£50-250k
Wood Street, Mansfield	Mansfield	≤ £50k
Westfield Lane, Mansfield	Mansfield	≤ £50k
White Hart Street, Mansfield	Mansfield	≤ £50k
Wood Lane, Church Warsop	Mansfield	≤ £50k
Eakring Road, Mansfield	Mansfield	≤ £50k
Pelham Street, Newark on Trent - Resurfacing	Newark & Sherwood	£50-250k
Newark Road, Caunton - Patch and resurface	Newark & Sherwood	£50-250k
Gainsborough Drive, Newark on Trent - Resurfacing	Newark & Sherwood	£50-250k
Yorke Drive, Newark on Trent - Resurfacing	Newark & Sherwood	£50-250k

Carriageway maintenance - Unclassified road network (3 of 3)	Area	Capital Budget (£'000)
Moor Lane, South Scarle - Retread	Newark & Sherwood	≤ £50k
Hawksworth Road, Syerston - Retread	Newark & Sherwood	≤ £50k
Moor Lane, Syerston - Retread	Newark & Sherwood	≤ £50k
Broadgate Lane, Kelham - Retread	Newark & Sherwood	£50-250k
Danethorpe Lane, Brough - Retread	Newark & Sherwood	≤ £50k
Stanstead, Tollerton - Resurfacing	Rushcliffe	≤ £50k
Bridgford Road, West Bridgford - Resurfacing	Rushcliffe	£50-250k
Easthorpe Street, Ruddington - Resurfacing	Rushcliffe	≤ £50k
Church Street, Ruddington - Resurfacing	Rushcliffe	£50-250k
Rugby Road, West Bridgford - Resurfacing	Rushcliffe	≤ £50k
<u>Reserve Schemes</u>		
Derbyshire Drive , Westwood	Ashfield	≤ £50k
Smeath Lane, Clarborough - Resurfacing	Bassetlaw	£50-250k
West Street, Harworth - Resurfacing	Bassetlaw	≤ £50k
South Street, Eastwood	Broxtowe	≤ £50k
Highland Close, Mansfield Woodhouse	Mansfield	≤ £50k
Lichfield Lane, Mansfield	Mansfield	≤ £50k
Clarke Avenue, Newark on Trent - Resurfacing	Newark & Sherwood	£50-250k
Bentinck Close, Boughton - Resurfacing	Newark & Sherwood	£50-250k
Milner Street, Newark on Trent - Resurfacing	Newark & Sherwood	£50-250k
Church Lane, Kirklington - Resurfacing	Newark & Sherwood	≤ £50k
Main Street, Walesby - Microasphalt	Newark & Sherwood	≤ £50k
Exchange Road, West Bridgford - Resurfacing	Rushcliffe	> £250k
Manor Barn Road, Upper Broughton - Microasphalt	Rushcliffe	≤ £50k
West Street, Shelford - Microasphalt	Rushcliffe	≤ £50k
Church Street, Shelford - Microasphalt	Rushcliffe	≤ £50k
Welbeck Road, Radcliffe on Trent - Microasphalt	Rushcliffe	≤ £50k
Block allocation		£2,850

Footway maintenance (1 of 2)	Area	Capital Budget (£'000)
Bestwood Road, Hucknall	Ashfield	≤ £50k
Arden Close, Hucknall	Ashfield	≤ £50k
Storey Gardens, Hucknall	Ashfield	≤ £50k
Dunelm Close, Sutton	Ashfield	≤ £50k
Wood Lane, Beckingham - Resurfacing	Bassetlaw	≤ £50k
Laycock Avenue, Gringley on the Hill - Resurfacing	Bassetlaw	≤ £50k
Styrrup Road, Harworth - Resurfacing	Bassetlaw	≤ £50k
West Street, Misson - Resurfacing	Bassetlaw	≤ £50k
Vicar Lane, Misson - Resurfacing	Bassetlaw	≤ £50k
Blackstope Lane, Retford - Resurfacing	Bassetlaw	≤ £50k
Ireland Avenue , Beeston	Broxtowe	£50-250k
Stamford Street, Newthorpe	Broxtowe	≤ £50k
Devonshire Drive, Eastwood	Broxtowe	≤ £50k
Forest Road , Calverton - Reconstruct footway and kerbing	Gedling	£50-250k
Garth Road, Mansfield	Mansfield	£50-250k
West Bank Link, Mansfield	Mansfield	≤ £50k
Woodhall Close, Forest Town	Mansfield	≤ £50k
Arlington Avenue, Mansfield	Mansfield	≤ £50k
Crompton Road, Bilsthorpe - Resurfacing	Newark & Sherwood	£50-250k
Manvers View, Boughton - Resurfacing	Newark & Sherwood	£50-250k
Bakewell Close, Balderton - Resurfacing	Newark & Sherwood	≤ £50k
Camelot Crescent , Ruddington - Footway & drainage	Rushcliffe	£50-250k
Waddington Drive, West Bridgford - Resurfacing	Rushcliffe	£50-250k
<u>Reserve Schemes</u>		
Grundy Avenue, Selston	Ashfield	≤ £50k
Desborough Road , Selston	Ashfield	£50-250k
Temple Crescent, Nuthall	Broxtowe	≤ £50k
New Eaton Road, Stapleford	Broxtowe	≤ £50k
Windsor Gardens, Mansfield	Mansfield	≤ £50k
Falstone Avenue, Newark on Trent - Resurfacing	Newark & Sherwood	≤ £50k
Butt Lane, East Bridgford - Resurfacing	Rushcliffe	£50-250k
Block allocation		£1,000

Flood risk management	Area	Capital Budget (£'000)
Works programme under development		
Block allocation		£600

Highway drainage	Area	Capital Budget (£'000)
A611 Annesley	Ashfield	≤ £50k
Misc Drain Repair - Ashfield	Ashfield	≤ £50k
A631 Beckingham Duals, Beckingham - Improve drainage	Bassetlaw	≤ £50k
Brotts Lane, Normanton- on-Trent - Upsize existing culvert	Bassetlaw	≤ £50k
B6045 Everton Road, Mattersey - New highway drain outfall	Bassetlaw	≤ £50k
Matersey Road, Everton - New soakaways	Bassetlaw	≤ £50k
The Limes, Beckingham - New soakaway	Bassetlaw	≤ £50k
Misc Drain Repair - Bassetlaw	Bassetlaw	≤ £50k
Eastwood Road, Kimberley	Broxtowe	≤ £50k
Misc Drain Repair - Broxtowe	Broxtowe	≤ £50k
Pumping Station Services	Countywide	≤ £50k
Misc Drain Repair - Gedling	Gedling	≤ £50k
Bellamy Road Roundabout, Mansfield	Mansfield	≤ £50k
Misc Drain Repair - Mansfield	Mansfield	≤ £50k
Kirlington Road, Bilsthorpe	Newark & Sherwood	≤ £50k
Station Road, Cotham	Newark & Sherwood	≤ £50k
High Street, Collingham	Newark & Sherwood	≤ £50k
Old Rufford Road, Oxton	Newark & Sherwood	≤ £50k
Cockett Lane, Farnsfield	Newark & Sherwood	≤ £50k
Misc Drain Repair - Newark	Newark & Sherwood	≤ £50k
Camelot Crescent , Ruddington	Rushcliffe	≤ £50k
C74 Plumtree Road/Bakers Hollow , Cotgrave	Rushcliffe	≤ £50k
Misc Drain Repair - Rushcliffe	Rushcliffe	≤ £50k
<i>Reserve Schemes</i>		
Springs Road , Misson	Bassetlaw	≤ £50k
Moorgate/Wellington Street , Retford	Bassetlaw	≤ £50k
Block allocation		£500

Surface dressing (1 of 3)	Area	Capital Budget (£'000)
Elder Street, Stanton Hill	Ashfield	≤ £50k
Mapleton Way, Sutton	Ashfield	≤ £50k
Ashlands Close , Huthwaite	Ashfield	≤ £50k
Norwood Close, Huthwaite	Ashfield	≤ £50k
Keats Avenue, Huthwaite	Ashfield	≤ £50k
Wordsworth Avenue, Huthwaite	Ashfield	≤ £50k
Evans Avenue, Huthwaite	Ashfield	≤ £50k
Rooley Avenue, Huthwaite	Ashfield	≤ £50k
Rooley Drive, Huthwaite	Ashfield	≤ £50k
Far Croft Avenue, Huthwaite	Ashfield	≤ £50k
Blackwell Road, Huthwaite	Ashfield	≤ £50k
Sutton Back Lane, Sutton	Ashfield	≤ £50k
A611 Hucknall Bypass, Hucknall	Ashfield	≤ £50k
A638 Great North Road, Barnby Moor	Bassetlaw	£50-250k
A620 Barr Road, Beckingham	Bassetlaw	≤ £50k
A620 Saundby Road, Bole	Bassetlaw	≤ £50k
C6 Main Street, Bothamsall	Bassetlaw	≤ £50k
A616 Cresswell Road, Cuckney	Bassetlaw	≤ £50k
Yew Tree Road, Elkesley	Bassetlaw	≤ £50k
Maple Drive, Elkesley	Bassetlaw	≤ £50k
Lime Tree Road, Elkesley	Bassetlaw	≤ £50k
Beech Walk, Elkesley	Bassetlaw	≤ £50k
C12 Grove Road, Grove	Bassetlaw	≤ £50k
Church Lane, Hayton	Bassetlaw	≤ £50k
A638 Great North Road, Retford	Bassetlaw	≤ £50k
A620 Gainsborough Road, Saundby	Bassetlaw	≤ £50k
C7 Leverton Road, South Leverton	Bassetlaw	≤ £50k
A638 Great North Road, Sutton-cum-Lound	Bassetlaw	≤ £50k
A638 Great North Road, Torworth	Bassetlaw	≤ £50k
A6075 Ollerton Road, Tuxford	Bassetlaw	≤ £50k
A60 Carlton Road, Worksop	Bassetlaw	≤ £50k
New Lane , Greasley	Broxtowe	≤ £50k
Narrow Lane , Moorgreen	Broxtowe	≤ £50k
Westby Lane , Awsworth	Broxtowe	≤ £50k
Stapleford Road, Toton	Broxtowe	≤ £50k

Surface dressing (2 of 3)	Area	Capital Budget (£'000)
Inham Road, Chillwell	Broxtowe	≤ £50k
Field Lane, Chillwell	Broxtowe	≤ £50k
Eskdale Drive, Chillwell	Broxtowe	≤ £50k
Canalside, Beeston Rylands	Broxtowe	≤ £50k
C39 Longdale Lane, Ravenshead	Gedling	£50-250k
Catfoot Lane, Lambley	Gedling	≤ £50k
Rigg Lane, Papplewick	Gedling	≤ £50k
Meadow Avenue , Mansfield	Mansfield	≤ £50k
Oakfield Avenue , Mansfield	Mansfield	≤ £50k
Salisbury Road , Mansfield	Mansfield	≤ £50k
Clarendon Road , Mansfield	Mansfield	≤ £50k
Parliament Road , Mansfield	Mansfield	≤ £50k
Raleigh Road , Mansfield	Mansfield	≤ £50k
Egmanton Road, Meden Vale	Mansfield	≤ £50k
North Park Service Road, Mansfield	Mansfield	≤ £50k
Sookholme Lane, Mansfield	Mansfield	≤ £50k
Carter Lane, Mansfield	Mansfield	£50-250k
Longster Lane, Mansfield	Mansfield	≤ £50k
A60 Cuckney Hill, Church Warsop	Mansfield	≤ £50k
A616 Worksop Road, Perlethorpe Cum Budby	Newark	≤ £50k
B6034 Ollerton Road , Perlethorpe Cum Budby	Newark	≤ £50k
C44 Stapleford Lane, Coddington	Newark	≤ £50k
Greaves Lane, Edingley	Newark	≤ £50k
C17 Fiskerton Road, Bleasby	Newark	≤ £50k
A616 Little Carlton (C14 to Sth Musk'm), South Muskham	Newark	£50-250k
A616 Wellow Road, Ollerton	Newark	≤ £50k
C25 Southwell Road, Kirklington	Newark	≤ £50k
A606 Stanton (1)	Rushcliffe	≤ £50k
A606, Stanton (2)	Rushcliffe	≤ £50k
C102 Longhedge Lane, Sibthorpe	Rushcliffe	≤ £50k

Surface dressing (3 of 3)	Area	Capital Budget (£'000)
C102 Main Street, Flintham	Rushcliffe	≤ £50k
C73 Granby Lane, Granby	Rushcliffe	£50-250k
Coney Grey Road, Flintham	Rushcliffe	≤ £50k
<u>Reserve Schemes</u>		
B1403 Clayworth Common, Clayworth	Bassetlaw	≤ £50k
A60 Kighill, Papplewick	Gedling	£50-250k
A614 , Arnold	Gedling	≤ £50k
Cornwall Road, Arnold	Gedling	≤ £50k
Howbeck Road, Arnold	Gedling	≤ £50k
Shelford Road, Carlton	Gedling	≤ £50k
Park Road, Calverton	Gedling	≤ £50k
Padleys Lane, Burton Joyce	Gedling	≤ £50k
Cantley Avenue, Gedling	Gedling	≤ £50k
Pierrepont Avenue, Gedling	Gedling	≤ £50k
Burnstump Hill, Papplewick	Gedling	≤ £50k
A612 Main Road, Hockerton	Newark	≤ £50k
A617 Centenary Avenue, Rainworth	Newark	£50-250k
A1133 Gainsborough Road, Spalford	Newark	£50-250k
A614 Old Rufford Road, Edwinstowe	Newark	£50-250k
A6075 Mansfield Road, Edwinstowe	Newark	£50-250k
A60 Costock - Bunny Hill, Costock	Rushcliffe	≤ £50k
C28, Tithby	Rushcliffe	£50-250k
C3, Stragglethorpe	Rushcliffe	≤ £50k
Stamford Road, West Bridgford	Rushcliffe	≤ £50k
Block allocation		£2,500

Street lighting replacement/upgrades (1 of 4)	Area	Capital Budget (£'000)
Bernard Avenue , Hucknall - 9 Column replacements	Ashfield	≤ £50k
Frances Grove, Hucknall - 7 Column replacements	Ashfield	≤ £50k
Susan Close , Hucknall - 3 Column replacements	Ashfield	≤ £50k
Dawn Close, Hucknall - 3 Column replacements	Ashfield	≤ £50k
Ethel Avenue, Hucknall - 10 Column replacements	Ashfield	≤ £50k
Ethel Avenue (upgrade), Hucknall - 2 Column Upgrade	Ashfield	≤ £50k
Alexander Close, Hucknall - 3 Column replacements	Ashfield	≤ £50k
Hayden Lane , Hucknall - 21 Column replacements	Ashfield	≤ £50k
Hayden Lane (upgrade), Hucknall - 1 Column replacements	Ashfield	≤ £50k
Dorothy Avenue , Hucknall - 3 Column replacements	Ashfield	≤ £50k
Delia Avenue, Hucknall - 3 Column replacements	Ashfield	≤ £50k
Alison Avenue, Hucknall - 3 Column replacements	Ashfield	≤ £50k
Marion Avenue, Hucknall - 3 Column replacements	Ashfield	≤ £50k
Devitt Drive, Hucknall - 5 Column replacements	Ashfield	≤ £50k
Coultons Avenue, Sutton - 8 Column replacements	Ashfield	≤ £50k
Coultons Avenue (upgrade), Sutton - 1 Column Upgrade	Ashfield	≤ £50k
Coultons Close, Sutton - 1 Column replacements	Ashfield	≤ £50k
Meadow Drive, Sutton - 3 Column replacements	Ashfield	≤ £50k
Riley Close, Sutton - 2 Column replacements	Ashfield	≤ £50k
Riley Avenue, Sutton - 12 Column replacements	Ashfield	≤ £50k
Riley Avenue (upgrade), Sutton - 2 Column Upgrade	Ashfield	≤ £50k
Burton Road, Sutton - 11 Column replacements	Ashfield	≤ £50k
Burton Close, Sutton - 2 Column replacements	Ashfield	≤ £50k
Dunelm Close, Sutton - 3 Column replacements	Ashfield	≤ £50k
John Street , Worksop - 10 Column replacements	Bassetlaw	≤ £50k
Trent Street , Worksop - 7 Column replacements	Bassetlaw	≤ £50k
Crown Street, Worksop - 2 Column replacements	Bassetlaw	≤ £50k
Sime Street, Worksop - 5 Column replacements	Bassetlaw	≤ £50k
Gladstone Street, Worksop - 6 Column replacements	Bassetlaw	≤ £50k
Humber Street, Worksop - 1 Column replacements	Bassetlaw	≤ £50k
Shaw Street, Worksop - 1 Column replacements	Bassetlaw	≤ £50k
Cresswell Road, Worksop - 6 Column replacements	Bassetlaw	≤ £50k
Frederick Street, Worksop - 1 Column replacements	Bassetlaw	≤ £50k
Prospect Drive, Worksop - 1 Column replacements	Bassetlaw	≤ £50k
Kedlestone Road, Worksop - 9 Column replacements	Bassetlaw	≤ £50k
Harewood Road, Worksop - 3 Column replacements	Bassetlaw	≤ £50k
Chatsworth Road, Worksop - 14 Column replacements	Bassetlaw	≤ £50k

Street lighting replacement/upgrades (2 of 4)	Area	Capital Budget (£'000)
Strawberry Road, Retford - 13 Column replacements	Bassetlaw	≤ £50k
Cross Street, Retford - 3 Column replacements	Bassetlaw	≤ £50k
Hind Street, Retford - 2 Column replacements	Bassetlaw	≤ £50k
Caledonian Road, Retford - 8 Column replacements	Bassetlaw	≤ £50k
Gomersall Close, Retford - 7 Column replacements	Bassetlaw	≤ £50k
Wharton Street, Retford - 4 Column replacements	Bassetlaw	≤ £50k
Westbourne Close, Retford - 2 Column replacements	Bassetlaw	≤ £50k
A610 L/M interchange, Eastwood - 88 Column replacements	Broxtowe	£50-250k
A610 L/M interchange (upgrade), Eastwood - 4 Column Upgrade	Broxtowe	≤ £50k
Christine Close, Hucknall - 3 Column replacements	Broxtowe	≤ £50k
Great Hoggett Drive, Chilwell - 23 Column replacements	Broxtowe	≤ £50k
Oakflatt, Chilwell - 1 Column replacements	Broxtowe	≤ £50k
Barncroft, Chilwell - 3 Column replacements	Broxtowe	≤ £50k
Hoggett Close, Chilwell - 2 Column replacements	Broxtowe	≤ £50k
Oak Acres, Chilwell - 8 Column replacements	Broxtowe	≤ £50k
Marriott Avenue, Chilwell - 8 Column replacements	Broxtowe	≤ £50k
Marriott Close, Chilwell - 2 Column replacements	Broxtowe	≤ £50k
Parr Gate, Chilwell - 3 Column replacements	Broxtowe	≤ £50k
Lily Grove, Beeston - 3 Column replacements	Broxtowe	≤ £50k
East/West Street, Beeston - 23 Column replacements	Broxtowe	≤ £50k
Leyton Crescent, Beeston - 11 Column replacements	Broxtowe	≤ £50k
Maple Avenue, Beeston - 9 Column replacements	Broxtowe	≤ £50k
Roy Avenue, Beeston - 2 Column replacements	Broxtowe	≤ £50k
Laburnum Grove, Beeston - 4 Column replacements	Broxtowe	≤ £50k
Rose Grove, Beeston - 5 Column replacements	Broxtowe	≤ £50k
Ashfield Avenue, Beeston - 9 Column replacements	Broxtowe	≤ £50k
Hatherleigh Close, Mapperley - 2 Column replacements	Gedling	≤ £50k
Okehampton Crescent, Mapperley - 11 Column replacements	Gedling	≤ £50k
Kingsbridge Avenue, Mapperley - 11 Column replacements	Gedling	≤ £50k
Kingsbridge Avenue (upgrade), Mapperley - 1 Column Upgrade	Gedling	≤ £50k
Thurleston Drive, Mapperley - 5 Column replacements	Gedling	≤ £50k
Dunsford Drive, Mapperley - 4 Column replacements	Gedling	≤ £50k
F/P Kingsbridge Avenue Past No. 29 (upgrade), Mapperley - 1 Column Upgrade	Gedling	≤ £50k

Street lighting replacement/upgrades (3 of 4)	Area	Capital Budget (£'000)
Holly Road, Forest Town - 25 Column replacements	Mansfield	≤ £50k
Holly Road (upgrade), Forest Town - 10 Column Upgrade	Mansfield	≤ £50k
Holly Drive, Forest Town - 5 Column replacements	Mansfield	≤ £50k
Holly Drive (upgrade), Forest Town - 4 Column Upgrade	Mansfield	≤ £50k
Old Mill Lane, Forest Town - 41 Column replacements	Mansfield	£50-250k
Old Mill Lane (upgrade), Forest Town - 7 Column Upgrade	Mansfield	≤ £50k
Robin Down Close, Mansfield - 20 Column replacements	Mansfield	≤ £50k
Robin Down Close (upgrade), Mansfield - 19 Column Upgrade	Mansfield	≤ £50k
High Oakham Hill, Mansfield - 10 Column replacements	Mansfield	≤ £50k
High Oakham Hill (upgrade), Mansfield - 4 Column Upgrade	Mansfield	≤ £50k
Atkin Lane, Mansfield - 9 Column replacements	Mansfield	≤ £50k
Atkin Lane (upgrade), Mansfield - 7 Column Upgrade	Mansfield	≤ £50k
Barringer Road, Mansfield - 32 Column replacements	Mansfield	≤ £50k
Barringer Road (upgrade), Mansfield - 6 Column Upgrade	Mansfield	≤ £50k
Westbrook Drive, Rainworth - 27 Column replacements	Newark & Sherwood	≤ £50k
Allenby Road, Southwell - 7 Column replacements	Newark & Sherwood	≤ £50k
Mansfield Road, Kings Clipstone - 28 Column replacements	Newark & Sherwood	£50-250k
Linden Avenue, Balderton - 5 Column replacements	Newark & Sherwood	≤ £50k
Grove Street, Balderton - 18 Column replacements	Newark & Sherwood	≤ £50k
Rowan Way, Balderton - 24 Column replacements	Newark & Sherwood	≤ £50k
Block allocation		£1,000

Dimming and LED	Area	Implementation Date
Works programmed under development		
Block allocation		£502

Traffic signal renewal	Area	Capital Budget (£'000)
Eastwood Gyratory, Eastwood	Broxtowe	£50-250k
Oak Tree Lane/Ling Forest Road, Mansfield	Mansfield	≤ £50k
Northern Road/Beacon Road, Newark	Newark & Sherwood	≤ £50k
Raymoth Lane/Valley Road, Worksop	Bassetlaw	≤ £50k
Loughborough Road/Millicent Road, West Bridgford	Rushcliffe	≤ £50k
Block allocation		£350

Safety fencing	Area	Capital Budget (£'000)
A617 Kelham Bridge, Kelham	Newark & Sherwood	£50-250k
A6097 Lowdham Road , Gunthorpe	Newark & Sherwood	£50-250k
<u>Reserve Schemes</u>		
Retford Road , Stokeham	Bassetlaw	£50-250k
Town Street, Bramcote	Broxtowe	≤ £50k
Gorsthorne Lane , New Clipstone	Newark & Sherwood	£50-250k
A1133, North Clifton	Newark & Sherwood	£50-250k
Station Road , Lowdham	Newark & Sherwood	≤ £50k
A617 Springfield Bends, Kelham	Newark & Sherwood	> £250k
Block allocation		£300
		budget
Retford Road , Stokeham	Bassetlaw	£50-250k
Town Street, Bramcote	Broxtowe	≤ £50k
Gorsthorne Lane , New Clipstone	Newark & Sherwood	£50-250k
A1133, North Clifton	Newark & Sherwood	£50-250k
Station Road , Lowdham	Newark & Sherwood	≤ £50k
A617 Kelham Bridge, Kelham	Newark & Sherwood	£50-250k
A617 Springfield Bends, Kelham	Newark & Sherwood	> £250k
A6097 Lowdham Road , Gunthorpe	Newark & Sherwood	£50-250k
Sub-block allocation		£300

17 September 2013**Agenda Item:****REPORT OF SERVICE DIRECTOR, HIGHWAYS
BUS LANE ENFORCEMENT IN MANSFIELD****Purpose of the Report**

1. To approve the enforcement of bus lanes with cameras at Leeming Street, Nottingham Road and West Gate in Mansfield.

Information and Advice

2. The report to Transport and Highways Committee on 21 March 2013 approved the commencement of bus lane enforcement within Nottinghamshire subject to site specific approvals.
3. The Statutory Quality Bus Partnership (SQBP) for Mansfield, which was approved by the Cabinet Member for Transport and Highways on 10 January 2012, commits the County Council to supporting bus services in a number of ways including enforcement of bus priority measures at 3 locations; Leeming Street, Nottingham Road and West Gate.
4. The SQBP identifies that enforcement at these locations will commence in September 2013.
5. Works have been carried out to renew the road markings and signs as appropriate to increase their conspicuity and to install camera positions.
6. As identified in the report of 21 March 2013, warning letters will be issued to owners of contravening vehicles during the first two weeks of operation.
7. The penalty for contravention of bus lanes is £60 with a 50% discount for payment within 14 days, thereby making the effective charge £30.

Other Options Considered

8. Bus priority measures have been in place for many years but bus operators have consistently reported delays due to contravention by general traffic. Failing to undertake enforcement would allow this situation to continue.

Reason/s for Recommendation/s

9. Enforcement will help to ensure the effective operation of bus services by improving punctuality of services which will increase customer confidence in the use of the bus as a means of transport.
10. Enforcement of bus lanes in Mansfield will support the investment made in bus provision in the town including access to and from the bus station.

Statutory and Policy Implications

11. 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.

Implications for Service Users

The implementation of enforcement will enhance bus services using priority measures by improving bus journey time reliability and assist in the promotion of bus travel.

Financial Implications

The business case indicates that enforcement will be self-financing within the first year. The costs of bus lane enforcement are planned to be met from the income from charges.

RECOMMENDATION/S

1. Bus lane enforcement shall commence at Leeming Street, Nottingham Road and West Gate Mansfield.

Andrew Warrington
Service Director (Highways)

For any enquiries about this report please contact:
Peter Goode – Traffic Manager Tel: 0115 9774269

Constitutional Comments (09.08.13 SHB)

12. Committee have the power to decide the Recommendations.

Financial Comments (12.08.13 TMR)

13. The financial implications are set out in the report

Background Papers and Published Documents

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

None

Electoral Division(s) and Member(s) Affected

All Mansfield members

17 September 2013**Agenda Item:****REPORT OF SERVICE DIRECTOR, HIGHWAYS****CLARBOROUGH & WELHAM TRAFFIC MANAGEMENT PROPOSALS****Purpose of the Report**

1. To inform Committee of the historic and planned traffic management proposals in the Clarbrough and Welham area.

Information and AdviceMajor transport schemes

2. The development of the third Local Transport Plan included a review of transport schemes that had land safeguarded along their proposed route, or would require the County Council to safeguard a route. At the time the County Council had a list of 63 such schemes. It was considered unacceptable to safeguard such a large number of schemes as it would be impossible to deliver these within a reasonable timeframe. The review was therefore undertaken to reduce the list of 63 schemes down to a more manageable and deliverable list of projects. The review consisted of assessing each scheme on its ability to deliver national and local strategic priorities as well as their affordability, value for money, feasibility and public acceptability.
3. The review identified 30 schemes which scored poorly in the review, along with another 20 which would require additional feasibility work to determine their status. The result of the review and recommendations to formally abandon 30 of the schemes was reported to the 27 January 2011 County Council meeting. Both the A620 Welham realignment and the Clarbrough bypass scored poorly against value for money and did not fit with current strategic priorities and were therefore amongst the 30 schemes which were formally abandoned by the Council in January 2011. This did not mean that should circumstances and assessment criteria subsequently change bypass schemes for Clarbrough and Welham would not be reconsidered.

Other traffic management measures

4. Whilst the bypass schemes are not being progressed the County Council does continue to monitor and review traffic conditions in Clarbrough and Welham, and introduces improvement schemes when appropriate. Traffic counts undertaken

during July 2013 indicate that the average weekday traffic flow is 7,800 on the A620 (of which 0.4% were articulated HGVs) and 1,700 on Tiln Lane (of which 4.6% were articulated HGVs). There have been a total of two reported road traffic collisions resulting in serious casualties during the last three years on the A620, Smeath Lane and Tiln Lane in Clarborough and Welham, including one involving a child on a school journey.

5. An environmental weight limit was introduced on Smeath Lane, Clarborough during 2012/13 to restrict vehicles from using it unless they are accessing properties along the road. There are eight interactive signs in Clarborough and Welham (three low bridge and five speed warning signs), including a new interactive speed sign installed on Smeath Lane, Clarborough (30mph section), paid for by EDF energy as part of their community work (the locations of the signs are shown on Appendix 1 to this report). To further enhance the environmental weight limit it is proposed that two environmental weight restriction advance warning signs will be erected during 2013/14 and a provisional funding allocation has been made for these signs.
6. Work is also underway to revise the speed limit on Smeath Lane/Tiln Lane to reduce the speed limit to 40mph between Clarborough and Welham villages, and it is planned that this change will be introduced during the current financial year.
7. Work has also begun on the introduction of 20mph speed limits outside schools. Given the road traffic collision involving a child near the school it is proposed that the 20mph speed limit outside Clarborough Primary school will be delivered during 2013/14 to coincide with the proposed speed limit change on Smeath Lane/Tiln Lane.
8. The local County Councillor has also requested a detailed investigation of further traffic management options along the diversion route to assist pedestrians and cyclists; and the consideration of a lorry watch scheme.

Conclusions

9. Whilst a major bypass scheme is not currently planned for Clarborough and Welham a number of traffic management improvements have recently been undertaken or are planned to help improve road safety in the villages and to help reduce unnecessary HGV movements. It is also proposed that a further study into improvements for cyclists and pedestrians along Smeath Lane/Tiln Lane is undertaken and the County Council engage with haulage companies using this route to understand the alternative routes that may be available to them. Each of the schemes included within the report are still subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, design and consultation.

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

- a) It is recommended that Committee note the planned traffic management improvements in the Clarbrough and Welham area.

Andrew Warrington
Service Director Highways

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

Constitutional Comments (SLB 12/08/2013)

11. This report is for noting only.

Financial Comments (TMR 13/08/2013)

12. The financial implications are set out in the report.

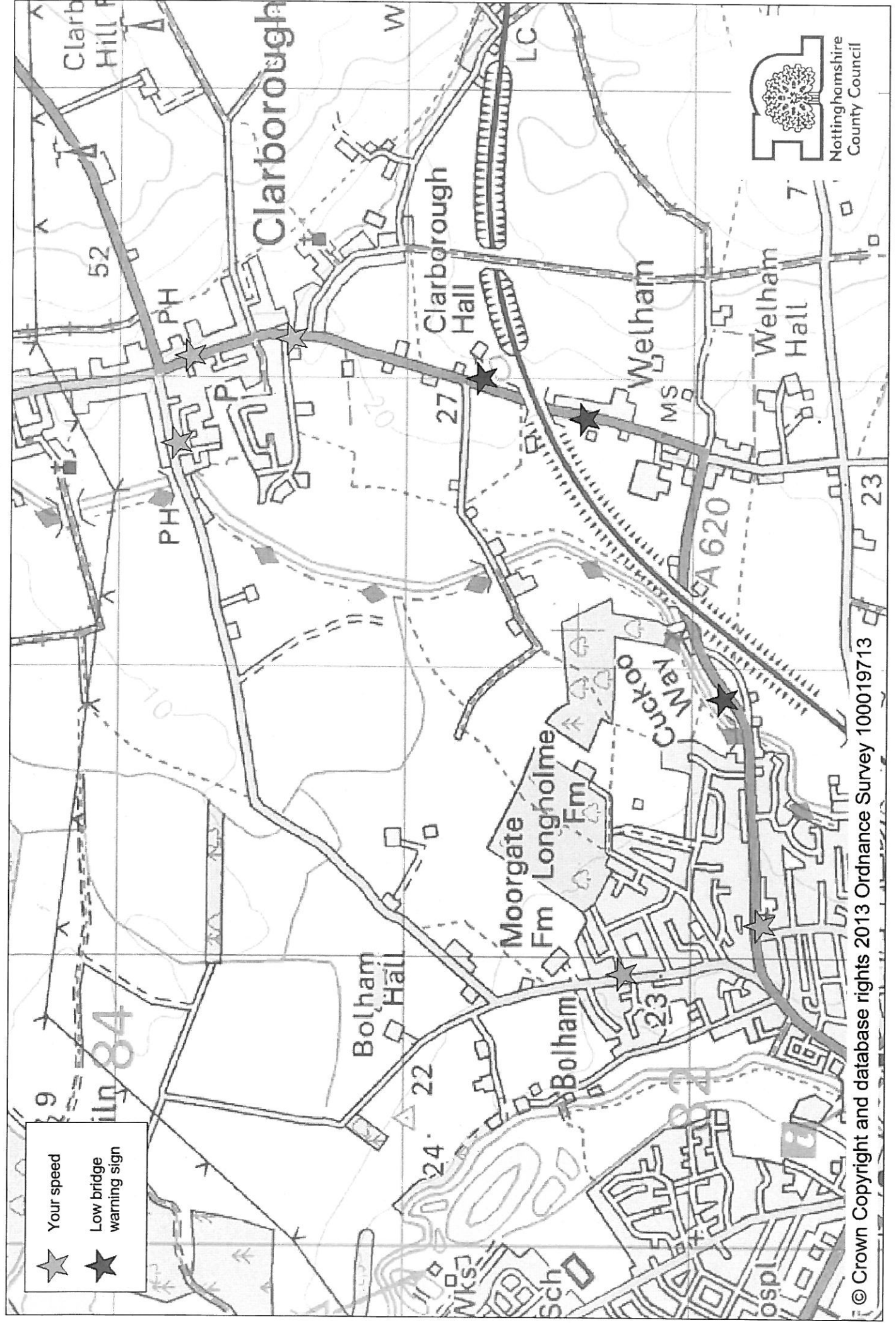
Background Papers

Local Transport Plan Implementation Plan 2011/12 to 2014/15
27 January 2011 Development of third Local Transport Plan for Nottinghamshire
County Council report and its appendices

Electoral Division(s) and Member(s) Affected

Misterton
Retford West

Appendix 1. Location of vehicle activated signs between Retford & Clarborough





17th September 2013

Agenda Item:

**REPORT OF SERVICE DIRECTOR, HIGHWAYS, AND SERVICE DIRECTOR,
TRANSPORT PROPERTY & ENVIRONMENT**

**RESPONSE TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE
COUNTY COUNCIL ON 28TH FEBRUARY 2013, 25TH APRIL 2013 AND 11TH
JULY 2013.**

Purpose of the Report

The purpose of this report is to recommend to Committee responses to the issues raised in petitions presented to the Chairman of the County Council at the Council meetings on 28th February 2013, 25th April 2013 and 11th July:

- A. Petition regarding vehicles using the Great North Road, Carlton on Trent, causing contents of nearby properties to vibrate and rattle (Ref:2013/05)
- B. Petition requesting an environmental weight restriction on vehicles passing through the villages of Sutton, Grassthorpe, Normanton and Ragnall (Ref: 2013/07)
- C. Petition requesting the extension of the 30 mph speed limit further along Abbot Road, Mansfield toward the MARR route (Ref:2013/09)
- D. Petition requesting a residents' parking scheme on Millgate, Newark (Ref 2013/010)
- E. Petition requesting traffic calming measures on Bleasby Road, Thurgaton (2013/013)
- F. Petition requesting the extension of the 30 mph speed limit on Boat Lane, Hoveringham (2013/014)
- G. Petition regarding footpath from South Parade to Blyth Road, Worksop (Ref:2013/017)
- H. Petition requesting road safety measures at Westwood Infant School, Westwood (Ref:2013/019)

- I. Petition regarding parking restrictions on Edwinstowe High Street (Ref:2013/021)
- J. Petition regarding a zebra crossing on Main Street, Balderton and a Pelican Crossing over London Road at Sibcy Lane, Balderton (Ref:2013/026)
- K. Petition regarding grass cutting across Broxtowe (Ref:2013/027)
- L. Petition regarding illuminated speed indicator signs on the A1133 at Langford (Ref: 2013/028)
- M. Petition regarding traffic on Ellesmere Close, Forest Town, Mansfield (Ref 2013/029)
- N. Petition regarding taxi ranks on White Hart Street (Ref:2013/030)
- O. Petition regarding parking issues at Frederick Road, Stapleford (Ref:2013/031)

A. Petition regarding vehicles using the Great North Road, Carlton on Trent causing contents of nearby properties to vibrate and rattle Ref:2013/05)

1. A petition of 13 signatures from residents of Carlton on Trent was presented to the Chairman and the meeting of the County Council on 28th February 2013 by Councillor Bruce Laughton. The petitioners are concerned that traffic using the Great North Road in Carlton on Trent between the Main Street junction and the A1 is causing the contents of their properties to vibrate and rattle. Their lives are being disturbed and property damaged, they wish to register a formal complaint.
2. **As requested** the petition has been passed to the Chief Executive to be processed as a formal complaint and the petition organiser has been informed.

B. Petition requesting an environmental weight restriction on vehicles passing through the villages of Sutton, Grassthorne, Normanton and Ragnall (Ref: 2013/07)

3. A petition was presented to the meeting of the County Council on 28th February 2013 by County Councillor John Hemsall on behalf of 377 residents of the above villages. The petition requested an environmental weight restriction on vehicles passing through the villages of Sutton, Grassthorne, Normanton and Ragnall.
4. A similar request for an environmental weight limit on Ragnall to Sutton on Trent road was received from Dunham on Trent with Ragnall, Darlton and

Fledborough Parish Council in February 2013 and therefore work has already been undertaken to consider such a restriction.

5. An environmental weight limit can only restrict HGV using the road as a cut through and does not apply to HGV legitimately accessing properties or businesses within the limit's boundaries. A survey carried out in April 2013 determined that very few HGV (11 out of 141) used the Ragnall to Sutton on Trent road as a cut through, most were accessing/visiting properties or businesses in the area. The survey identified even fewer HGV using the minor roads (off the Ragnall to Sutton on Trent road) and one of the two vehicles recorded was accessing a property.
6. Therefore as an environmental weight limit would have very little influence on the number of HGV that would be able to continue to legitimately pass through the villages along the Ragnall to Sutton on Trent road **it is recommended** that an environmental weight limit is not progressed and the petitioners are advised.

C. Petition requesting the extension of the 30 mph speed limit further along Abbot Road, Mansfield toward the MARR route (Ref:2013/09)

7. A 35 signature petition was presented to the 28th February 2013 meeting of the County Council by Councillor June Stendall. The petition is from residents of Mansfield.
8. The A6075 Abbott Road was assessed as part of Nottinghamshire County Council's speed limit review. As a result of this review, the speed limit was restricted to 40mph in accordance with national guidelines and criteria, based on traffic flow, frontage development and local factors.
9. Due to the lack of frontage development, Abbott Road does not meet criteria for a further reduction in speed limit as requested by the petition; one side of Abbott Road is adjoined by fields which are due to be developed.
10. However, as the development progresses **it is recommended** that a further review is carried out and the speed limit adjusted accordingly. The petitioners will be advised.

D. Petition requesting a residents' parking scheme on Millgate, Newark (Ref 2013/010)

11. A petition was presented to the 28th February 2013 meeting of the County Council by County Councillor Keith Girling on behalf of 12 residents of

Millgate, Newark. The petition requests a residents parking scheme be introduced on Millgate.

12. Millgate is a mixture of residential properties and small business premises, located just to the west of Newark town centre. Residents state that it's close proximity to the town combined with unrestricted on-highway parking has led to an increase in vehicles parking, sometimes all day, which the residents believe to be workers in the area avoiding car parking charges in the town centre and at the train station.
13. This request for residents parking will be considered against the current policy for new schemes which states that there should be :-
 - a. significant levels of current requests from residents
 - b. non-resident parking which is detrimental to the vitality of the local centre or other Local Transport Plan objectives and
 - c. a trip-attractor which causes non-resident intrusive parking.
14. **It is therefore recommended** that the Millgate area will be included within the next programme of schemes for preliminary investigation relating to the introduction of a residents' parking scheme and the petitioners advised accordingly.

E. Petition requesting traffic calming measures on Bleasby Road, Thurgarton (2013/013)

15. The results of a survey conducted by Thurgarton Parish Council were presented to the Chairman and the meeting of the County Council on 28th February 2013 by Councillor Andy Stewart. The survey was to gauge the concern of residents over speeding on Bleasby Road in the village which is currently a 30mph limit. Out of 38 surveys delivered 23 were returned.
16. The survey gave options of road humps and speed cushions, build outs, chicanes, rumble strips, traffic islands, speed reductions and interactive speed signs. Residents were asked to tick for their preferred choices. All forms returned called for some kind of traffic calming.
17. A traffic volume and speed survey has been commissioned. **It is recommended that** when the results are available a suitable option if necessary is investigated and considered for inclusion in a future programme.
18. The response to the petition should be noted and the petition organiser informed.

F. Petition requesting the extension of the 30 mph speed limit on Boat Lane, Hoveringham (2013/014)

19. A petition of 116 signatures was presented to the Chairman at the County Council meeting on 28th February 2013 by Councillor Andy Stewart. The petitioners are requesting that the 30mph speed limit on Boat Lane in the village of Hoveringham is extended to beyond the entrance to Ferry Farm Park and to the north of the village extended to beyond the entrance of Brookfield Drive on Main Street.
20. In order to install a speed limit that is appropriate a 40mph buffer zone has been proposed rather than an extension of the existing 30mph limit. This will include Ferry Farm Park and the Fisherman's Car Park and also Brookfield Drive on Main Street. The scheme forms part of the Local Transport Plan Programme for 2013/14 and funds have been made available from April 2013 to implement the scheme.
21. **It is recommended that** the response to the petition should be noted and the petition organiser informed.

G. Petition regarding footpath from South Parade to Blyth Road, Worksop (Ref:2013/017)

22. A petition was presented to the County Council meeting on 25th April 2013 by County Councillor Glynn Gilfoyle on behalf of 253 signatures. The petition requests that 'Tesco reopen the footpath to the north of their development from South Parade to Blyth Road and the Worksop Technical College, as previously agreed with the Nottinghamshire County Council and Contractors acting for Tesco'.
23. The petition refers to land in Worksop earmarked for a new Tesco supermarket. There are a number of public right of way issues across the site and **it is recommended that** these are dealt with by the Rights Of Way Committee and the petitioners informed.

H. Petition requesting road safety measures at Westwood Infant School, Westwood (Ref:2013/019)

24. A petition requesting that a pedestrian guardrail, traffic calming and/or a school crossing patrol be installed outside Westwood Infant School was presented to the County Council meeting on 25th April 2013 by Councillor Gail Turner. A

similar petition was received by the Council in 2010 with the additional request for a 20mph speed limit, improved warning signs and coloured anti-skid carriageway surfacing. Following that petition high visibility advance warning signs were installed and this sign was duplicated on the carriageway on each approach.

25. Parents are concerned that the footpath is so narrow that children are at risk of running out into the road. They are also concerns about traffic speeds passed the school frontage.
26. It was not possible then, and is still not possible, to install pedestrian guardrail at the existing school pedestrian entrance without compromising pedestrian movement behind it. The footpath is very narrow and there is also a telephone pole at the school gate which further restricts the footpath width.
27. An investigation is being undertaken into the feasibility of installing a build-out which will effectively reduce the carriageway to one width, forcing traffic to give way either side of it. The Head Teacher has agreed to move the pedestrian access a few metres south of the existing one to avoid any conflict with traffic existing the junction opposite the school.
28. Other options considered were:
 - 1) Moving the school entrance to a point adjacent to the community play area where the footpath is wide enough to accommodate a pedestrian barrier. However, this would have meant very young children having to enter and exit through the school car park onto the footpath on the playing field. The Head Teacher also had concerns about safeguarding issues.
 - 2) Widening the footpath outside the school and reclaiming carriageway width by reducing the width of the footpath on the other side of the road. This would have involved considerable expense as the whole length of the footpath including the junction would have to be realigned and underground utilities moved.
29. New 20mph advisory signs will be installed to replace the existing school warning signs.
30. There used to be a school crossing patrol outside the school. The site was sponsored by the community as it did not meet the conditions for funding from the Authority. There are no plans to reinstate this facility especially as the proposed works will create an improved crossing environment.
31. **It is recommended that** the petitioners are advised accordingly and kept advised of progress with the build out proposal.

I. Petition regarding parking restrictions on Edwinstowe High Street (Ref:2013/021)

32. A petition collected by the Edwinstowe Business Forum of 335 signatures was presented to the County Council meeting on 25th April by County Councillor John Peck. The petition signed by Edwinstowe residents and High Street Business owners requests that the present half hour parking restriction on the High Street is increased to one hour. The petition also has the support of Edwinstowe Parish Council and the local District Councillors.
33. The petitioners strongly feel that in the interest of encouraging increased trade in the present difficult economic climate it would be beneficial to our shops to allow a longer stop for those people who may wish to stay longer on the High Street.
34. **It is recommended that** a scheme will be commissioned to be included in this financial year to look at amending the restrictions. A new Traffic Regulation Order will be created and as part of the legal process local business and other affected parties will be officially consulted.
35. The petition organiser will be informed.

J. Petition regarding a zebra on Main Street, Balderton and a Pelican crossing over London Road at Sibcy Lane , Balderton (Ref:2013/026)

36. A 287 signature petition was presented by County Councillor Keith Walker to the County Council meeting on 11th July 2013 requesting the provision of two formal crossings in Balderton. A zebra crossing was requested on Main Street adjacent to St Giles church, to enable the children of Chuter Ede Primary School to cross Main Street adjacent to St Giles church, due to the lack of a School Crossing Patrol (SCP) at this location. However, on the 17th June 2013 a SCP started work at this site **so it is recommended** not to progress the zebra crossing.
37. The request for a Pelican Crossing across London Road at Sibcy Lane is being investigated to establish if a formal crossing at this location is viable. Should the design and costing show that a crossing is feasible, **it is recommended that** it is put forward for consideration for including in a future years programme. The petitioners will be informed.

K. Petition regarding grass cutting across Broxtowe (Ref:2013/027)

38. A 162 signature petition was presented to the 11th July 2013 meeting of the County Council by Councillor Williams. The petition is from residents of Broxtowe.
39. The petition calls for immediate improvement to the maintenance of highway grass verges.
40. A detailed report setting out a response to similar concerns and proposed actions was considered by this Committee at its meeting on 4th July 2013. **It is**

recommended that the petitioners are informed of this report and the decision of that meeting of this committee.

L. Petition regarding illuminated speed indicator signs on the A1133 at Langford (Ref: 2013/028)

41. A petition of 35 signatures was presented to the County Council meeting on 11th July by County Councillor Maureen Dobson. The petition supports Winthorpe Parish Council's request for illuminated speed indicator signs on the A1133 at Langford, they are requesting that signs are installed in both directions
42. **It is recommended that** a sign for Langford is included in the provisional programme to be delivered 2014/15. To help ensure equity signs will only be installed in one direction at any one location.
43. The petition organiser will be informed.

M. Petition regarding traffic on Ellesmere Close, Forest Town, Mansfield (Ref 2013/029)

44. A 113 signature petition was presented to the 11th July 2013 meeting of the County Council by Councillor Coleen Harwood. The petition is from residents of Ellesmere Close and surrounding streets.
45. There have been 6 complaints and enquiries from residents requesting traffic calming since 2008. Residents have been advised that speed enforcement is a matter for Nottinghamshire Police. Further, investigations into the Recorded Injury Accident data have revealed that there have been no injury accidents that have been attributed to inappropriate speed.
46. There is currently no survey evidence to support the installation of traffic calming on Ellesmere Close. Injury accidents will continue to be monitored. **It is therefore recommended that** a further traffic speed and flow survey will also be carried out from September onwards and the petitioners informed.

N. Petition regarding taxi ranks on White Hart Street, Mansfield (Ref:2013/030)

47. A petition from 9 businesses in Mansfield Town Centre was presented to the 11th July 2013 meeting of the County Council by Councillor Andy Sissons. The petition requests that a taxi rank be provided on White Hart Street.
48. The provision of taxi ranks is principally the role of the district council, albeit that agreement of the Highway Authority is required. **The petition has**

therefore been forwarded to Mansfield District Council for their consideration and the petitioners informed.

O. Petition regarding parking issues at Frederick Road, Stapleford (Ref:2013/031)

49. A 71 signature petition was presented to the 11th July 2013 meeting of the County Council by Councillor Stan Heptinstall.
50. The petition requests the reinstatement of the residents parking scheme from the junction of Cyril Avenue to Warren Avenue on Fredrick Road.
51. Frederick Road is a residential street situated close to Stapleford town centre. The majority of properties are terrace houses with no facility to park off-street. A recent daytime site inspection revealed a high number of parked cars, a number of which were observed to belong to shoppers and business using the town centre.
52. The petitioners express concerns about difficulties parking on Frederick Road both during the day and evenings. The location is being used by shoppers and residents of neighbouring streets that have residents parking schemes in place who choose to avoid paying the charges.
53. As part of the changes implemented in 2012 there was a commitment to monitor and further consideration given to the introduction of other schemes in the Stapleford area. This would be subject to future representations from residents on the basis of substantial proven vehicle transfer from adjacent schemes.
54. **It is recommended that** a survey is planned during September 2013 to look at options of the next phase and this location will be included in that survey and the petitioners informed.

Reason for Recommendation

55. To recommend responses to issues raised in petitions presented to the County Council on 28th February, 25th April 2013 and 11th July 2013.

Statutory and Policy Implications

56. 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.

RECOMMENDATION/S

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

For any enquiries about this report please contact: Peter Barker

Background Papers

None

Electoral Division(s)

Southwell and Caunton, Tuxford, Mansfield West, Newark West, Farnsfield and Lowdham, Worksop East, Selston, Rufford, Balderton, Bramcote and Stapleford, Collingham, Mansfield East, Mansfield South.

17 September 2013**Agenda Item:****REPORT OF CORPORATE DIRECTOR, POLICY, PLANNING AND
CORPORATE SERVICES****WORK PROGRAMME****Purpose of the Report**

1. To consider the Committee's work programme for 2013/14.

Information and Advice

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

Other Options Considered

5. None.

Reason/s for Recommendation/s

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

Statutory and Policy Implications

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

RECOMMENDATION/S

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

Jayne Francis-Ward

Corporate Director, Policy, Planning and Corporate Services

For any enquiries about this report please contact: David Forster, x 73552

Constitutional Comments (SLB 2/1/2013)

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

Financial Comments (MA 2/1/2013)

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

Background Papers

None.

Electoral Division(s) and Member(s) Affected

All

TRANSPORT & HIGHWAYS COMMITTEE - WORK PROGRAMME

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information ?</u>	<u>Lead Officer</u>	<u>Report Author</u>
31 Oct 2013				
Fleet Services	Progress Report	Info.	Mark Hudson	Mark Hudson
Local Flood Risk Management Strategy	Update	Info.	Andy Warrington	Andy Wallace
Passenger Transport Implementation Plan	Progress Report	Info.	Mark Hudson	Pete Mathieson
Concessionary Travel Scheme	Proposals for 2014/15	Decision	Mark Hudson	Mary Roche
Highways	Quarterly Performance Report	Info.	Andy Warrington	Gary Wood
2013/14 Highway Capital Programme	Update	Info.	Andy Warrington	Gary Wood
TROs (various)	Orders requiring Committee approval	Decision	Andy Warrington	Neil Hodgson
School Crossing Patrols	External funding/sponsorship	Decision	Andy Warrington	Suzanne Heydon
Nottingham/Derby City Framework Contract Bid	Successful	Info	Andy Warrington	Dave Tebbutt
28 Nov 2013				
Fleet Services Review	Progress Report	Info.	Mark Hudson	Mark Hudson
Travel & Transport Services	Quarterly Performance Report	Info.	Mark Hudson	Lisa McLennaghan

<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>
9 Jan 2014				
Changes to Local Bus Network	Update Report	Info.	Mark Hudson	Pete Mathieson
13 Feb 2014				
Concessionary Travel Scheme	Final Scheme 2014/15	Decision	Mark Hudson	Mary Roche
20 Mar 2014				
Travel & Transport Services	Quarterly Performance Report	Info.	Mark Hudson	Lisa McLennaghan

