

Transport and Highways Committee

Thursday, 17 November 2016 at 10:30

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

AGENDA

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|---|--|---------|
| 1 | Minutes of the last meeting held on 20 Oct | 3 - 6 |
| 2 | Apologies for Absence | |
| 3 | Declarations of Interests by Members and Officers:- (see note below)
(a) Disclosable Pecuniary Interests
(b) Private Interests (pecuniary and non-pecuniary) | |
| 4 | Provisional Integrated Transport and Highways Maintenance Capital Programmes 2017-18 | 7 - 36 |
| 5 | West Bridgford Strategic Cycle Network | 37 - 48 |
| 6 | Wingfield Ave, Worksop - Prohibition of Waiting TRO -Report of Objections | 49 - 56 |
| 7 | A1133 Experimental Weight Restriction | 57 - 70 |
| 8 | Work Programme | 71 - 76 |

Notes

- (1) Councillors are advised to contact their Research Officer for details of any Group Meetings which are planned for this meeting.
- (2) Members of the public wishing to inspect "Background Papers" referred to in

the reports on the agenda or Schedule 12A of the Local Government Act should contact:-

Customer Services Centre 0300 500 80 80

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

Councillors or Officers requiring clarification on whether to make a declaration of interest are invited to contact Peter Barker (Tel. 0115 977 4416) or a colleague in Democratic Services prior to the meeting.

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

Meeting	Transport and Highways Committee
Date	20 October 2016 (commencing at 10.30am)

Membership

Persons absent are marked with an 'A'

COUNCILLORS

Steve Calvert (Vice Chair)

Andrew Brown
Richard Butler
Steve Carr - **A**
Jim Creamer
Kate Foale

Stephen Garner
Glynn Gilfoyle
Richard Jackson
John Peck
Mike Pringle

OFFICERS IN ATTENDANCE

Pete Barker	- Democratic Services Officer
Mike Barnett	- Via East Midlands Ltd
Sue Bearman	- Legal Services
Tim Gregory	- Corporate Director, Place
Jas Hundal	- Service Director, Environment, Transport & Property
Mark Knight	- Group Manager, Marketing
Sean Parks	- LTP Manager, Highways
Dave Tebbett	- Via East Midlands Ltd
Chris Ward	- Transport & Travel Services (Item 5)
Gary Wood	- Group Manager, Highways

MINUTES OF THE LAST MEETING

The minutes of the last meeting held on 21 September, having been circulated to all Members, were taken as read and were confirmed, and were signed by the Chair.

MEMBERSHIP

Councillor Gilfoyle replaced Councillor Greaves, Councillor Creamer replaced Councillor Allan, Councillor Pringle replaced Councillor Harwood and Councillor Foale replaced Councillor Payne, all for this meeting only.

DECLARATIONS OF INTERESTS

No declarations of interests were made.

VIA COMMUNICATIONS AND MARKETING ACTIVITY PROTOCOL

RESOLVED 2016/052

That the Via Communications and Marketing Activity Protocol and the changes to operational media relations activity, be noted.

CHANGES TO THE LOCAL/COMMERCIAL BUS SERVICE NETWORK

RESOLVED 2016/053

That the changes to the local and commercial bus service networks be noted.

HUCKNALL TOWN CENTRE TROs, REPORT OF OBJECTIONS

RESOLVED 2016/054

- 1) That the Nottinghamshire County Council (Hucknall Town Centre) (Prohibition Of Waiting, Parking Places And Residents' Controlled Zones) Traffic Regulation Order 2016 (4172) and The Nottinghamshire County Council (Hucknall Town Centre) (One Way Streets, Prohibition Of Driving, Movements And Entry) Traffic Regulation Order 2016 (4173) be made as advertised and objectors notified accordingly.
- 2) That the enforcement of the new bus link with cameras be approved.

NABBS LANE, HUCKNALL - TRAFFIC CALMING

RESOLVED 2016/055

That formal consultation be undertaken regarding installing proposed traffic calming measures on Nabbs Lane, Hucknall, as set out in the report.

BRECK HILL ROAD / THACKERAYS LANE ROUNDABOUT / WOODTHORPE DRIVE, WOODTHORPE TRO – REPORT OF OBJECTIONS

RESOLVED 2016/056

That the Nottinghamshire County Council (Breck Hill Road, Thackerays Lane Roundabout and Woodthorpe Drive, Woodthorpe) (Prohibition Of Waiting And Loading) and Woodthorpe Drive, Woodthorpe (Parking Places) Traffic

Regulation Order 2016 (7182) be made as advertised and objectors notified accordingly.

WILFORD ROAD / CLIFTON ROAD, RUDDINGTON TRO – REPORT OF OBJECTIONS

RESOLVED 2016/057

That the Nottinghamshire County Council (B680 Wilford Road And Clifton Road, Ruddington) (Prohibition Of Waiting) Traffic Regulation Order 2016 (8248) be made as advertised and objectors notified accordingly.

ASH DIEBACK

RESOLVED 2016/058

That the continuing work in response to Ash dieback disease be noted.

ACCESS FUND 2017-2020 FUNDING BIDS

RESOLVED 2016/059

1. That the submission of the 'Nottingham Derby Access Fund Bid' be noted.
2. That the submission of the 'Get Moving Nottinghamshire' Access Fund Bid be noted.
3. That should they be successful, the delivery of the Bids be approved, in the manner set out in the report.

NOTTINGHAM EXPRESS TRANSIT ROUTE EXTENSION – UPDATE ON FIRST YEAR OF OPERATION

RESOLVED 2016/060

That the update on the first year of operations of the Nottingham Express Transit (NET) phase 2 extension from Nottingham to Park and Ride sites at Toton and Clifton and the summary of costs relating to financial assistance funded during construction, be noted.

PERFORMANCE REPORT – HIGHWAYS

RESOLVED 2016/061

That the contents of the report be noted.

**RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE
COUNTY COUNCIL**

RESOLVED 2016/062

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

WORK PROGRAMME

Councillor Jackson requested that a report be brought to a future committee on the impact of the tram once the relevant data became available.

RESOLVED 2016/063

That the Work Programme be noted.

The meeting closed at 12.29pm

CHAIRMAN

17 November 2016**Agenda Item: 4****REPORT OF CORPORATE DIRECTOR, PLACE****PROVISIONAL INTEGRATED TRANSPORT AND HIGHWAY MAINTENANCE
CAPITAL PROGRAMMES 2017/18****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 delivered during 2017/18. The proposed programmes are detailed in this report with individual schemes included in the attached appendices. The programmes will be reviewed and updated following the Council's 2017/18 budget decisions.
2. Approval of the provisional programmes at this time provides an opportunity for comments on the programmes to be provided by councillors, interested groups, local communities, residents and road users which will be considered and reported to Committee as necessary when approval of the final 2017/18 highways capital programmes is sought. Approval at this time also enables advance design work to start which in turn enables delivery of the programmes to start in April 2017.

Information and Advice**Local Growth Fund schemes**

3. From 2015/16 all funding for major transport schemes is allocated through the Local Growth Fund (LGF) Deal managed by Local Enterprise Partnerships (LEPs) – D2N2 for Nottinghamshire, Nottingham, Derbyshire, and Derby. In addition to this approximately 44% of the nationally available integrated transport funding is also allocated through the LGF. The LEP bids to government for LGF have to be based on programmes to stimulate the local economy and create jobs. The bids will not necessarily prioritise major transport projects, or transport projects currently promoted through integrated transport blocks, and will be subject to competitive priorities across D2N2 determined by the LEP.
4. The D2N2 LGF Deals announced in July 2014 and January 2015 confirmed the funding allocations for the D2N2 major transport schemes that had previously been prioritised for funding during the period 2015/16-2018/19 (subject to an approved business case); and detailed the additional transport schemes that would receive funding. A number of schemes nationally already had funding approval prior to the devolvement of major scheme funding and subsequent LGF announcements but were still awaiting the start of construction (e.g. Hucknall town centre improvement scheme).

5. The County Council has been successful in securing funding for a number of transport improvements in the county through the LGF and major scheme bidding submissions and the transport schemes in Nottinghamshire prioritised for funding during this Implementation Plan period are:
- A46 corridor local development infrastructure requirements at RAF Newton, Cotgrave and Bingham – £6.25m LGF contribution starting in 2016/17
 - A57/A60/B6024/St Anne's Drive, Worksop roundabout major transport scheme – £1.83m LGF contribution towards £3.24m scheme starting in 2015/16
 - Gedling Access Road major transport scheme – £10.8m LGF contribution towards £32m scheme starting in 2017/18
 - Harworth access links – £2.05m LGF contribution starting in 2016/17
 - Hucknall Town Centre Improvement scheme – £8.489m DfT contribution towards £12.375m scheme starting in 2015/16
 - Midland Mainline Market Harborough rail speed improvements – £5m contribution towards £40m+ scheme, start date still to be confirmed
 - Newark Southern Link Road – £7m LGF contribution towards £20m-£30m scheme (delivered by the developer) starting in 2015/16
 - Rolls Royce Hucknall – £5.8m LGF contribution towards £20m+ scheme starting in 2016/17. Funding for this scheme has subsequently been withdrawn.

Local Growth Fund D2N2 Sustainable Transport Programme

6. The LGF Deal also prioritised a provisional allocation in 2016/17 and 2017/18 totalling £5.8m in a Sustainable Transport Programme in the D2N2 area. The Sustainable Transport Programme in the D2N2 area will be prioritised on schemes that enable proposed development in the county to occur, increase the vitality of town centres (by improving access and reducing congestion), and/or improve the tourism offer in the county. Such measures will help deliver the County Council's Strategic Plan priorities by delivering a road and transport infrastructure that seeks to meet the needs of our residents and businesses; and encouraging people to be more active to positively affect their health and well-being.
7. The LEP appointed consultants to undertake an independent assessment of the proposals put forward by the local authorities to ensure they will deliver the required outputs (i.e. assist in the delivery of jobs and housing); and develop the business case for the proposals. The locations in Nottinghamshire prioritised for these improvements are Arnold/Carlton, Mansfield, Newark & Sherwood, and West Bridgford. These locations have been prioritised based on their ability to meet the D2N2 criteria to help deliver the large numbers of housing and/or employment planned for delivery within each of the towns. The independent assessment work is still ongoing but it is hoped that this will be completed by the end of December at which time funding will be allocated to the four highway authorities. If successful, the funding available for Nottinghamshire will be used to help deliver the strategic cycle networks in each of the four locations to help deliver the Cycling Strategy Delivery Plan (approved by Transport & Highways Committee on 11th February 2016). The proposals for each of the towns will be reported to Committee in due course.

2017/18 major transport schemes

8. The A57/A60/B6024/St Anne's Drive, Worksop roundabout improvements is currently on site and is on schedule to be completed before the end of the 2016/17 financial year (currently planned to open in November 2016). Similarly, the Harworth Access links junction improvements are planned to start and be completed in late 2016/17.
9. The 2017/18 County Council major transport programme includes the completion of the Hucknall Town Centre improvement scheme funded directly by DfT; as well as the commencement of the Gedling Access Road funded by LGF with contributions from the Homes & Communities Agency, County Council and Gedling Borough Council and private developer contributions. Progress on the schemes and County Council 2017/18 funding allocations towards these schemes are detailed below:
 - a. Hucknall Town Centre Improvement Scheme: Work on the scheme started in October 2015 and the demolition phase was completed before Christmas 2015. The construction of the new road started in January 2016; and it is due to open to traffic in Autumn 2016 with the pedestrianisation of the High Street completed by Spring 2017. A key element of the Hucknall town centre flood alleviation scheme will also be delivered during 2016/17 as part of the improvement scheme.
 - b. Gedling Access Road: Gedling Access Road is a proposed new access road bypassing Gedling village and is being provided as supporting infrastructure for the mixed-use residential and employment development on the former Gedling colliery/Chase Farm site. Subject to the completion of all necessary funding arrangements, planning approvals and statutory processes the construction of the new £38.2m road is planned to commence in summer 2017. It is currently anticipated that the Gedling Access Road would be fully complete and open to traffic in summer 2019.

	2017/18	Total
• Hucknall Town Centre Improvement (including £319k of integrated transport block funding)	£0.483m	£12.93m
• Gedling Access Road	£2.350m	£38.20m

Integrated transport block

10. The Nottinghamshire Local Transport Plan and its accompanying Implementation Plan sets out the County Council's long term transport strategy and how it will be implemented. The funding for local transport improvements, such as improving accessibility, addressing congestion or road safety, and promoting sustainable travel, is called the integrated transport block.
11. The integrated transport block and highway capital maintenance block allocations will be determined at the 23rd February 2017 County Council meeting but the provisional 2017/18 allocation for integrated transport, based on the Department for Transport (DfT) allocation and the current Medium Term Financial Strategy, is detailed below:

• Integrated transport block (DfT allocation)	£4.097m
• Additional road safety (County capital allocation)	£0.350m
• Enhanced rail services (County capital allocation)	<u>£0.050m</u>
Total	£4.497m

12. In 2017/18 £319,000 of the integrated transport block funding has been reallocated to help fund the Hucknall Town Centre Improvement Scheme. This has therefore reduced the amount of funding available for other transport improvements during 2017/18.
13. A balanced range of integrated transport measures has been developed that contributes to delivering corporate priorities; national transport priorities; and the local transport goals and objectives. The proposed packages of measures (and the individual schemes detailed in the appendices) reflect corporate commitments; a balance of member, public and stakeholder requests and priorities; evidence of need and value for money; delivery of the County Council's vision and transport objectives; and the ability to draw in external funding.
14. The County Council receives requests for many more schemes than available funding will permit. Scheme requests are therefore prioritised to ensure that the County Council and Nottinghamshire residents get the greatest benefit from the funding available. For example, requests for:
- New crossings are prioritised based on the number of people crossing and the volume of traffic
 - Bus improvements are provided at targeted locations to increase bus patronage by improving journey times and reliability of services, as well as the passenger transport experience
 - Capacity improvements are prioritised based on junction delay
 - Cycling schemes are prioritised based on their ability to deliver a strategic cycle network consistent with the Cycling Strategy Delivery Plan
 - Environmental weight limits are only delivered where there are high levels of HGVs and are prioritised based on the class of road and the number of HGVs using a road
 - Residents' parking schemes are only delivered where people do not have off-street parking and where a scheme won't negatively affect nearby streets and town centres, or increase rat running or traffic speeds. Schemes are prioritised based on the level of non-resident parking
 - Safety schemes are prioritised at locations with a history of reported road casualties
 - Speed limit reductions are only delivered where they meet DfT guidelines and are prioritised based on traffic speeds, traffic volumes, reported road casualty accidents, population size, and the road purpose/use
 - Interactive speed signs are only provided where the speed of traffic exceeds police enforcement guidelines and are prioritised based on the speed and volume of traffic.
15. The detailed integrated transport programme (including the £350k additional road safety funding) is set out in appendix 1 of this report. All County Council members have been asked for integrated transport scheme suggestions by the end of November 2016; so that these suggestions can be considered for inclusion of the final programme which will be approved in March 2017. Whilst the programme may not be able to accommodate all of the requests, to allow further consideration and feasibility work to be undertaken on these scheme suggestions the programme, and particularly the access to local facilities sub-block from which most of the requests would be funded, is therefore still to be finalised. Any schemes subsequently added to the attached programmes will be subject to approval at a future Transport & Highways Committee.

Capital maintenance block

16. The highway capital maintenance block accounts for 80% of the capital transport funding (excluding major schemes). It is used to carry out planned structural maintenance across a range of highways assets. Maintenance works are allocated across the seven districts in Nottinghamshire utilising Horizons Pavement Management software. Prioritisation of the maintenance works programme involves analysis of technical condition survey data, supplemented with local knowledge/judgement. The asset management strategy and plan for Nottinghamshire is set out in the Highway Infrastructure Asset Management Plan (HIAMP) – which was approved at 12th November 2015 Transport & Highways Committee. As the HIAMP provides the framework to deliver better value for money in capital maintenance spending, through adoption of a sensible and forward thinking maintenance plan, the document provides the framework for the development of the capital maintenance programme. The proposed detailed highways capital maintenance programme is set out in appendix 2 of this report.

17. The 2017/18 capital maintenance allocations based on the Department for Transport (DfT) allocation and the current Medium Term Financial Strategy, is detailed below:

• Highway capital maintenance (DfT allocation)	£13.264m
• Highway capital maintenance (DfT Incentive Fund Allocation)*	£ 1.118m
• Street lighting renewal/Energy saving (Salix)	£ 1.567m
• Flood alleviation and drainage (County capital allocation)	£ 0.600m
• Street lighting renewal (County capital allocation)	<u>£ 1.000m</u>
Total	£17.549m

**This figure is based on the Authority achieving Band 2 in the assessment process.*

18. The Incentive Fund allocation from the Department of Transport is awarded based on the results of a questionnaire which has to be submitted at the end of January each year. Local authorities score themselves against 22 questions, and place themselves into one of 3 Bands on the basis of the available evidence. Last year Nottinghamshire attained Band 2 and will shortly be undertaking an assessment to identify areas of improvement. The Department for Transport will not necessarily want to see the supporting evidence from every local highway authority, although it does reserve the right to undertake sample audits. It is the responsibility of Nottinghamshire's Section 151 Officer to ensure that he is satisfied that the evidence is sufficient to sign off the overall submission and total score. Early indications are that we are likely to remain at Band 2, however, background work is still ongoing so there is still time for improvements to be made. The results are likely to be published nationally in March/April 2017.

Detailed allocations

19. The proposed capital spending levels for different integrated transport and highway maintenance sub-blocks, based on the provisional 2017/18 allocations, are set out in the table below, along with details of the 2016/17 allocations for comparative purposes.

2016/17 actual allocations and 2017/18 provisional allocations

Major transport schemes	2016/17 (£m)	2017/18 (£m)
Hucknall Town Centre Improvement	4.610	0.483
Gedling Access Road	0	2.350

Integrated transport programme	2016/17 (£m)	2017/18 (£m)
Access to local facilities (e.g. footway improvements and new crossings)	1.300	1.280
Bus improvements (e.g. bus stop infrastructure and bus stop clearways)	0.500	0.412
Capacity improvements (e.g. traffic signal and junction improvements to reduce congestion)	0.150	0.100
Cycling, leisure and health (e.g. multi user routes and cycling improvements)	0.600	0.625
Environmental weight limits (e.g. HGV weight limits and HGV route signing)	0.075	0.050
Traffic monitoring and advanced development and design of future schemes	0.470	0.450
Parking (e.g. review of parking in town centres, and delivery and review of new residents' parking schemes)	0.050	0.050
Rail improvements (e.g. small scale improvements to services and stations as well as feasibility studies on large scale improvements)	0.055	0.050
Safety improvements (e.g. local safety schemes and safer routes to school)	0.750	0.720
Smarter choices (e.g. measures to help people access work by bus or walking and support for businesses developing travel plans)	0.150	0.110
Speed management (e.g. addressing local speed concerns, 20mph speed limits and interactive signs)	0.316	0.250
Total integrated transport measures	4.416	4.097
Additional road safety	0.350	0.350
Nottingham to Newark rail service enhancements	0.050	0.050

Highway maintenance programme	2016/17 (£m)	2017/18 (£m)
Bridges (including condition assessments)	1.266	1.267
Carriageway maintenance (A, B & C, Unclassified roads)	6.700	6.700
Surface dressing (added protection to the carriageway surface, sealing it from the ingress of water while also enhancing its skid resistance, including pre-patching)	3.200	3.100
Footway maintenance	1.000	1.175
Structural drainage	0.500	0.500
Flood alleviation (5 year allocation – and may include carry forward value)	1.305	0.600
Street lighting renewal and improvement	1.000	1.000
Street lighting energy saving (including Salix Grant Funding)	1.200	1.567
Traffic signal renewal	0.330	0.320
Safety fencing	0.330	0.320
Network structural patching	1.180	1.000
Total capital maintenance allocation	18.011	17.549

20. The detailed integrated transport and highway capital maintenance programmes, listing the proposed schemes to be delivered during 2017/18 are attached as appendices 1 and 2 respectively to this report. The programmes are subject to capital budget approvals at this meeting and 23rd February 2017 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.

21. Work is ongoing to identify, secure and maximise external funding opportunities for transport improvements (such as developer contributions) and the attached appendices also include the schemes utilising external funding.
22. Government are currently considering proposals for a Devolution Deal for Sheffield City Region (SCR) which is proposed to include Bassetlaw. A proportion of the DfT allocations for the integrated transport block and highway capital maintenance, relating to Bassetlaw would potentially fall under the control of SCR, in this model. Any bidding mechanisms or pass-porting arrangements to access this funding are currently unclear.

Other Options Considered

23. Other options considered are set out within this report. Whilst the highway capital programmes are detailed within the appendices to this report, scheme development work is underway for future years' programmes as well as feasibility work on schemes which have been included as reserve schemes in the 2017/18 financial year's programme. Reserve schemes could potentially be delivered during the 2017/18 financial year should other schemes become undeliverable or if other funding sources become available enabling schemes to be brought forward.

Reason/s for Recommendation/s

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

Statutory and Policy Implications

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

RECOMMENDATION/S

- 1) It is recommended that Committee:
 - a) approve the proposed provisional integrated transport block programme for implementation as contained in this report and detailed in Appendix 1 subject to the provisions set out in paragraph 20
 - b) approve the proposed provisional highway capital maintenance programme for implementation as contained in this report and detailed in Appendix 2 subject to the provisions set out in paragraph 20.

Tim Gregory - Corporate Director, Place Department

For any enquiries about this report please contact:

Sean Parks – Local Transport Plan manager

Constitutional Comments (RHC 01/11/2016)

26. Transport and Highways committee is the appropriate body to consider the contents of this report.

Financial Comments (GB 04/11/2016)

27. The financial implications are set out in the report. Any proposed variations to the capital programme will be included for formal approval at Full Council as part of the Annual Budget Report 2017/18.

Background Papers and Published Documents

- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- Nottinghamshire Local Transport Plan Implementation Plan 2015/16-2017/18
- Nottinghamshire Local Transport Plan Evidence Base 2010
- Nottinghamshire Cycling Strategy Delivery Plan 11th February 2016 Transport & Highways Committee report
- Highway Infrastructure Asset Management Plan (HIAMP) 12th November 2015 Transport & Highways Committee report

Electoral Division(s) and Member(s) Affected

- All

Sub-block/scheme	District	Electoral Division	Scheme budget (£000)
Access to local facilities			
Sheepwash Lane, Sutton in Ashfield - dropped kerbs	Ashfield	Sutton in Ashfield East	≤£10k
Skegby Road (across Lawns Road), Kirkby in Ashfield - dropped kerbs	Ashfield	Kirkby in Ashfield South	≤£10k
Goosemoor Bridge, Ordsall - new footbridge	Bassetlaw	Retford East	£200k-£250k
Retford footpath 11 - path upgrade	Bassetlaw	Retford West	£25k-£50k
Abbey Road (at Firs Road and Muriel Road), Beeston - dropped kerbs	Broxtowe	Beeston North	≤£10k
B6010 Nottingham Road, Giltbrook - toucan	Broxtowe	Beauvale	£75k-£100k
Marlborough Road / Abbey Road, Beeston - dropped kerbs	Broxtowe	Beeston North	≤£10k
Rights of Way signing improvements	Countywide	Various	≤£10k
Rights of Way upgrades	Countywide	Various	£10k-£25k
Arnold footpath 11 (Churchmoor Lane) - path upgrade	Gedling	Arnold North	£10k-£25k
Barnby Gate / Sherwood Avenue, Newark - pedestrian crossing facilities	Newark & Sherwood	Newark East / Collingham	£100k-£150k
Main Road (at Mount Pleasant and Walker's Yard), Radcliffe on Trent - dropped kerbs	Rushcliffe	Radcliffe on Trent	≤£10k
<u>Reserve schemes</u>			
Wharf Road, Retford - pedestrian crossing [subject to feasibility]	Bassetlaw	Retford West	£50k-£75k
Eastwood footpath 27 - path upgrade	Broxtowe	Eastwood	£10k-£25k
A60 Woodhouse Road/Yorke Street, Mansfield Woodhouse - refuge widening [subject to feasibility]	Mansfield	Mansfield North	£25k-£50k
Quarry Lane, Mansfield - footway widening [subject to feasibility]	Mansfield	Mansfield South	£25k-£50k
Westfield Lane/Broomhill Lane, Mansfield - junction improvements [subject to feasibility]	Mansfield	Mansfield West	£100k-£150k
A614, Ollerton - toucan [subject to feasibility]	Newark & Sherwood	Ollerton	£100k-£150k
Sub-block allocation			1280.00
External funding			25.00
Sub-block total			1305.00

Sub-block/scheme	District	Electoral Division	Scheme budget (£000)
Bus improvements			
Hucknall bus stop improvements	Ashfield	Hucknall	£50k-£75k
Kirkby Woodhouse hotspot management	Ashfield	Various	≤£10k
Portland College - shelter lighting improvements	Ashfield	Sutton in Ashfield East	≤£10k
Broxtowe Traffic Regulation Order and hotspot management - Nottsbus routes 510/511	Broxtowe	Various	£10k-£25k
Inham Road, Chilwell - bus stop access improvements	Broxtowe	Chilwell & Toton	≤£10k
Nuthall bus stop improvements	Broxtowe	Nuthall	≤£10k
Bus stop improvements (Members' requests)	Countywide	Various	£25k-£50k
Reactive shelter repair programme	Countywide	Various	£25k-£50k
Gedling bus stop access improvements	Gedling	Various	£50k-£75k
Gedling shelter refurbishment programme	Gedling	Various	£25k-£50k
A6191 Southwell Road West, Mansfield - bus stop access improvements	Mansfield	Mansfield South	≤£10k
Mansfield Statutory Quality Bus Partnership bus stop information trial	Mansfield	Various	≤£10k
St Philip Neri Church, Mansfield - shelter lighting improvements	Mansfield	Mansfield North	≤£10k
Newark hotspot management	Newark & Sherwood	Newark West, Newark East and Collingham	≤£10k
Ollerton hotspot management	Newark & Sherwood	Ollerton	≤£10k
Rushcliffe access improvements	Rushcliffe	Various	≤£10k

<i>Bus improvements (continued)</i> <i>Bus stop clearway programme</i>			£10k-£25k
A611 Nottingham Road, Hucknall - bus stop clearway	Ashfield	Hucknall	
Papplewick Lane, Hucknall - bus stop clearways (2 locations)	Ashfield	Hucknall	
Station Road, Sutton in Ashfield - bus stop clearway	Ashfield	Sutton in Ashfield East	
Sutton Road, Huthwaite - bus stop clearways (2 locations)	Ashfield	Sutton in Ashfield West	
High Grounds Road, Worksop - bus stop clearway	Bassetlaw	Worksop North	
Marjorie Street, Rhodesia - bus stop clearway	Bassetlaw	Worksop North	
Prince Charles Road, Worksop - bus stop clearway	Bassetlaw	Worksop North	
Shireoaks Common, Shireoaks - bus stop clearway	Bassetlaw	Worksop North	
Brookhill Street, Stapleford - bus stop clearway	Broxtowe	Bramcote & Stapleford	
Melbourne Road, Stapleford - bus stop clearway (3 locations)	Broxtowe	Bramcote & Stapleford	
Mornington Crescent, Nuthall - bus stop clearway	Broxtowe	Nuthall	
Victoria Road, Netherfield - bus stop clearway	Broxtowe	Carlton East	
Westdale Lane West, Mapperley - bus stop clearway	Gedling	Arnold South	
Wollaton Avenue, Gedling - bus stop clearway	Gedling	Carlton West	
High Street, Mansfield Woodhouse - bus stop clearway	Mansfield	Mansfield North	
Lindhurst Lane, Mansfield - bus stop clearway	Mansfield	Mansfield East	
Sub-block allocation			412.00
External funding			0.00
Sub-block total			412.00

Sub-block/scheme	District	Electoral Division	Scheme budget (£000)
Capacity improvements			
A617 Chesterfield Road North, Pleasley - yellow box	Mansfield	Mansfield West	≤£10k
<i>Reserve schemes</i>			
B1164/A6075 junction, Tuxford - traffic signals [subject to feasibility]	Bassetlaw	Tuxford	£50k-£75k
Sub-block allocation			100.00
External funding			0.00
Sub-block total			100.00

Sub-block/scheme	District	Electoral Division	Scheme budget (£000)
Cycling and health			
Cycle signing/parking	Countywide	Various	≤£10k
Arnold/Carlton strategic cycle route improvements (Local Growth Fund match funding)	Gedling	Various	£100k-£150k
Mansfield strategic cycle route improvements (Local Growth Fund match funding)	Mansfield	Various	> £250k
Newark strategic cycle route improvements (Local Growth Fund match funding)	Newark & Sherwood	Various	> £250k
<u>Reserve schemes</u>			
National Cycle Route (HS2 cycle route) [scheme dependent on national route funding]	Ashfield/Broxtowe	Various	£10k-£25k
A60 Loughborough Road, West Bridgford - toucan crossing [scheme dependent on securing external funding]	Rushcliffe	West Bridgford West	£75k-£100k
Sub-block allocation			625.00
External funding			0.00
Sub-block total			625.00

Sub-block/scheme	District	Electoral Division	Scheme budget (£000)
Environmental weight limits			
Advance environmental weight limit warning signs	Countywide	Various	£10k-£25k
Sub-block allocation			50.00
External funding			0.00
Sub-block total			50.00

Sub-block/scheme	District	Electoral Division	Scheme budget (£000)
Monitoring, development and design			
Advanced design of future schemes	Countywide	Various	£25k-£50k
Development of future years' integrated transport programmes	Countywide	Various	£150k-£200k
Technical surveys	Countywide	Various	£75k-£100k
Traffic monitoring	Countywide	Various	£100k-£150k
Sub-block allocation			450.00
External funding			0.00
Sub-block total			450.00

Sub-block/scheme	District	Electoral Division	Scheme budget (£000)
Parking			
Bathwood Drive, Sutton in Ashfield - residents' parking scheme	Ashfield	Sutton in Ashfield East	≤£10k
Forest Road, Annesley Woodhouse - waiting restrictions	Ashfield	Kirkby in Ashfield South	≤£10k
Ryton Street, Worksop - modifications to parking restrictions	Bassetlaw	Worksop West	≤£10k
Horsendale School, Nuthall - parking restrictions	Broxtowe	Nuthall	≤£10k
West Bridgford strategic parking review [locations to be determined]	Rushcliffe	West Bridgford West & West Bridgford Central & South	£10k-£25k
<u>Reserve schemes</u>			
Devonshire Street/Harrington Street, Worksop - residents' parking scheme (subject to assessment)	Bassetlaw	Worksop West	≤£10k
Eastgate, Worksop - residents' parking scheme (subject to assessment)	Bassetlaw	Worksop West	≤£10k
Retford railway station area [to tie in with Virgin Trains East Coast car park proposals]	Bassetlaw	Retford West	≤£10k
Broadgate Avenue, Beeston - waiting restrictions	Broxtowe	Beeston North	≤£10k
Pasture Road, Stapleford - parking	Broxtowe	Bramcote & Stapleford	≤£10k
Windsor Street, Beeston - residents' parking scheme	Broxtowe	Beeston South & Attenborough	≤£10k
Victoria Road, Netherfield - waiting restrictions	Gedling	Carlton East	≤£10k
St Margaret Street, Mansfield - residents' parking scheme	Mansfield	Mansfield South	≤£10k
Epperstone Road area, West Bridgford - residents' parking scheme	Rushcliffe	West Bridgford Central & South	≤£10k
Sub-block allocation			50.00
External funding			0.00
Sub-block total			50.00

Sub-block/scheme	District	Electoral Division	Scheme budget (£000)
Rail improvements			
East Midlands rail franchise	Countywide	Various	£10k-£25k
HS2 preparatory work	Ashfield / Broxtowe	Various	£25k-£50k
			0.00
		Sub-block allocation	50.00
		External funding	0.00
		Sub-block total	50.00

Sub-block/scheme	District	Electoral Division	Scheme budget (£000)
Safety improvements			
B6018 Church Hill Kirkby - Bend at Pennine Drive (Southern End) - high friction surfacing	Ashfield	Kirkby in Ashfield South	£10k-£25k
B6023 Priestsic Road / Northern Bridge Road mini-roundabout, Sutton-in-Ashfield - signing and lining	Ashfield	Sutton in Ashfield Central	£10k-£25k
Dalestorth Road / Forest Road, Sutton in Ashfield - surface upgrade and lining	Ashfield	Sutton in Ashfield Central	≤£10k
Kirkby Folly Road/Newark Road, Sutton in Ashfield - signing	Ashfield	Sutton in Ashfield East	£10k-£25k
A57 Gateford Road roundabout, Worksop - signage and drainage	Bassetlaw	Worksop East	£25k-£50k
A616 Mansfield Road south of Bonbusk (near Derbys border) - signing and lining	Bassetlaw	Tuxford	£10k-£25k
A620 Gainsborough Road, North Wheatley -speed limit reduction	Bassetlaw	Worksop North	£10k-£25k
A638 London Road / Grove Road, Retford - signing and lining	Bassetlaw	Retford East	≤£10k
Ashes Park Avenue, Worksop - street lighting upgrade	Bassetlaw	Worksop North	≤£10k
B6041 High Hoe Road, Worksop - signing and lining	Bassetlaw	Worksop East	≤£10k
B6045 Blyth Road near Crossley Hill Lane, north of Worksop - signing and lining	Bassetlaw	Worksop North East & Carlton	≤£10k
Claylands Avenue, Worksop - street lighting upgrade	Bassetlaw	Worksop North	£25k-£50k
Cliff Gate east of Markham Moor - signing and lining	Bassetlaw	Tuxford	≤£10k
Raymoth Lane, Worksop - toucan crossing modifications	Bassetlaw	Worksop North	£25k-£50k
Shrewsbury Road / Retford Road, Worksop - junction improvements	Bassetlaw	Worksop North	≤£10k
Stanley Street / Anston Avenue, Worksop - zebra improvements	Bassetlaw	Tuxford	≤£10k
A6005 Queens Road, Beeston (Humber Road to Read Avenue) - signing and lining	Broxtowe	Beeston South & Attenborough	≤£10k
A611 Watnall Road roundabout, Hucknall - signing and lining	Broxtowe	Hucknall	≤£10k
B6464 High Road / Cator Lane, Chilwell - signing	Broxtowe	Chilwell & Toton	≤£10k
Marlborough Road / Abbey Road, Beeston - traffic calming	Broxtowe	Beeston North	£10k-£25k
Station Road/Nether Street, Beeston - zebra crossing improvements	Broxtowe	Beeston South & Attenborough	≤£10k

Safety improvements (continued)			
Bonner Lane, Calverton - signing	Gedling	Calverton	≤£10k
Coppice Road, Arnold - speed management	Gedling	Arnold North	£25k-£50k
Oakdale / Douglas Avenue, Bakersfield - signing and lining	Gedling	Carlton West	≤£10k
Standhill Road, Carlton - traffic calming	Gedling	Carlton West	£25k-£50k
A60 Nottingham Road / A617 MARR, Mansfield - traffic signal modifications	Mansfield	Sutton-in-Ashfield East	≤£10k
A60 south of Market Warsop - street lighting upgrade	Mansfield	Warsop	£10k-£25k
A6009 Rosemary Street, Mansfield - speed management [contribution towards County capital scheme]	Mansfield	Mansfield South	> £250k
A6009 St Peters Way / A6191 Ratcliffe Gate, Mansfield - signing	Mansfield	Mansfield North	≤£10k
A6009 St Peters Way / Albert Road, Mansfield - traffic signal modifications	Mansfield	Mansfield North	≤£10k
A6075 Debdale Lane / Sherwood Street / Priory Square, Mansfield Woodhouse - traffic signal modifications	Mansfield	Mansfield South	≤£10k
A6075 Welbeck Road / Morrisons entrance, Mansfield - signing and lining	Mansfield	Mansfield North	≤£10k
A6117 Butt Lane / Church Lane, Mansfield Woodhouse - signing and lining	Mansfield	Mansfield North	≤£10k
A6191 Southwell Road West / Big Barn Lane, Mansfield - signing	Mansfield	Mansfield East	≤£10k
Wood Street, Mansfield - kerblin amendments and lining	Mansfield	Mansfield West	£25k-£50k
A612 Nottingham Road, east of Bulcote - drainage improvements	Newark & Sherwood	Southwell & Caunton	≤£10k
A617 east of Kirklington - signing and lining	Newark & Sherwood	Southwell & Caunton	£10k-£25k
B6020 Warsop Lane - Mansfield Road (at its junction with Blidworth Lane), Blidworth - lining	Newark & Sherwood	Blidworth	≤£10k
B6386 Southwell Road, bend at Old Hall Nurseries (south-west of Blind Lane), Oxton - signing and lining	Newark & Sherwood	Farnsfield & Lowdham	≤£10k
Grange Lane, Cotham - signing and lining	Newark & Sherwood	Farnsfield & Lowdham	≤£10k
Main Street (near Glovers Lane), Balderton - junction improvement	Newark & Sherwood	Farnsfield & Lowdham	£10k-£25k
Shire Lane-Claypole Lane / Great North Lane, Balderton - signing and lining	Newark & Sherwood	Farnsfield & Lowdham	≤£10k
A606 / Tollerton Lane, Tollerton - signal modifications	Rushcliffe	Soar Valley	£10k-£25k
Kegworth Road / Gotham Road, West Leake Crossroads - signing and lining	Rushcliffe	Ruddington	≤£10k
Melton Lane, Sutton Bonington - signing	Rushcliffe	Soar Valley	≤£10k
Trent Boulevard, West Bridgford - street lighting upgrade	Rushcliffe	West Bridgford Central & South	≤£10k
Sub-block allocation			720.00
External funding			0.00
County capital			350.00
Sub-block total			1070.00

Sub-block/scheme	District	Electoral Division	Scheme budget (£000)
Smarter choices			
<i>Potential match funding for Access Fund Bid:</i>			
Personalised travel planning in Daybrook and West Bridgford	Gedling / Rushcliffe	Various	£10k-£25k
Sustainable transport infrastructure capital grants for workplaces	Mansfield / Newark & Sherwood	Various	£10k-£25k
Personalised travel planning in Mansfield and Newark	Mansfield / Newark & Sherwood	Various	£10k-£25k
Workplace travel planning in Mansfield and Newark	Mansfield / Newark & Sherwood	Various	£10k-£25k
Sub-block allocation			110.00
External funding			0.00
Sub-block total			110.00

Sub-block/scheme	District	Electoral Division	Scheme budget (£000)
Speed management			
B6020 Blidworth Avenue/Diamond Avenue, Kirkby in Ashfield - 40mph buffer [subject to further assessment]	Ashfield	Kirkby in Ashfield North/Kirkby in Ashfield South	≤£10k
A638 Great North Road, Barnby Moor to Torworth - extension of 40mph speed limit/ speed limit reduction to 50mph [subject to further assessment]	Bassetlaw	Misterton	≤£10k
Main Street, Scaftworth - speed limit reduction to 30mph [subject to further assessment]	Bassetlaw	Misterton	≤£10k
A6002 Coventry Lane, Bramcote - speed limit reduction to 50mph [subject to further assessment]	Broxtowe	Bramcote & Stapleford	≤£10k
B6031 Carter Lane, Warsop Vale - relocation of 30mph speed limit [subject to further assessment]	Mansfield	Warsop	≤£10k
A612 Nottingham Road, Southwell to Thurgarton - speed limit reduction to 50mph [subject to further assessment]	Newark & Sherwood	Southwell & Caunton/Farnsfield & Lowdham	≤£10k
B6386 Southwell Road, Oxtun to Southwell - speed limit reduction to 50mph [subject to further assessment]	Newark & Sherwood	Southwell & Caunton/Farnsfield & Lowdham	≤£10k

<i>Speed management (continued)</i> <i>Interactive speed signs</i> (each sign costs approximately £7,500) Papplewick Lane, Hucknall north-east of Hayden Lane) - interactive speed sign A60 Sandy Lane, Worksop (west of Sandy Lane Ind Estate) - interactive speed sign A616 Budby Road, Cuckney (west of Old Mill Lane) - interactive speed sign A638 North Road, Retford (south-east of Randall Way) - interactive speed sign Shireoaks Common, Shireoaks (north-east of Woodside Road) - interactive speed sign Sutton Lane, Sutton cum Lound (south-east of Station Road) - interactive speed sign Chapel Lane, Ravenshead (north of Longdale Lane) - interactive speed sign B6031 Bishops Walk, Church Warsop (east of Grove Road) - interactive speed sign Netherfield Lane, Meden Vale (outside Three Lions Pub) - interactive speed sign Leake Road, north-west of East Leake - interactive speed sign <i>Reserve schemes</i> B6018 Mansfield Road, Selston (south-east of Manitoba Way) - interactive speed sign Eakring Road, Mansfield (north-east of Bradforth Avenue) - interactive speed sign B6030 Mansfield Road, Kings Clipstone to Clipstone - speed limit reduction to 50mph to Cavendish Island/40mph from Cavendish Island to Clipstone [subject to securing external funding and further assessment]	Ashfield Bassetlaw Bassetlaw Bassetlaw Bassetlaw Bassetlaw Gedling Mansfield Mansfield Rushcliffe Ashfield Mansfield Newark & Sherwood	Hucknall Worksop West Tuxford Retford West Worksop North Misterton Newstead Warsop Warsop Soar Valley Selston Mansfield East Rufford	≤£10k ≤£10k ≤£10k ≤£10k ≤£10k ≤£10k ≤£10k ≤£10k ≤£10k ≤£10k ≤£10k ≤£10k ≤£10k
Sub-block allocation			250.00
External funding			0.00
Sub-block total			250.00

Appendix 2 - capital maintenance programme

Sub-block/scheme	District	Scheme budget (£000)
Bridges		
B6040 Watson Road Bridge - Waterproof concrete extensions	Bassetlaw	£25k - £50k
A620 Culvert near the Gables, Saundby - Parapet replacement	Bassetlaw	≤£10k
A6009 Pelham Street Footbridge - Bearing and concrete repairs	Mansfield	£10k - £25k
Muskham River Bridge - Parapet repairs	Newark	£75k - £100k
North Muskham Railway Bridge - Concrete repairs	Newark	£75k - £100k
Newark Town Bridge - Masonry and fender repairs	Newark	£10k - £25k
Eakring Road Bridge - Waterproofing	Newark	£25k - £50k
Roehoe Culvert Melton Road - Culvert reconstruction	Rushcliffe	£25k - £50k
RoW Bridge repairs	Countywide	£200k - £250k
Minor Bridge painting	Countywide	£50k - £75k
General repairs work	Countywide	>£250k
Minor Concrete repairs	Countywide	£25k - £50k
Bridges and Culverts miscellaneous work	Countywide	≤£10k
Principal Inspections	Countywide	£200k - £250k
Emergency repairs	Countywide	£75k - £100k
Sub-block total		£1,276

Sub-block/scheme	District	Scheme budget (£000)
Carriageway maintenance - Principal classified road network (A roads)		
A611 Wood Lane Island, Hucknall - Resurfacing	Ashfield	£100k - £150k
A57 Broad Gate, Darlton - Resurfacing	Bassetlaw	£75k - £100k
A632 Main Road, Nether Langwith - Resurfacing	Bassetlaw	£25k - £50k
A6005 By-Pass Road, Chilwell - Resurfacing	Broxtowe	£100k - £150k
A612 Burton Road / Nottingham Road, Burton Joyce - Structural patching	Gedling	£150k - £200k
A6191 Southwell Road West, Mansfield - Resurfacing	Mansfield	£100k - £150k
A614 Ollerton Roundabout - Resurfacing	Newark and Sherwood	£75k - £100k
A617 Kelham Road, Kelham - Resurfacing / patching	Newark and Sherwood	£50k - £75k
A6011 Radcliffe Road, West Bridgford - Structural patching	Rushcliffe	£150k - £200k
A606 Melton Road, Tollerton - Structural patching	Rushcliffe	£100k - £150k

Appendix 2 - capital maintenance programme

<i>Principal classified road network (A roads) (continued)</i>		
<u>Reserve Schemes</u>		
A638 London Road, Retford - Resurfacing	Bassetlaw	£100k - £150k
A6002 Coventry Lane, Bramcote (Phase 2) - Structural patching	Broxtowe	£100k - £150k
A6117 Old Mill Lane, Mansfield - Resurfacing	Mansfield	£75k - £100k
Sub-block total		£1,300

Sub-block/scheme	District	Scheme budget (£000)
Carriageway maintenance - Non-principal classified road network (B & C roads)		
B6026 Huthwaite Road, Sutton in Ashfield - Structural patching	Ashfield	£50k - £75k
B6027 Common Road, Huthwaite - Reconstruction	Ashfield	£100k - £150k
B600 Alferton Road, Underwood - Resurfacing	Ashfield	£75k - £100k
C222 Carsic Road, Sutton in Ashfield (Phase 1) - Resurfacing	Ashfield	£75k - £100k
B1403 Church Street, Misterton - Resurfacing	Bassetlaw	£100k - £150k
B6387 Retford Road, Haughton - Major patching / binder course inlay	Bassetlaw	£100k - £150k
C108 Wood Lane, Tresswell - Major patching / binder course inlay	Bassetlaw	£100k - £150k
B6003 Pasture Road, Stapleford - Resurfacing	Broxtowe	£50k - £75k
B6010 Nottingham Road, Giltbrook - Resurfacing	Broxtowe	£75k - £100k
C166 Westdale Lane, Carlton - Resurfacing	Gedling	£100k - £150k
B684 Plains Road, Mapperley - Resurfacing	Gedling	£100k - £150k
C167 Main Street, Woodborough - Structural patching	Gedling	£75k - £100k
B6011 Main Street, Linby - Structural patching	Gedling	£50k - £75k
B6030 Clipstone Road East, Forest Town - Resurfacing	Mansfield	£75k - £100k
C6 Netherfield Lane, Meden Vale - Surface dressing and drainage improvements (A.I.U)	Mansfield	£100k - £150k
C142 Littleworth, Mansfield - Resurfacing	Mansfield	£50k - £75k
C3 Bowbridge Road, Newark - Resurfacing	Newark and Sherwood	£150k - £200k
C17 Staythorpe Road / Fiskerton Road, Rolleston - Resurfacing	Newark and Sherwood	£150k - £200k
C49 Kirklington Road, Bilsthorpe - Resurfacing	Newark and Sherwood	£75k - £100k
C28 Bingham Road, Langar - Patching for Surface Dressing (A.I.U)	Rushcliffe	£100k - £150k
C18 Kinoulton Road, Cropwell Bishop - Structural patching	Rushcliffe	£75k - £100k
C48 Leake Road, Gotham (Ridgeway) - In lay surfacing	Rushcliffe	£100k - £150k
C51 West Leake Lane, Kingston - Haunching / structural patching	Rushcliffe	£50k - £75k
C58 Brecks Lane, Sibthorpe - Structural patching	Rushcliffe	£50k - £75k

<i>Non-principal classified road network (B & C roads) (continued)</i>		
<u>Reserve Schemes</u>		
<i>C96 Church Lane, Selston - Resurfacing</i>	<i>Ashfield</i>	<i>£50k - £75k</i>
<i>B6045 Carlton Road, Worksop - Resurfacing</i>	<i>Bassetlaw</i>	<i>£150k - £200k</i>
<i>B6010 Nottingham Road, Giltbrook - Resurfacing</i>	<i>Broxtowe</i>	<i>£50k - £75k</i>
<i>B6030 Mansfield Road, Clipstone - Resurfacing</i>	<i>Newark and Sherwood</i>	<i>£100k - £150k</i>
<i>C97 Gonalston Lane, Gonalston - Resurfacing</i>	<i>Newark and Sherwood</i>	<i>£100k - £150k</i>
Sub-block total		£2,700

Sub-block/scheme	District	Scheme budget (£000)
Carriageway maintenance - Unclassified road network		
Redcliffe Street, Sutton in Ashfield - Resurfacing	Ashfield	£50k - £75k
St. Patrick's Road / Greenwood Avenue, Hucknall (Phase 1) - Resurfacing	Ashfield	£50k - £75k
West Street, Hucknall - Resurfacing	Ashfield	£100k - £150k
Droversdale Road, Bircotes - Resurfacing	Bassetlaw	£150k - £200k
Beech Road, Harworth - Resurfacing	Bassetlaw	£75k - £100k
Sycamore Road, Carlton in Lindrick - Resurfacing	Bassetlaw	£25k - £50k
Le Brun Square, Carlton in Lindrick - Resurfacing	Bassetlaw	£25k - £50k
Bramcote Avenue, Chilwell - Resurfacing	Broxtowe	£150k - £200k
Bridle Road, Bramcote - Resurfacing	Broxtowe	£50k - £75k
Main Street, Newthorpe (Phase 1) - Resurfacing	Broxtowe	£50k - £75k
Meadow Lane, Chilwell - Resurfacing	Broxtowe	£25k - £50k
Weaverthorpe Road, Woodthorpe - Resurfacing	Gedling	£50k - £75k
Robinson Road, Mapperley - Resurfacing	Gedling	£50k - £75k
Larkspur Avenue, Arnold - MicroAsphalt	Gedling	£75k - £100k
Ramsey Drive, Arnold - Resurfacing	Gedling	£150k - £200k
Gladstone Street, Mansfield Woodhouse - Resurfacing	Mansfield	£10k - £25k
Park Avenue, Mansfield - Resurfacing	Mansfield	£25k - £50k
Harrop White Road, Mansfield - Resurfacing	Mansfield	£100k - £150k
Stella Street, Mansfield - Resurfacing	Mansfield	£50k - £75k
Forest Road, Clipstone - Resurfacing	Newark and Sherwood	£150k - £200k
Brockton Avenue, Farndon - Resurfacing	Newark and Sherwood	£75k - £100k
Milner Street, Newark - Resurfacing	Newark and Sherwood	£75k - £100k
Beech Avenue, Ollerton - Resurfacing	Newark and Sherwood	£50k - £75k

Appendix 2 - capital maintenance programme

<i>Unclassified road network (continued)</i>		
Mona Road, Lady Bay - Resurfacing	Rushcliffe	£75k - £100k
Woodview, Cotgrave - Resurfacing	Rushcliffe	£100k - £150k
Rutland Road, Lady Bay - Resurfacing	Rushcliffe	£25k - £50k
The Square, Keyworth - Resurfacing	Rushcliffe	£25k - £50k
Queensbury Avenue, West Bridgford - Resurfacing	Rushcliffe	£25k - £50k
Stanhope Square, West Bridgford - Resurfacing	Rushcliffe	£25k - £50k
 <u><i>Reserve List</i></u>		
<i>Linwood Crescent, Eastwood - Resurfacing</i>	<i>Broxtowe</i>	<i>£50k - £75k</i>
<i>Marlborough Road, Beeston - Resurfacing</i>	<i>Broxtowe</i>	<i>£25k - £50k</i>
<i>Woodland Road, Forest Town - Resurfacing</i>	<i>Mansfield</i>	<i>£50k - £75k</i>
<i>Grove Street, Retford - Resurfacing</i>	<i>Bassetlaw</i>	<i>£50k - £75k</i>
<i>Woodland Drive, Mansfield - Resurfacing</i>	<i>Mansfield</i>	<i>£50k - £75k</i>
<i>Spring Lane, Balderton - Resurfacing</i>	<i>Newark and Sherwood</i>	<i>£50k - £75k</i>
	Sub-block total	£2,700

Sub-block/scheme	District	Scheme budget (£000)
Footway maintenance		
Ashlands Close, Sutton in Ashfield	Ashfield	£25k - £50k
Belmont Road, Nuncargate	Ashfield	£25k - £50k
Flood Road, Beckingham - Sheet pile reinforcement and resurfacing	Bassetlaw	£25k - £50k
Meadow Way, Harworth - Resurfacing	Bassetlaw	£25k - £50k
Hirst Road, Retford - Resurfacing	Bassetlaw	£25k - £50k
New Eaton Road, Stapleford (Phase 3)	Broxtowe	£75k - £100k
Southcliffe Road, Carlton - Reconstruct footway and kerbing	Gedling	£75k - £100k
Willow Wong Estate, Burton Joyce - Slurry seal	Gedling	£25k - £50k
High Street, Mansfield Woodhouse - Joint maintenance on flagging	Mansfield	£25k - £50k
The Woodlands, Winthorpe	Newark and Sherwood	£50k - £75k
Woodlands Close, Newark	Newark and Sherwood	£25k - £50k
The Rushes and Holland Close, Gotham - Pre-patch and slurry seal	Newark and Sherwood	£50k - £75k
Woodgate Road, East Leake - Pre-patch and slurry seal	Newark and Sherwood	£50k - £75k
Ashfield Slurry sealing programme - Slurry seal	Ashfield	£75k - £100k
Bassetlaw Slurry sealing programme - Slurry seal	Bassetlaw	£25k - £50k

Appendix 2 - capital maintenance programme

Footway maintenance (continued) Broxtowe Slurry sealing programme - Slurry seal Gedling Slurry sealing programme - Slurry seal Mansfield Slurry sealing programme - Slurry seal Newark and Sherwood Slurry sealing programme - Slurry seal Rushcliffe Slurry sealing programme - Slurry seal	Broxtowe	£25k - £50k
	Gedling	£25k - £50k
	Mansfield	£100k - £150k
	Newark and Sherwood	£25k - £50k
	Rushcliffe	£25k - £50k
<u>Reserve List</u> <i>Bramcote Drive, Retford - Resurfacing</i> <i>Barrett Crescent, Attenborough</i> <i>Milton Crescent, Ravenshead</i> <i>St Peters Close, Farndon</i>	<i>Bassetlaw</i> <i>Broxtowe</i> <i>Gedling</i> <i>Newark and Sherwood</i>	<i>£25k - £50k</i> <i>£50k - £75k</i> <i>£25k - £50k</i> <i>£25k - £50k</i>
Sub-block total		£1,175

Sub-block/scheme	District	Scheme budget (£000)
Drainage		
Ashfield Miscellaneous Structural Drainage	Ashfield	£10k - £25k
Church Street, Kirkby in Ashfield	Ashfield	£25k - £50k
Bassetlaw Miscellaneous Structural Drainage	Bassetlaw	£10k - £25k
Steetley Lane, Shireoaks	Bassetlaw	£10k - £25k
High Street, Gringley on the Hill	Bassetlaw	£10k - £25k
Shireoaks Common, Shireoaks	Bassetlaw	£10k - £25k
B1403 Walkeringham Road, Walkeringham	Bassetlaw	£10k - £25k
Broxtowe Miscellaneous Structural Drainage	Broxtowe	£25k - £50k
Gedling Miscellaneous Structural Drainage	Gedling	£25k - £50k
Mansfield Miscellaneous Structural Drainage	Mansfield	≤£10k
Clipstone Road West, Forest Town	Mansfield	£75k - £100k
Newark and Sherwood Miscellaneous Structural Drainage	Newark and Sherwood	≤£10k
Village Way, Farndon - New system required	Newark and Sherwood	£25k - £50k
Holmwood Road, Rainworth - Renewal of soakaways	Newark and Sherwood	£10k - £25k
Church Street, Sutton on Trent - Renewal of soakaways	Newark and Sherwood	£10k - £25k
Rushcliffe Miscellaneous Structural Drainage	Rushcliffe	£25k - £50k
Sub-block total		£500

Appendix 2 - capital maintenance programme

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

Sub-block/scheme	District	Scheme budget (£000)
Surface dressing (added protection to the carriageway surface, sealing it from the ingress of water while also enhancing its skid resistance, including pre-patching)		
A611 Hucknall Bypass, Hucknall	Ashfield	£50k - £75k
Carnarvon Grove, Sutton in Ashfield	Ashfield	£10k - £25k
Charles Street, Sutton in Ashfield	Ashfield	£10k - £25k
High Street, Huthwaite	Ashfield	≤£10k
Leyton Avenue, Sutton in Ashfield	Ashfield	£10k - £25k
Lindrick Road, Kirkby in Ashfield	Ashfield	£25k - £50k
Pleasley Road, Teversal	Ashfield	£75k - £100k
A631 Gringley Duals	Bassetlaw	£100k - £150k
Ainesdale Green, Retford	Bassetlaw	≤£10k
Allsop Drive, Worksop	Bassetlaw	≤£10k
Ashley Court, Worksop	Bassetlaw	≤£10k
B6041 Gateford Road, Worksop	Bassetlaw	£75k - £100k
Bean Avenue, Worksop	Bassetlaw	≤£10k
Beechcroft, Worksop	Bassetlaw	≤£10k
Birkdale Grove, Retford	Bassetlaw	≤£10k
Bracebridge Avenue, Worksop	Bassetlaw	≤£10k
C69 Daneshill Road, Torworth	Bassetlaw	£100k - £150k
Canterbury Close, Worksop	Bassetlaw	≤£10k
Claters Close, Retford	Bassetlaw	£10k - £25k
Conrad Close, Worksop	Bassetlaw	≤£10k
Cornwall Road, Retford	Bassetlaw	≤£10k
Coventry Drive, Worksop	Bassetlaw	≤£10k
Dryden Dale, Worksop	Bassetlaw	£10k - £25k
Durham Close, Worksop	Bassetlaw	≤£10k
Gleneagles Way, Retford	Bassetlaw	≤£10k

Surface dressing (continued)		
Goldthorpe Avenue, Langold	Bassetlaw	≤£10k
Gordon Close, Worksop	Bassetlaw	≤£10k
Greenacre Road, Worksop	Bassetlaw	≤£10k
Heathfield Gardens, Retford	Bassetlaw	≤£10k
Hillcrest Mews, Retford	Bassetlaw	£10k - £25k
Hillside Crescent, Worksop	Bassetlaw	≤£10k
Hirst Road, Retford	Bassetlaw	≤£10k
Holdenby Close, Retford	Bassetlaw	≤£10k
Kent Close, Worksop	Bassetlaw	≤£10k
Kingsway, Worksop	Bassetlaw	≤£10k
Lichfield Close, Worksop	Bassetlaw	≤£10k
Lockwood Drive, Retford	Bassetlaw	≤£10k
Monmoth Road, Worksop	Bassetlaw	≤£10k
New Inn Walk, Retford	Bassetlaw	≤£10k
Newton Street, Retford	Bassetlaw	≤£10k
Northwood, Worksop	Bassetlaw	≤£10k
Palmer Road, Retford	Bassetlaw	≤£10k
Park Lane, Retford	Bassetlaw	≤£10k
Primrose Way, Worksop	Bassetlaw	≤£10k
Ravenscroft, Worksop	Bassetlaw	≤£10k
Ribblesdale, Worksop	Bassetlaw	≤£10k
Richmond Road, Retford	Bassetlaw	≤£10k
Ringwood, Worksop	Bassetlaw	≤£10k
South Parade, Worksop	Bassetlaw	≤£10k
Southdene, Worksop	Bassetlaw	≤£10k
St Davids Close, Worksop	Bassetlaw	≤£10k
St Savors Close, Retford	Bassetlaw	≤£10k
Stanley Street, Retford	Bassetlaw	≤£10k
Sunfield Avenue, Worksop	Bassetlaw	≤£10k
Sunningdale, Retford	Bassetlaw	≤£10k
Sunnybank, Worksop	Bassetlaw	≤£10k
Sunnymede, Worksop	Bassetlaw	≤£10k
Thrumpton Close, Retford	Bassetlaw	≤£10k
Troon Court, Retford	Bassetlaw	≤£10k

Surface dressing (continued)		
Water Lane, Retford	Bassetlaw	≤£10k
Wentworth Close, Retford	Bassetlaw	≤£10k
Wessex Road, Worksop	Bassetlaw	≤£10k
Westfield Drive, Worksop	Bassetlaw	≤£10k
Winchester Close, Worksop	Bassetlaw	≤£10k
Wingfield Avenue, Worksop	Bassetlaw	£10k - £25k
Winston Green, Retford	Bassetlaw	≤£10k
Woodbeck Rise, Retford	Bassetlaw	≤£10k
Woodlands, Retford	Bassetlaw	≤£10k
Worcester Close, Worksop	Bassetlaw	≤£10k
A609 Ilkeston Road, Trowell	Broxtowe	£25k - £50k
Beech Avenue, Beeston Rylands	Broxtowe	£25k - £50k
Briar Road, Newthorpe Common	Broxtowe	≤£10k
Clover Rise, Newthorpe Common	Broxtowe	≤£10k
Cowper Road, Newthorpe Common	Broxtowe	≤£10k
Daisy Farm Road, Newthorpe Common	Broxtowe	£10k - £25k
East Crescent, Beeston Rylands	Broxtowe	£10k - £25k
Elswick Drive, Beeston Rylands	Broxtowe	≤£10k
Foxglove Road, Newthorpe Common	Broxtowe	≤£10k
Gorse Close, Newthorpe Common	Broxtowe	≤£10k
Laburnum Grove, Beeston Rylands	Broxtowe	≤£10k
Lavender Grove, Beeston Rylands	Broxtowe	≤£10k
Lily Grove, Beeston Rylands	Broxtowe	≤£10k
Lodge Road, Newthorpe Common	Broxtowe	£10k - £25k
Mayflower Road, Newthorpe Common	Broxtowe	≤£10k
Primrose Rise, Newthorpe Common	Broxtowe	≤£10k
Rolleston Drive, Newthorpe Common	Broxtowe	£10k - £25k
Rose Grove, Beeston Rylands	Broxtowe	≤£10k
Roy Avenue, Beeston Rylands	Broxtowe	≤£10k
Thistle Close, Newthorpe Common	Broxtowe	≤£10k
Thorn Drive, Newthorpe Common	Broxtowe	£10k - £25k
Violet Avenue, Newthorpe Common	Broxtowe	≤£10k
West Crescent, Beeston Rylands	Broxtowe	£10k - £25k
A614 Ollerton Road	Gedling	£75k - £100k

Surface dressing (continued)		
Bradman Gardens, Arnold	Gedling	≤£10k
Cowdrey Gardens, Arnold	Gedling	£10k - £25k
Graveny Gardens, Arnold	Gedling	≤£10k
Sobers Gardens, Arnold	Gedling	≤£10k
Trueman Gardens, Arnold	Gedling	≤£10k
Wembley Road, Arnold	Gedling	£10k - £25k
Nordean Road, Woodthorpe	Gedling	≤£10k
Woburn Rise, Woodthorpe	Gedling	≤£10k
Weaverthorpe Road, Woodthorpe	Gedling	£10k - £25k
Woodford Road, Woodthorpe	Gedling	≤£10k
Cambridge Gardens, Woodthorpe	Gedling	≤£10k
Fell Side, Woodthorpe	Gedling	≤£10k
Glenside, Woodthorpe	Gedling	≤£10k
Lambourne Gardens, Woodthorpe	Gedling	≤£10k
Walsingham Road, Woodthorpe	Gedling	£25k - £50k
Welbeck Gardens, Woodthorpe	Gedling	≤£10k
Willerby Road, Woodthorpe	Gedling	£10k - £25k
A6075 Abbott Road, Mansfield	Mansfield	£100k - £150k
Argyle Street, Mansfield	Mansfield	£10k - £25k
Ashwood Close, Mansfield Woodhouse	Mansfield	≤£10k
Balmoral Close, Mansfield Woodhouse	Mansfield	≤£10k
Buckingham Close, Mansfield Woodhouse	Mansfield	≤£10k
Dennor Drive, Mansfield Woodhouse	Mansfield	≤£10k
Dingley Close, Mansfield Woodhouse	Mansfield	≤£10k
Dormy Close, Mansfield Woodhouse	Mansfield	≤£10k
Gordon Avenue, Mansfield	Mansfield	£10k - £25k
Hall Street, Mansfield	Mansfield	£25k - £50k
Hamilton Street, Mansfield	Mansfield	≤£10k
Kensington Close, Mansfield Woodhouse	Mansfield	≤£10k
Leadale Crescent, Mansfield Woodhouse	Mansfield	≤£10k
Marples Avenue, Mansfield Woodhouse	Mansfield	£25k - £50k
Methuen Avenue, Mansfield	Mansfield	≤£10k
Newmarket Street, Mansfield	Mansfield	≤£10k
Norfolk Court, Mansfield Woodhouse	Mansfield	≤£10k

Surface dressing (continued)		
Reindeer Street, Mansfield	Mansfield	£10k - £25k
Sandringham Road, Mansfield Woodhouse	Mansfield	£10k - £25k
Smith Street, Mansfield	Mansfield	£25k - £50k
Welwyn Avenue, Mansfield Woodhouse	Mansfield	£10k - £25k
Wheatfield Crescent, Mansfield Woodhouse	Mansfield	£10k - £25k
A1133 High Street, Collingham	Newark and Sherwood	£75k - £100k
A614 Blyth Road	Newark and Sherwood	£100k - £150k
Birklands Avenue, Ollerton	Newark and Sherwood	≤£10k
Breck Bank Crescent, Ollerton	Newark and Sherwood	≤£10k
Breck Bank, Ollerton	Newark and Sherwood	£10k - £25k
Bridle Road, Halloughton	Newark and Sherwood	£25k - £50k
C57 Newark Road, Boughton	Newark and Sherwood	£25k - £50k
Cambridge Close, Rainworth	Newark and Sherwood	≤£10k
Cambridge Road, Rainworth	Newark and Sherwood	£10k - £25k
Cedar Lane, Ollerton	Newark and Sherwood	£10k - £25k
Chestnut Drive, Ollerton	Newark and Sherwood	£10k - £25k
Church Circle, Ollerton	Newark and Sherwood	£10k - £25k
Coopers Rise, Rainworth	Newark and Sherwood	£10k - £25k
Eaton Close, Rainworth	Newark and Sherwood	≤£10k
Harrow Close, Rainworth	Newark and Sherwood	≤£10k
Holly Rise, Ollerton	Newark and Sherwood	≤£10k
Lansbury Avenue, Ollerton	Newark and Sherwood	≤£10k
Larch Road, Ollerton	Newark and Sherwood	£25k - £50k
Lime Tree Road, Ollerton	Newark and Sherwood	£25k - £50k
Oxford Close, Rainworth	Newark and Sherwood	≤£10k
Petersmith Crescent, Ollerton	Newark and Sherwood	≤£10k
Petersmith Drive, Ollerton	Newark and Sherwood	£25k - £50k
Preston Road, Rainworth	Newark and Sherwood	£10k - £25k
Rochester Road, Rainworth	Newark and Sherwood	≤£10k
Rugby Road, Rainworth	Newark and Sherwood	£25k - £50k
Station Road, Rainworth	Newark and Sherwood	£10k - £25k
Tudor Crescent, Rainworth	Newark and Sherwood	≤£10k
Whitewater Road, Ollerton	Newark and Sherwood	£50k - £75k
C3 Sutton Lane, Elton on the Hill	Rushcliffe	£50k - £75k

Appendix 2 - capital maintenance programme

<i>Surface dressing (continued)</i>		
A606 Melton Road, Stanton on the Wolds	Rushcliffe	£25k - £50k
A606 Melton Road, Stanton on the Wolds	Rushcliffe	£75k - £100k
Adbolton Grove, Lady Bay	Rushcliffe	≤£10k
Belvoir Road, Lady Bay	Rushcliffe	≤£10k
Freeman Grove, Lady Bay	Rushcliffe	≤£10k
Gertrude Road, Lady Bay	Rushcliffe	£25k - £50k
Holme Road, Lady Bay	Rushcliffe	£10k - £25k
Julian Road, Lady Bay	Rushcliffe	£25k - £50k
Mona Road, Lady Bay (North section)	Rushcliffe	≤£10k
Lady Bay Road, Lady Bay	Rushcliffe	£25k - £50k
Melbourne Road, Lady Bay	Rushcliffe	≤£10k
Oakfields Road, Lady Bay	Rushcliffe	≤£10k
Pierrepoint Road, Lady Bay	Rushcliffe	£25k - £50k
Ropsey Crescent, Lady Bay	Rushcliffe	≤£10k
Rutland Road, Lady Bay	Rushcliffe	£75k - £100k
Woodland Road, Lady Bay	Rushcliffe	≤£10k
Moore Close, Lady Bay	Rushcliffe	≤£10k
Chatsworth Road, Lady Bay	Rushcliffe	≤£10k
Holme Grove, Lady Bay	Rushcliffe	≤£10k
Seymour Road, Lady Bay	Rushcliffe	£10k - £25k
<i>Reserve List</i>		
<i>Glenfield Avenue, Kimberley - MicroAsphalt</i>	<i>Broxtowe</i>	<i>≤£10k</i>
<i>Lawn Mill Road, Kimberley - MicroAsphalt</i>	<i>Broxtowe</i>	<i>≤£10k</i>
<i>Truman Street, Kimberley - MicroAsphalt</i>	<i>Broxtowe</i>	<i>≤£10k</i>
Sub-block total		£3,100

Sub-block/scheme	District	Scheme budget (£000)
Street lighting replacement/upgrades		
Works programme under development		
Sub-block total		£1,000

Appendix 2 - capital maintenance programme

Sub-block/scheme	District	Scheme budget (£000)
Salix Grant		
Lantern replacement in Newark and Bassetlaw		
Sub-block total		£1,567

Sub-block/scheme	District	Scheme budget (£000)
Traffic signal renewal		
Works programme under development		
Sub-block total		£320

Sub-block/scheme	District	Scheme budget (£000)
Safety fencing		
Works programme under development		
Sub-block total		£320

Sub-block/scheme	District	Scheme budget (£000)
Network structural patching		
Works programme under development		
Sub-block total		£1,000

17 November 2016**Agenda Item: 5****REPORT OF DIRECTOR OF PLACE DEPARTMENT****WEST BRIDGFORD STRATEGIC CYCLE NETWORK****Purpose of the Report**

1. The purpose of this report is to update Committee on the development of a strategic cycle network for West Bridgford.

Information and Advice**Policy/strategy background**

2. The Cycling Strategy Delivery Plan for Nottinghamshire detailing how the County Council, working with partners (including central government), aims to deliver cycling improvements in the county was approved at the 11th February 2016 Transport & Highways Committee meeting. The Delivery Plan was developed to help deliver national objectives and local corporate objectives, particularly those relating to the economy and health. Improved cycling access to local centres increases their vitality; improved cycling access to jobs and training can broaden jobseekers' travel horizons; well-planned leisure routes can increase the visitor offer and therefore improve the visitor economy; and car drivers that switch to cycling help reduce local congestion with resulting benefits to the economy.
3. Similarly, increasing cycling is a major theme in all government plans to improve the mental and physical health of the population, which in turn reduces the financial burden on the health service and lost productivity within the business economy. In addition to improving cycling safety, thereby reducing cycling casualties, cycling can help improve health through increased activity, as well as helping improve air quality by reducing the numbers of trips made by polluting vehicles.
4. One of the key elements in the Delivery Plan is to develop and deliver a prioritised high quality, joined up, safe, well connected cycle network in each of our towns linking neighbourhoods to jobs and other essential services; as well as links to wider cycle networks. Consultation on the Delivery Plan also revealed that the development of such networks is strongly supported by the public, with almost two thirds of respondents stating that the development and delivery of a safe, joined-up strategic cycle network should be the priority action in encouraging more people to cycle more often. Integrated transport block funding for cycling schemes is therefore now prioritised on a proposal's ability to deliver a strategic cycle network consistent with the Cycling Strategy Delivery Plan.

5. The types of schemes that will be delivered as part of a strategic cycle network were also approved by Transport & Highways Committee as part of the Delivery Plan. Such measures include on-road cycle lanes, shared-use facilities on the footway where there is sufficient width to accommodate both cyclists and pedestrians, signed-only routes, and off-road routes (such as along canals). The Delivery Plan also allows for the introduction of 20mph speed limits along signed cycle routes where it is not possible to introduce any formal cycling facilities but the reduced speed limit will encourage cyclists to use the route by improving the real or perceived safety of cyclists. The development of strategic cycle networks in the towns will also help focus future investment in cycling infrastructure and will assist the County Council in maximising other funding opportunities, including through the Local Enterprise Partnership and from developers to deliver them.
6. The County Council subsequently approved integrated transport funding in 2016/17 for the development and delivery of a strategic cycle network in West Bridgford. West Bridgford was selected due to the high number of housing planned (and link to the planned cycling improvements being funded by developers as part of this housing); to help address the two air quality management areas in West Bridgford; and its ability to link to planned cycling improvements being delivered by Nottingham City Council.

Development of the West Bridgford cycle network

7. A draft proposed network of cycling routes in West Bridgford was developed by County Council officers to deliver a coherent, joined-up north-south, east-west and orbital route to improve cycling access to jobs, training (including schools) and other services in the town, as well as in nearby Nottingham City. Discussions on the proposals were then held with the local County Council members and interested local groups (such as the cycling group Pedals and representatives from the local area forum) to refine the proposals before formal consultation was undertaken.
8. Following these refinements, public consultation on the proposals, including mail-shots to those along the proposed routes, four public events and on-line information, was carried out in July and August 2016. The aim of the consultation was to establish if the local residents supported the cycling improvements generally; to gather concerns/comments about the proposed routes; to identify preferred routes where more than one option had been identified along a section of the route; and to rank the proposed routes to identify those that consultees felt would provide the greatest benefit.
9. Approximately 200 people attended the public events, and 238 written responses were received on the proposals (including letters, emails and completed on-line and paper questionnaire responses). Of those who responded:
 - All but 7% lived in West Bridgford; with 61% living on one of the proposed routes
 - Almost a fifth do not currently cycle
 - Almost 50% of cycling undertaken was wholly in West Bridgford
 - Almost 90% support the delivery of improved cycling facilities in West Bridgford.
10. Only a very small number of objections to the proposals were received and these objections and the County Council's response to them is detailed in Appendix 1 to this report. It can be seen that the County Council has been able to accommodate all but three of the objections made, which all relate to a short section of existing bridleway (route 2a on the attached

Appendix 1). As this section of the proposed route is an existing bridleway, cycling is already permitted on it, and therefore the widening of the bridleway will in fact improve the existing conditions.

11. The consultation has enabled the Council to identify a prioritised strategic cycle network for West Bridgford made up of the types of route approved as part of the Delivery Plan. The proposed network will comprise approximately 17 miles of routes, which is shown in Appendix 2, and provide a central north-south route as well as a circular route around the town. It reflects both the County Council's and respondents' priorities; provides improved access to jobs, training and services; and links to Nottingham City Council's strategic cycle route alongside the tram. The proposed network will be made up of the following routes:

Central north-south route – *highlighted as route no.1 on the attached plan*

This route extends from the Musters Road/Bridgford Road junction south to the Wheatcroft Island. It links to proposed routes 3, 4 and 5 described below and consists of:

- a new shared-use facility on the footway between the proposed Wheatcroft development and Melton Gardens which is to be provided by the developer
- a new on-road cycle lane between Melton Gardens and Melton Road shops
- a new 20mph speed limit signed-only route along Melton Road (including outside the parades of shops) between its junctions with Rectory Road and Devonshire Avenue
- a new 20mph speed limit signed-only route along Musters Road between its junctions with Bridgford Road and Rectory Road (including outside the parades of shops, the medical centre and school).

A circular route made up of the following four elements:

Western north-south route – *highlighted as route no.2 on the attached plan*

This route extends from the existing cycle route alongside NET tram line south to the Walcote Drive/A60 junction and consists of:

- existing off-road routes from the cycle route alongside the NET tram line along Wilford Lane to Walcote Drive (the upgrading of a section of the route will be sought as part of proposed new development near Wilford Lane)
- a new signed-only route along Walcote Drive.

Southern east-west route – *highlighted as route no.3 on the attached plan*

The circular route then continues from the Walcote Drive/Loughborough Road junction to the Boundary Road/Melton Road junction and consists of:

- a new signed-only route along Loughborough Road from Walcote Drive to Boundary Road utilising the service road which runs adjacent to it
- the existing signed-only route along Boundary Road between Loughborough Road and Melton Road.

Eastern north-south route – *highlighted as route no.4 on the attached plan*

The circular route then continues south from Melton Road, along Village Street and Wellin Lane before extending north to link to the existing routes alongside the River Trent and consists of:

- a new signed-only route along Village Street
- existing off-road routes through Gamston (although there will be improvements to these routes where there are pinch points or maintenance requirements) including the existing bridleways

- the existing signed-only 20mph speed limit routes through to Lady Bay.

Northern east-west route – *highlighted as route no.5 on the attached plan*

The circular route also provides links from the A52 in the east and the existing cycle route alongside the NET tram line west of the town and consists of:

- enhancements to the existing off-road from the A52 through Gamston
- the existing signed-only route along Eltham Road
- new 20mph speed limit signed-only routes along Gordon Road outside the parade of shops; between Gordon Road and Melton Road; and on Devonshire Road (between Musters Road and Melton Road)
- the existing signed-only route between Musters Road and Collington Way
- the existing off-road routes from Collington Way to the cycle route alongside the NET tram line (although there will be improvements to these routes where there are pinch points or maintenance requirements).

12. In addition to the integrated transport block funding allocated towards the delivery of the strategic cycle networks, work is ongoing to identify, secure and maximise external funding opportunities to fund their delivery, including:

- Developer contributions, such as the cycling improvements already secured (e.g. s278 works as part of the Sharphill Woods development); as well as smaller s106 funding available from developments along the proposed routes
- Local Growth Fund contributions from the D2N2 Sustainable Transport Package allocation on which a decision should be made shortly (the four D2N2 highway authorities have put forward scheme suggestions that will help deliver the criteria for this funding package; consultants are currently finalising the business case for this package to meet the LEP's local assurance framework).

13. Whilst the scheme is still subject to the necessary consultation, negotiation/permissions from landowners, statutory undertakings and other issues arising from detailed scheme design, works are scheduled to start construction and be substantially complete this financial year. The delivery of the sections of the proposed network which will be funded by developer contributions will, however, be dependent on the delivery timescales, build-out rates, and planning conditions for the relevant developments.

Other Options Considered

14. A number of options (including alternative routes and types of facilities) have been considered and discounted as part of the scheme development, as set out within this report. These decisions were based on comments received from the public, members and stakeholder groups as part of the consultation on the proposals; as well as the ability of the proposed network to deliver its objectives. Not having a strategic cycle network was also an option available to the County Council. This option was, however, rejected as it was considered that this would not help deliver the County Council's objectives, particularly those relating to the economy and health, as set out in paragraphs 2-6 of this report.

Reason/s for Recommendation/s

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

Statutory and Policy Implications

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

RECOMMENDATION/S

- 1) It is recommended that Committee:
Note the content of this report.

Tim Gregory - Corporate Director Place Department

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

Constitutional Comments (RHC 08/11/2016)

17. Transport & Highways Committee is the appropriate body to note the contents of this report.

Financial Comments (GB 04/11/2016)

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

Background Papers and Published Documents

- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- Nottinghamshire Local Transport Plan Implementation Plan 2015/16-2017/18
- Nottinghamshire Local Transport Plan Evidence Base 2010

- Nottinghamshire Cycling Strategy Delivery Plan 11th February 2016 Transport & Highways Committee report

Electoral Division(s) and Member(s) Affected

- West Bridgford Central and South
- West Bridgford West

Appendix 1 – West Bridgford strategic cycle routes

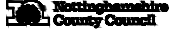
Summary of objections received as part of the public consultation

Consultation route reference	Objection	No of resident complaints received on this point	County Council's response
Route 1	Shared-use cycle route on the footway on Davies Road will cause conflict between cyclists and pedestrians, and risk of collision with vehicles exiting drives due to limited visibility. Expensive option given the available current signed route along the much quieter Eltham Road than runs parallel.	10	This route proposal will not be progressed, with the route connection being realigned along Eltham Road as suggested.
Route 2a	Shared use off road route along footpath between Beckside & Wellin Lane will cause conflict between cyclists and pedestrians particularly during school drop off times.	1	The proposal would include an increased path width to 2.5m, wider access points, removal of 90 degree bend blind spots along route. As this section of the proposed route is an existing bridleway, you are already permitted to cycle on it, and therefore the proposed improvements to the bridleway will in fact improve the existing conditions.
Route 2a	Shared use off road route along bridleway 14 will cause conflict between cyclists and pedestrians, dog walkers, joggers, etc	2	The proposal would include an increased path width to 3m, ensure clear lines of sight with signage & features to encourage cyclists to consider other route users. As this section of the proposed route is an existing bridleway, you are already permitted to cycle on it, and therefore the proposed improvements to the bridleway will in fact improve the existing conditions.
Route 3	Shared-use cycle route on the footway on Melton Road will increase risk of collision with vehicles exiting drives due to limited visibility	2	The shared use cycle route on the footway will not be progressed. The proposal now if for on carriageway cycle lanes in both directions
Route 3	Melton Road just too busy for safe cycling and	1	The proposed new reduced speed limit, full width

	likely to get busier.		cycle lanes and adjusted TRO will improve safety for cyclists along this route.
Route 3	New shared use cycle route on verge along Melton Road likely to have limited use, loss of grass verge would affect surface water management and significant pinch points would make this difficult to achieve	2	The works at this location on Melton Rd are part of a developer commitment relating to Sharp Hill / new Waitrose. As such it is only a route connector, not part of the NCC scheme to be delivered.
Route 4	Short section of shared use cycle route on footway of Boundary Road from Melton Road to Rushcliffe School will cause conflict between cyclists and pedestrians, and risk of collision with vehicles exiting drives due to limited visibility.	13	The proposed short section of shared use cycle route on footway of Boundary Road to Rushcliffe school will not be progressed. Amendments to the existing crossing arrangements will be made to ensure clear crossing points and safe close access back onto the carriageway.
Route 5	Shared-use cycle route on the footway outside Jesse Gray Primary School on Musters Road will cause conflict between school children and cyclists.	29	The shared-use facility on Musters Road will not be progressed. An alternative, more popular, on-road route along Melton Road will be delivered.
Route 5	Shared-use cycle route on the footway of Musters Road will increase risk of collision with vehicles exiting drives due to limited visibility and with pedestrians, particularly on the steep hill where speeds are likely to be higher.	4	The shared-use facility on Musters Road will not be progressed. An alternative, more popular, on-road route along Melton Road will be delivered. The lower northern section of Musters Road will be designated a 20mph zone.
Route 6	On-road cycle route on Loughborough Road near Heyman Primary and West Bridgford schools will cause problems for cyclists and parental parking at school start/finish times.	6	This section of the Loughborough Road proposals will not be progressed.
Route 6	Signed route on section of service road is private road. Council maintain pavement & road but resident states it is not adopted. Request that signs be installed stating it is a private road & to keep off the grass.	1	Service road shown as adopted on highway plans. It should be possible to either install signs or some measure to deter cyclists cutting across the grass
Route 6	Loughborough Road just too busy for safe cycling and badly pot-holed.	2	This route proposal north of Boundary road junction will not be progressed. An alternative

			route from Loughborough Rd onto a signed route along quieter roads is planned for access into central West Bridgford.
Route 7a	Shared-use cycle route on the footway of Rugby Road will cause conflict between pedestrians and cyclists, especially during school peak times.	5	The shared-use facility on Rugby Road will not be progressed as the alternative option of route 7b was more popular.
Route 8	Shared-use cycle route on the footway on Devonshire Avenue will cause conflict between cyclists and pedestrians, and risk of collision with vehicles exiting drives due to limited visibility. Likely increased vehicle congestion due to narrowing of road width.	42	The shared-use facility on Devonshire Avenue will not be progressed. Alternatives, suggested by the local residents will be considered as part of the proposals.
Route 12	Shared-use cycle route on the footway on Abbey Road & Trevor Road will cause conflict between cyclists and pedestrians, and risk of collision with vehicles exiting drives due to limited visibility.	8	This route proposal will not be progressed.



Description		Drawn	Checked	Auth	Date
WEST BRIDGFORD STRATEGIC CYCLE ROUTES					
Property No.	Project No.				
Title					
APPENDIX 2 ROUTE PLAN					
Scale	Drawn	M.E.	7/11/16		
N.T.S.	2500	M.E.	8/11/16		
Author			Traced		
Drawing No.		Rev			
CLH-SP-16-001/01					
 Nottinghamshire County Council					
Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ Tel: 0300 500 80 80					
© Nottinghamshire County Council					

17th November 2016**Agenda Item: 6****REPORT OF CORPORATE DIRECTOR, PLACE
THE NOTTINGHAMSHIRE COUNTY COUNCIL (WINGFIELD AVENUE,
WORKSOP) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER
2016 (1196)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

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

Information and Advice

2. Wingfield Avenue is the main access road on the Prospect housing estate, located between the A60 Carlton Road and the B6045 Blyth Road. The road is primarily residential in character, except for two community buildings; a Church and a Community Centre. The Prospect housing estate is also located in close proximity to Bassetlaw District General Hospital.
3. The proposed Traffic Regulation Order relates to the eastern end of Wingfield Avenue where concerns have been raised by the local County Councillor and residents regarding inconsiderate and obstructive parking where the road curves towards its junction with Gloucester Road. Parking on both sides of the road in this area restricts visibility for oncoming vehicles and forces motorists to cross the centre line to pass parked vehicles, which puts them into conflict with oncoming vehicles making the same manoeuvre. In response to these concerns and to improve the operation of the highway, the County Council proposes to introduce additional 'No Waiting At Any Time' (double yellow lines) on the northern side of Wingfield Avenue. These additional restrictions (approximately 36m), will connect the existing restrictions west of the junction with Gloucester Road and around the junction of Monmouth Road preventing parking at all times on this section of the road.
4. The statutory consultation and formal advertisement of the proposal were carried out between 16th September and 21st October 2016. The document packages were available on-line, and were held at Worksop Library and County Hall with copies of the notice erected at a number of locations in the area. The scheme layout is shown on the attached drawing number NJG/TRO/1196/Win.

Objections Received

5. Thirteen responses were received to the consultation. Of these, two were fully supportive of the proposals and the remaining eleven expressed a range of opinions, from partially supportive to negative responses; as such all eleven are considered to be outstanding objections to all or part of the proposed scheme. A range of comments were received from all respondents; the most frequently expressed include:

- Comments that all-day commute parking by staff from Bassetlaw District General Hospital cause inconvenience to residents and highway congestion;
- Concerns that additional restrictions will result in parking migration further into the estate;
- Concerns that parked vehicles on the main road restrict visibility and impair safety for vehicles emerging from side roads onto Wingfield Avenue;
- Requests for additional waiting restrictions on Wingfield Avenue and other estate roads;
- Safety concerns regarding vehicles travelling at inappropriate speeds on Wingfield Avenue;
- Request to repaint faded markings such as h-bars which protect crossing points on Wingfield Avenue;

6. Objection – Parking migration/ non-resident parking

Five residents objected and referred to the volume of non-resident commuter parking on the estate, concern was expressed that the additional restrictions will result in parking migration further into the estate. Three of these respondents requested that faded markings such as H-bars which protect the crossing points on Wingfield Avenue and 'private parking' markings on Wessex Avenue be repainted.

Response – Parking migration / non-resident parking

The section of Wingfield Avenue identified for waiting restrictions was requested by local residents and the County Councillor. The scheme seeks to address concerns regarding the safe movement of vehicles and pedestrians where forward visibility is restricted by the curve of the road.

It is recognised that there may be an element of displaced parking with all new proposed highway waiting restrictions. With that consideration in mind the proposals have been kept to the minimum considered necessary to facilitate the safe and effective operation of the highway.

This is intended to keep any displacement of parking to a minimum.

Where H-bars have faded on Wingfield Avenue the opportunity will be taken to refresh these markings, however the requests to repaint 'private' on parking areas on Wessex Avenue cannot be undertaken at public expense because this is on the site where a garage block previously stood and is therefore private land, not public highway.

Nottinghamshire County Council worked with Doncaster and Bassetlaw District Hospitals NHS Trust to establish a travel plan for the organisation in 2006; which focussed on reducing single occupancy vehicle trips to the hospital and promoting sustainable transport options for both staff and visitors. The national NHS policy is to "limit free and subsidised car parking at all its sites" and to encourage people to undertake more active and low carbon travel such as public transport, cycling and walking. The County Council is unable to work with as many organisations on travel planning as it would like but the hospital will be contacted to discuss the progress and implementation of its travel plan.

7. Objection – Additional waiting restrictions required / obstructive parking

Six residents objected on the basis that the double yellow lines proposed were not extensive enough. Requests were made for additional double yellow lines at a number of locations to prevent parking in close proximity to driveways and garages and to improve visibility turning out of side roads and private accesses. These areas included 140m on the southern side of Wingfield Avenue to Primrose Way, Wessex Road and Primrose Way. Other suggestions included for pay and display parking along Wingfield Avenue and for a residents' parking scheme for the estate.

Response – Additional waiting restrictions required / obstructive parking

The purpose of the proposal is to safeguard carriageway width and visibility on the section of Wingfield Avenue where the road curves and the presence of parked vehicles force vehicles to cross the centre line to pass them. Where forward visibility is restricted by the curvature of the road this can result in vehicles coming into conflict with oncoming traffic.

The proposed extents for the scheme were carefully considered; taking into account the demand for on-street parking, the potential for parking migration and the need for highway safety. If all parking was removed from both sides of Wingfield for the distance requested this would exacerbate parking migration into residential cul-de-sacs and is likely to significantly increase traffic speeds. The parking acts as a vehicle speed suppressant, as it reduces the effective carriageway width and supports driver perception of the area being residential in nature, rather than a distributor road.

The concerns expressed by residents of Primrose Way and Wessex Avenue are understood but this must be weighed against the negative effects of additional waiting restrictions. It is considered that the extent of the restrictions proposed provides the best balance between addressing the problem of forward visibility whilst maintaining the availability of on-street parking. As such it was not considered appropriate to extend the restrictions further.

Nottinghamshire County Council does not currently charge for on-street parking so the introduction of this measure on Wingfield Avenue is not considered appropriate. As the majority of properties on the Prospect estate have access to off-street parking; either in the form of a driveway or a garage, the estate would not meet the Nottinghamshire County Council criteria for the introduction of a residents' parking scheme.

8. Objection – increased speeds on Wingfield Avenue

One resident objected on the basis that the proposals did not address the issue of vehicles travelling at inappropriate speed on Wingfield Avenue. The objector suggests that the scheme should include the introduction of safety cameras.

Response – increased speeds on Wingfield Avenue

If all parking was removed from both sides of Wingfield for a significant distance this would both exacerbate parking migration into residential cul-de-sacs and is likely to significantly increase traffic speeds, as such the restrictions were kept to the minimum considered necessary to support the safe operation of the highway.

There has been one serious accident on this part of Wingfield Avenue in the last three years, however this was not speed related and involved a single vehicle, leaving a car park and the

driver losing control of their vehicle due to circumstances beyond the control of the Highway Authority. As such Wingfield Avenue does not meet the criteria for the introduction of a safety camera.

Other Options Considered

9. Other options considered relate to the length of the waiting restrictions proposed, which could have been greater. The proposed restrictions are considered to be the minimum required to ensure the safe operation of the highway.

Comments from Local Members

10. County Councillor Alan Rhodes requested the scheme initially and made no further comment during the consultation.

Reason for Recommendation

11. The recommendation represents the most appropriate action to reduce / prevent danger to highway users, and for facilitating the safe and efficient passage of traffic having had regard to all feedback received.

Statutory and Policy Implications

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

Financial Implications

13. The scheme is being funded by the 2016/17 Bassetlaw Traffic Management Revenue budget and will cost in the region of £1,500.

Crime and Disorder Implications

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

RECOMMENDATION/S

It is **recommended** that:

The Nottinghamshire County Council (Wingfield Avenue, Worksop) (Prohibition Of Waiting) Traffic Regulation Order 2016 (1196)

is made as advertised and objectors notified accordingly.

Tim Gregory

Corporate Director – Place

Name and Title of Report Author

Mike Barnett – Team Manager Major Projects and Improvements (Via East Midlands Limited)

Constitutional Comments (SLB – 24/10/2016)

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

Financial Comments (RWK – 26/10/2016)

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

Background Papers

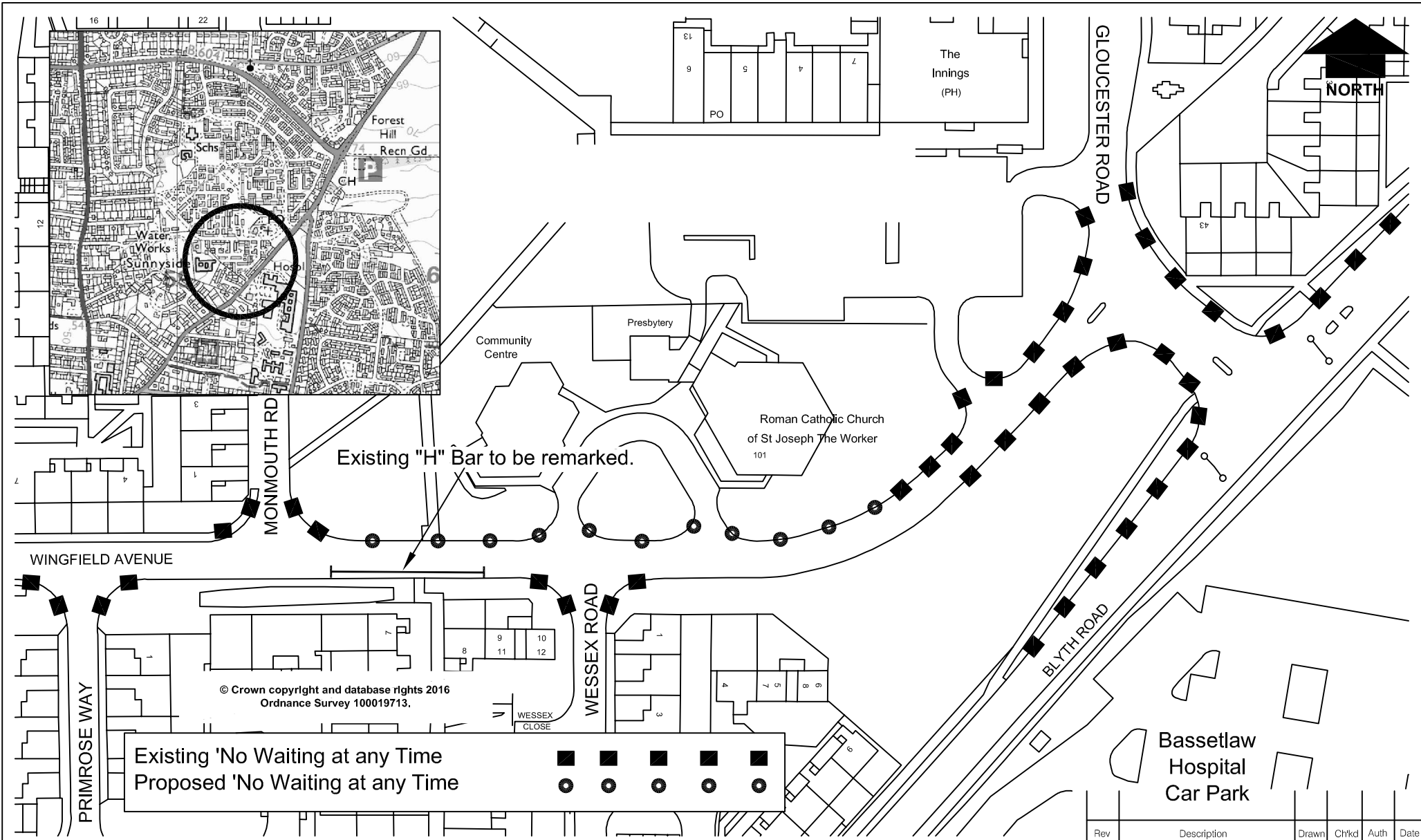
Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements Team at Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ.

Electoral Division(s) and Member(s) Affected

Worksop North East and Carlton ED

Councillor Alan Rhodes



Existing "H" Bar to be remarked.

Existing 'No Waiting at any Time'
Proposed 'No Waiting at any Time'

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Project		Wingfield Avenue		Worksop	
Property No.	Project No.	TRO 1196		Drawn	Date
Title		Proposed		Ch'kd	Date
Drawing No.		NJG/TRO/1196/Win		Auth	Traced
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17th November 2016**Agenda Item: 7****REPORT OF CORPORATE DIRECTOR - PLACE****THE NOTTINGHAMSHIRE COUNTY COUNCIL (A1133, NOTTINGHAMSHIRE)
(WEIGHT RESTRICTION) EXPERIMENTAL ORDER 2016 (3237)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

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

Scheme Description

2. The Nottinghamshire County Council (A1133, Nottinghamshire) (Weight Restriction) Experimental Order 2016 (3237) proposes to restrict the use of the A1133 by heavy goods vehicles during the hours of 7.00 pm to 7.00 am daily between its junction with Girton Lane, Girton to and including its junction with Sand Lane, Spalford. The restriction also includes the unclassified roads which are accessed from this section of the A1133. Proposals are shown on drawing number 47074367.3237.300.

Information and Advice

3. The A1133 is a non-primary single carriageway 'A' road that connects the primary routes of the A46 at Winthorpe near Newark in Nottinghamshire and the A156 at Torksey Lock in Lincolnshire. The general nature of the road is rural and passes through a number of small villages of which Collingham is the largest. The route is an active HGV route for local farmers and haulage companies travelling north and southbound into and out of Nottinghamshire. It also provides access for vehicles to local businesses and industrial premises.
4. For the majority of the route the width of the carriageway is consistent with a road of this classification and nature. Near the centre of Collingham village the road narrows to such an extent that only a single lane is available. This narrowing occurs where local distributor roads join the A1133 from the east and west. Traffic signals are present to control the flow of traffic through the crossroads.
5. The national speed limit applies along the A1133 outside the village areas, however within the village areas lower speed limits of 40mph in Langford, 30mph in Collingham and 40mph in Besthorpe are in force. Footways are present on one or both sides of the carriageway through the built-up areas. Rural footways are present intermittently along the section of the

route to the south of Tinker's Lane, Girton. Where footways are not present there is, in the majority of locations, a relatively flat grass verge.

6. Improvements to the A46 and junctions along the A1 have resulted in these routes becoming more suitable and attractive routes for long-distance haulage. However, the use of these strategic routes does not remove HGV traffic requiring access to local businesses located just outside the proposed restriction. The nature of the A1133 route through Collingham with properties close to the carriageway concentrated around the traffic signal controlled crossroads, has resulted in reports of noise pollution and adverse impact in terms of road safety and environment by local residents and County Councillor Dobson.
7. A 7.5t Environmental Weight Limit has been proposed with the aim of reducing the concerns raised by residents of Collingham in relation to noise, safety and environment. The restriction is proposed on a section of the A1133 north of Collingham, between Girton and Spalford. This section has been selected as the relatively small number of businesses which may require legitimate access should enable more robust enforcement to be carried out. Journeys by HGVs through the restriction will not be permitted. As the route is a non-primary 'A' road the proposal is to operate the restriction overnight from 7.00 pm to 7.00 am. This will reduce the level of noise pollution during this period but not restrict the use of the route during daytime hours.
8. It is proposed to introduce an Experimental Environmental Weight Restriction (EWR) order rather than a permanent one as this offers the opportunity to assess the impact of the restriction on traffic movements in the area. By having the restriction north of the village it offers protection and severs the through route along the A1133 bringing relief to Collingham. A wider restriction would reduce the impact due to a greater number of businesses being permitted in the area due to access requirements.
9. 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 monitoring will include surveys of HGV traffic flows in order to determine the impacts on both Collingham and nearby villages, including those in neighbouring Lincolnshire abutting the proposed EWL. This decision was taken in light of concerns expressed by Lincolnshire County Council that trips would increase in other villages as vehicles divert from the A1133. The Experimental Order can be made for a period not greater than 18 months with the potential for review on expiry of the 6 month objection period.
10. An existing 24 hour environmental weight restriction is present on Rabbithill Lane which links Spalford and the county boundary with Lincolnshire. This restriction will be removed as part of this area-wide Experimental Order.
11. Traffic surveys have been carried out to obtain base line information for HGV use and further traffic surveys will be undertaken to assess the impact of the proposals and any displacement onto adjoining routes in Nottinghamshire and Lincolnshire and a future report will be brought to Transport and Highways Committee with details and further recommendations.
12. The surveys indicate that there are currently, on average, 99 HGVs travelling on the A1133 through Collingham between 7pm and 7am. The surveys also show, however, that 58 of the 99 HGVs will legitimately be able to continue to travel along this route following the

implementation of the EWL as they are legally accessing businesses within the EWL. Almost 60% of all of the existing HGVs currently travelling through Collingham on the A1133 will therefore continue to do so following the implementation of the experimental EWL.

13. Consultation on the proposals was carried out between 21st June and 4th August 2016, with an extension to 12th August 2016 provided to those statutory consultees who had not replied. A total of 33 consultation packs were sent out which included Spalford, Girton and Besthorpe Parish Councils, Lincolnshire County Council and other statutory consultees. The scheme layout is shown on the attached drawing number 47074367.3237.300, 400 and 401.

Objections Received

14. During the consultation period three responses were received. Collingham Parish Council welcome the proposals and are in full support of the measures proposed. The two remaining responses from Lincolnshire County Council (LCC) and Nottinghamshire Police are considered to be outstanding objections. After consultation further responses were received from Spalford and South Clifton Parish Council supporting the proposals.

15. Objection – Lincolnshire County Council

LCC object to the proposals and state that it is likely that a weight restriction in this area will result in HGV traffic re-routing onto the minor road network through Lincolnshire, including North Scarle, Swinderby, Eagle, Thorpe on the Hill and Doddington. Concerns have already been reported directly to LCC that HGVs are travelling through these villages and past a school to avoid congestion on the A46. LCC considers that the roads in the villages are a less suitable route than the A1133 in terms of width and alignment and additional traffic would have a significant adverse impact in terms of road safety and environment. Specific reference is also made by LCC over the concern of the direct rerouting of HGV traffic onto Girton Lane at the southernpost start point of the proposed restriction as this road is unclassified of narrow width and poor condition.

The proposed restriction starts part way along the A1133 - LCC refers to a similar situation that already exists on a nearby road (Rabbithill Lane) which was strongly objected to by LCC at the time. LCC feels that our authorities should be working together to achieve a solution that prevents the impracticality and adverse public perception of two different approaches to traffic management on the same stretch of road. LCC further considers that the part-time nature of this restriction and the extensive access required along the route means that it is likely to be unenforceable and difficult to differentiate between legitimate access requirements and through traffic.

LCC states that the proposals to restrict the usage of an A road sets a precedent and considers that it will result in the authority having to defend not taking action with regards to roads of a lower class where similar issues are experienced.

LCC suggests that the correct solution in the long term is the need to by-pass Collingham and that the current proposal transfers the issue elsewhere onto roads and communities in an adjacent Authority.

16. Objection – Nottinghamshire Police

Nottinghamshire Police point out the fact that the A1133 is part of the primary road network intended to provide large scale transport links with other areas, and maintained at a suitable standard for road users to do so safely. The police also point out that the nature of A roads means that businesses and commercial premises of all natures are often located on, or close, to them enabling HGVs to access them without having to travel through villages or other built up residential areas.

The police therefore object to the proposals stating:

“The alternate route for HGV’s if this experimental order was put in is through rural villages and other residential areas along roads that are unsuitable for the type of traffic that uses a primary route.

So in essence, all traffic including HGV’s would be banned from using a road that is suitable for them and displaced onto roads that are not suitable.

The fact that it is a ‘night time’ ban only adds to the potential for collisions to occur as drivers unfamiliar with the rural road network try to make their through [sic].

Therefore Nottinghamshire Police are unable to support this proposal.”

Response

17. It is considered that the proposals should not result in the direct rerouting of HGV traffic onto Girton Lane. The restriction will start south of Girton Lane as this has been identified by both authorities as an unsuitable road. Whilst the restriction in the evening can legally prevent HGVs on this section of the A1133, NCC cannot dictate which route vehicles will take to avoid the restriction. The proposals will be supported by advanced signage on the A1133 aimed at directing HGVs onto the wider strategic network.

The proposals are to introduce the restrictions by using an experimental traffic order. This will enable further assessments, observations and comments to be made in the light of operational experience. The approach is considered appropriate taking into account views received and that the road is a classified principal road. Further representations can be made by affected stakeholders during the experimental period and it is intended that traffic surveys will be carried out after the initial six months to assess the impact and effectiveness. A further report will then be brought to Transport and Highways Committee with the results and any further comments received. At this stage a number of options are available, including:

- Make the experimental Order permanent;
- Amend the extent or operating times of the experimental Order;
- Remove the proposals completely and have no weight restriction (as at present) allowing the experimental order to lapse;
- Allow the Order to continue for a year or 18 months if the results of the monitoring are inconclusive and further assessment is required (a report is still required at the end of this period to make the Order permanent).

Outstanding issues and risks

18. As with other experimental Traffic Regulation Orders, there are a number of outstanding issues and risks highlighted in the report that Committee will need to consider before approving the recommendation below, including the two main issues/risks that may lead to consequent impacts for the County Council:
 - i. The proposed experimental EWL may not meet the local member's nor the local residents' expectations as it may not significantly reduce HGVs travelling along the A1133 through Collingham between 7pm and 7am. As detailed in paragraph 12 above, it is anticipated that almost 60% of the existing HGV traffic will legitimately continue to travel through Collingham on the A1133 during the hours of the experimental EWL. The surveys indicate that after the introduction of the EWL, an HGV will legitimately travel on the A1133 through Collingham on average every 12 minutes between 7pm and 7am
 - ii. Whilst it is hoped that HGVs that do not need to use the A1133 will travel along a suitable alternative route, the County Council is unable to dictate which route HGVs will take to avoid the restriction. There is therefore a level of risk that the proposal could cause HGV traffic to re-route onto minor roads (which is also highlighted in both the police's and Lincolnshire County Council's comments).
19. In light of the outstanding issues and risks outlined above, it is proposed to implement an enhanced level of monitoring for the experimental order.

Other Options Considered

20. Other options considered relate to the extent and timings of the Weight restriction, which could have been greater.

Comments from Local Members

21. County Councillor Maureen Dobson was involved in the development of the proposals and supports the use of an Experimental Order as advertised to assess its impact.

Reason for Recommendation

22. The recommendations are considered to be the minimum required to prevent the use of the A1133 as a through route for HGV's between the hours of 7pm and 7am. The use of an experimental order enables the impacts to be assessed and changes made, if deemed necessary, during the experimental period of up to 18 months.

Statutory and Policy Implications

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

Financial Implications

24. The scheme is to be funded from the Local Transport Plan budget for 2016/17, the costs of implementing the traffic order and associated works is £12,500.

Crime and Disorder Implications

25. Nottinghamshire Police objected to the proposals and these are detailed in the report.

RECOMMENDATION/S

It is **recommended** that:

- 1) The Nottinghamshire County Council (A1133, Nottinghamshire) (Weight Restriction) Experimental Order 2016 (3237) is made as advertised and objectors notified accordingly.
- 2) That an enhanced level of monitoring is implemented for the experimental order period.

Tim Gregory
Corporate Director – Place

Name and Title of Report Author

Mike Barnett – Team Manager Major Projects and Improvements (Via East Midlands Limited)

Constitutional Comments (SB 09/10/2016)

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

Financial Comments (RWK 09/10/2016)

The financial implications are set out in paragraph 24 of the report.

Background Papers

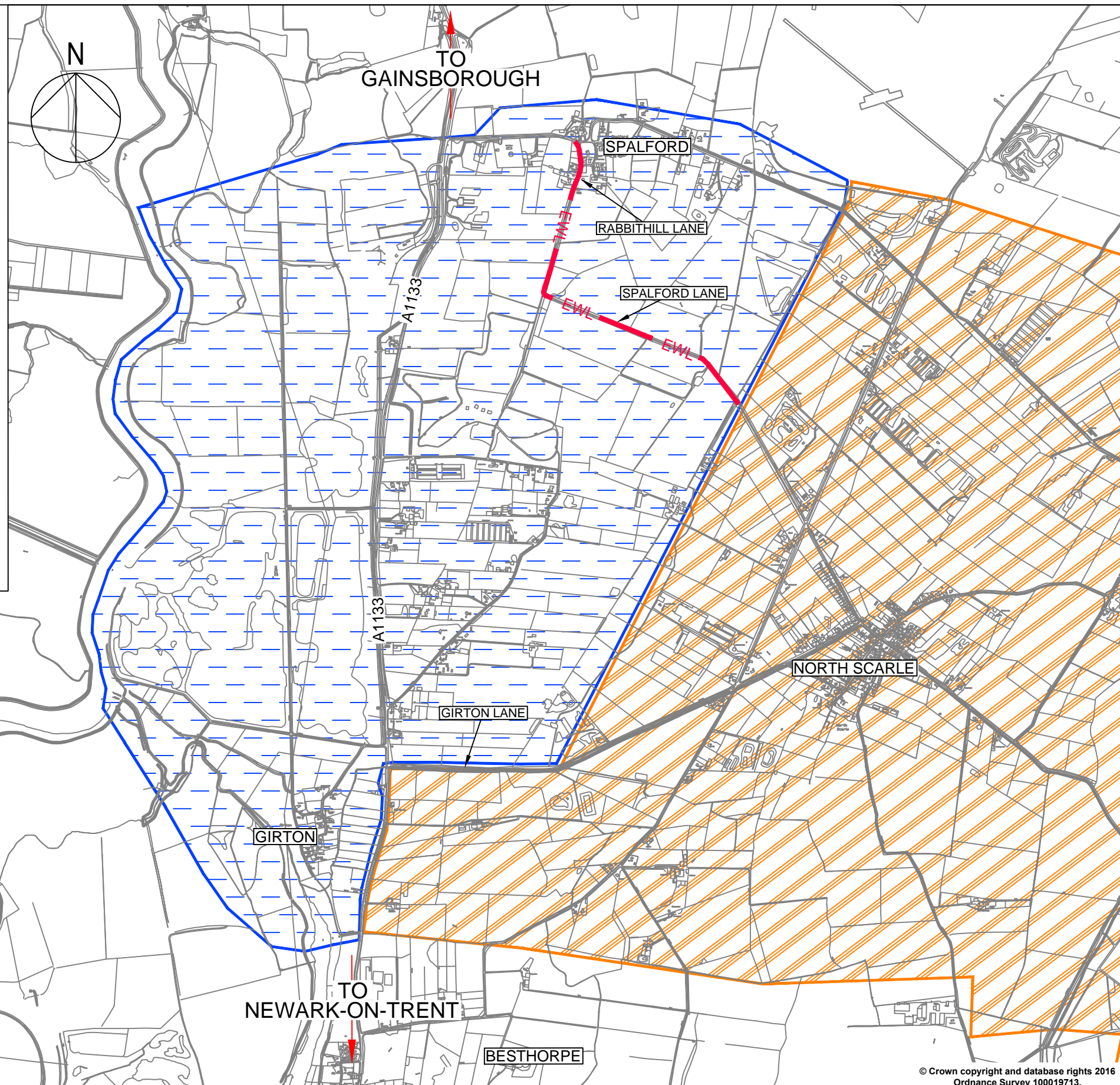
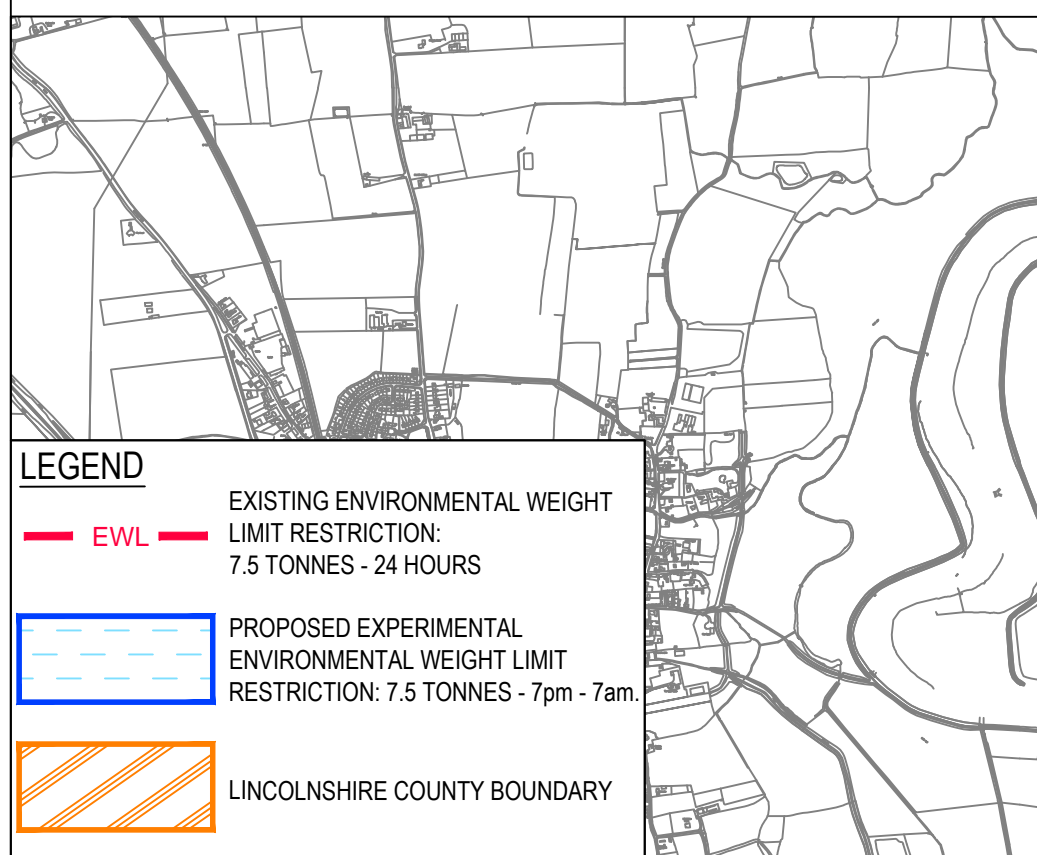
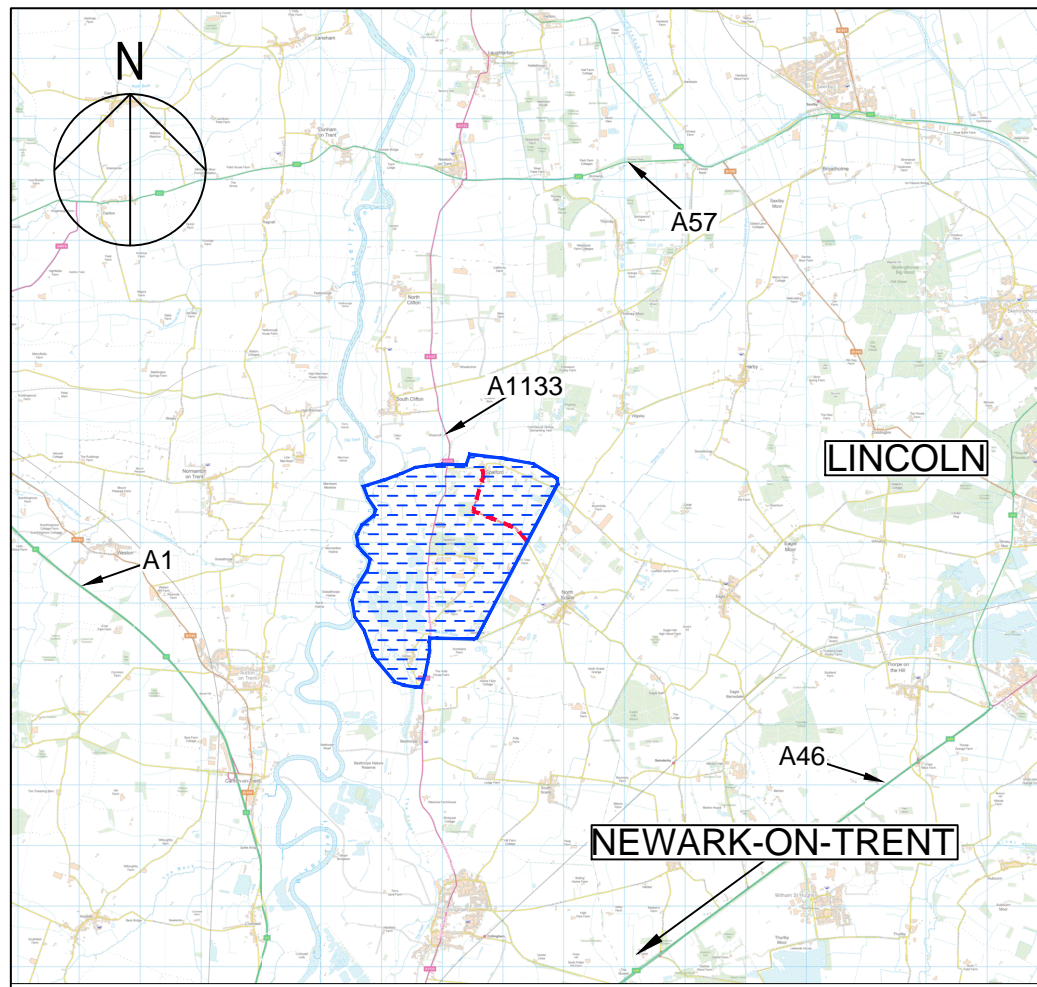
Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements Team at Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ.


Electoral Division(s) and Member(s) Affected

Collingham ED

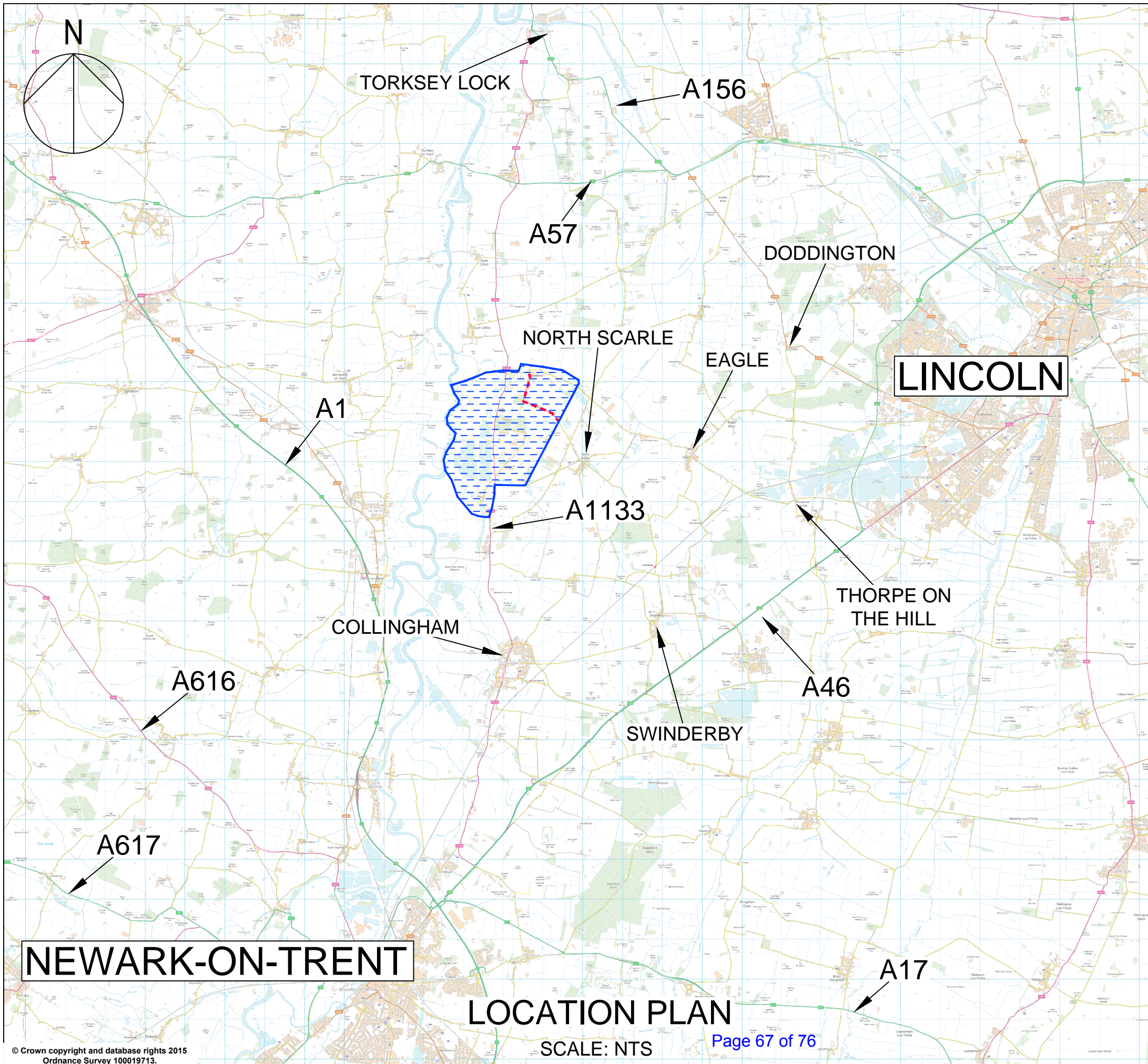
County Councillor Maureen Dobson



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				<div>Project Title</div> <div>A1133 ENVIRONMENTAL WEIGHT LIMIT EXPERIMENTAL ORDER</div>	<div>Drawing Title</div> <div>OVERVIEW DRAWING OF AREAS AFFECTED BY PROPOSED ENVIRONMENTAL WEIGHT LIMIT</div>	<div>Purpose of issue</div> <div>CONSULTATION</div> <div><div>Designed LJ</div><div>Drawn LJ</div><div>Checked TF</div><div>Approved TF</div><div>Date 09/03/2016</div></div> <div><div>AECOM Internal Project No. 5707366</div><div>Suitability</div></div> <div><div>Scale @ A3 1:20</div><div>Zone / Mileage</div></div>	<div>This document has been prepared in accordance with the scope of AECOM's appointment with its client and is subject to the terms of that appointment. AECOM accepts no liability for any use of this document other than by its client and only for the purposes for which it was prepared and provided. Only written dimensions shall be used. © AECOM</div>	<div>AECOM</div> <div>12 Regan Way</div> <div>Chetwynd Business Park</div> <div>Chilwell</div> <div>01159077000</div> <div>01159077001</div> <div>www.aecom.com</div>	
<div>Revision Details</div>	<div>By Check</div>	<div>Date</div>	<div>Suffix</div>	<div>Client</div> <div>NOTTINGHAMSHIRE COUNTY COUNCIL</div>		<div>Page 65 of 76</div>	<div>Drawing Number</div> <div>47074367.3237.300</div>	<div>Rev</div>	<div></div>





SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION BOX

IT IS ASSUMED THAT ALL WORKS ON THIS DRAWING WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROPRIATE METHOD STATEMENT.

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Purpose of issue

CONSULTATION

Client

NOTTS COUNTY COUNCIL

Project Title

A1133
ENVIRONMENTAL WEIGHT LIMIT
EXPERIMENTAL ORDER

Drawing Title

A1133
ENVIRONMENTAL WEIGHT LIMIT
(EXPERIMENTAL)

Designed	Drawn	Checked	Approved	Date
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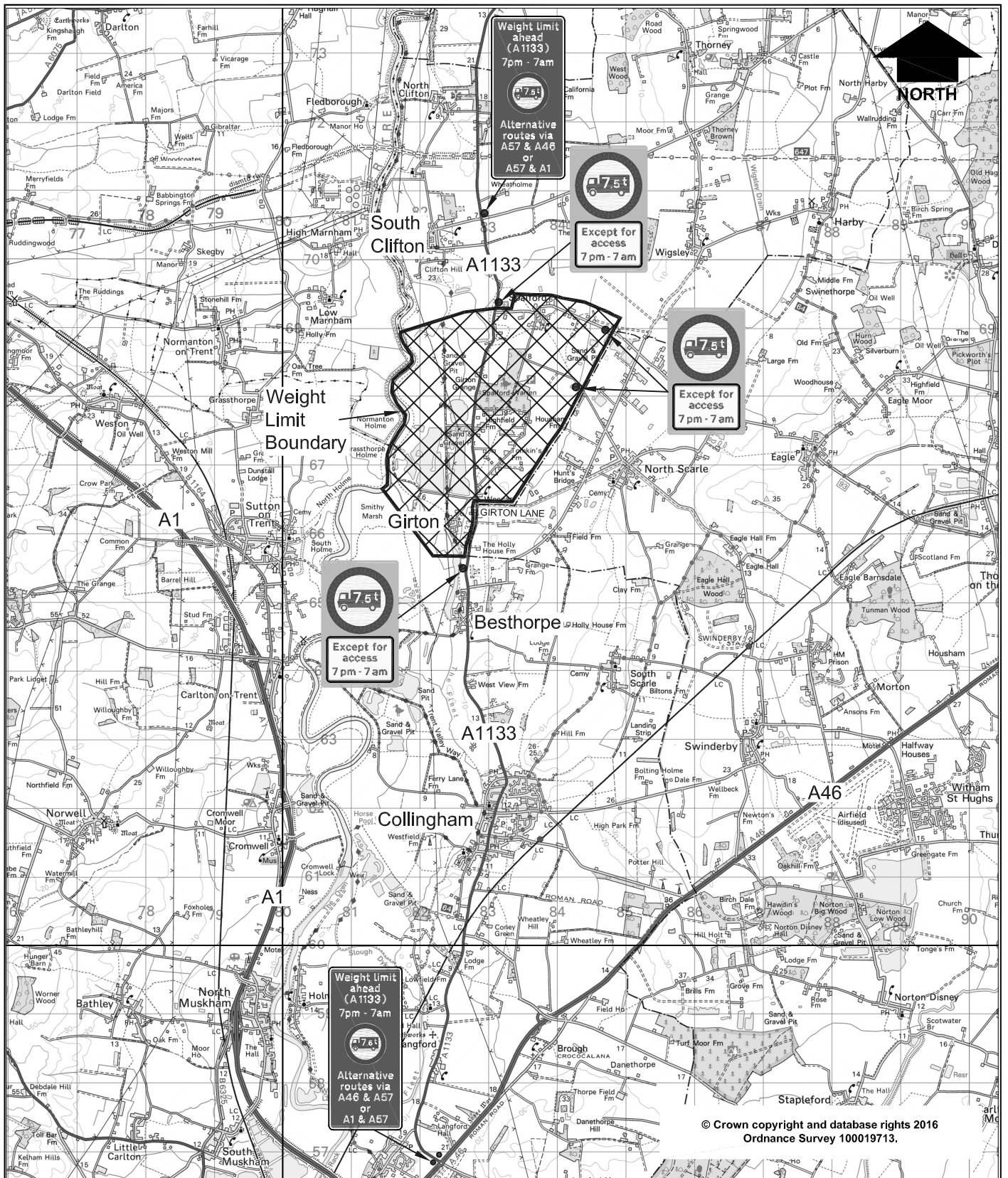
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LOCATION PLAN

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NEWARK-ON-TRENT



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© Nottinghamshire County Council	Drawing No.		47074367.401			Rev	

17 November 2016**Agenda Item: 8**

REPORT OF CORPORATE DIRECTOR, RESOURCES WORK PROGRAMME

Purpose of the Report

1. To consider the Committee's work programme for 2016/17.

Information and Advice

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

Other Options Considered

6. None.

Reason/s for Recommendation/s

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

Statutory and Policy Implications

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

RECOMMENDATION/S

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

Jayne Francis-Ward
Corporate Director, Resources

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

Constitutional Comments (HD)

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

Financial Comments (NS)

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

Background Papers

None.

Electoral Division(s) and Member(s) Affected

All

TRANSPORT & HIGHWAYS COMMITTEE - WORK PROGRAMME

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information?</u>	<u>Lead Officer</u>	<u>Report Author</u>
15 December 2016				
Total Transport Fund	Update report	Info	Chris Ward	Jas Hundal
City Easy-Link	Progress report	Info	Chris Ward	Jas Hundal
Rail Update	Update Report	Info	Neil Hodgson	Neil Hodgson
CCTV Enforcement Car	Progress report	Info	Gareth Johnson	Gary Wood
Gedling Access Road; Update on Land Acquisition and Compulsory Order Process	Update report	Info	Mike Barnett	Neil Hodgson
Highways Performance Report Q2	Quarterly Update	Info	Don Fitch	Gary Wood
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
19 January 2017				
Bus Quality Partnerships	Performance and update report	Info	Chris Ward	Jas Hundal
Flood Risk Management	Update report	Info	Gary Wood	Gary Wood
Rights of Way Improvement Plan	Update report	Info	Neil Lewis	Gary Wood
Transport & Highways Committee	Summary report	Info	Various	Various

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information?</u>	<u>Lead Officer</u>	<u>Report Author</u>
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
9 February 2017				
Worksop Bus Station	Performance to date	Info	Jas Hundal	Jas Hundal
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
16 March 2017				
Highways Performance Report Q3	Quarterly Update	Info	Don Fitch	Gary Wood
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
20 April 2017				
Tram Update	Update report	Info	Sean Parks	Gary Wood
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information?</u>	<u>Lead Officer</u>	<u>Report Author</u>
15 June 2017				
Highways Performance Report Q4	Quarterly Update	Info	Don Fitch	Gary Wood
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
20 July 2017				
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various

