

## **Transport and Highways Committee**

**Thursday, 17 March 2016 at 10:30**

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

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### **AGENDA**

- |    |  |         |
|----|--|---------|
| 1  | Minutes of the last meeting held on 11 Feb   | 3 - 6   |
| 2  | Apologies for Absence  |         |
| 3  | Declarations of Interests by Members and Officers:- (see note below)<br>(a) Disclosable Pecuniary Interests<br>(b) Private Interests (pecuniary and non-pecuniary) |         |
| 4  | Nottinghamshire Concessionary Travel Scheme 2016-17  | 7 - 12  |
| 5  | Integrated Transport and Highway Maintenance Capital Programmes 2016-17  | 13 - 32 |
| 6  | Nottingham Go Ultra Low Bid to the Office of Low Emission Vehicles (OLEV)  | 33 - 38 |
| 7  | Charges for Highways Services 2016-17  | 39 - 46 |
| 8  | Stanley Road, Mansfield - Static Restrictions and Prohibitions TRO   | 47 - 56 |
| 9  | Performance Report - Highways  | 57 - 74 |
| 10 | Responses to Petitions Presented to the Chairman of the County Council   | 75 - 80 |
| 11 | Work Programme   | 81 - 84 |

## **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            11 February 2016 (commencing at 10.30 am)

**Membership**

Persons absent are marked with an 'A'

**COUNCILLORS**

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

Reg Adair  
Pauline Allan  
Roy Allan  
Andrew Brown  
A - Richard Butler  
A - Steve Carr

Stephen Garner  
Colleen Harwood  
A - Richard Jackson  
Bruce Laughton  
A - Michael Payne  
John Peck

**OTHER COUNTY COUNCILLORS IN ATTENDANCE**

Mike Pringle  
John Wilmott

**OFFICERS IN ATTENDANCE**

Jim Bamford	- Rail Officer
Pete Barker	- Democratic Services Officer
Tim Gregory	- Corporate Director, Place
Neil Hodgson	- Service Director, Highways
Mark Hudson	- Group Manager, Transport and Travel Services
Jas Hundal	- Service Director, Transport Property & Environment
Sean Parks	- LTP Officer

**MINUTES OF THE LAST MEETING**

The minutes of the last meeting held on 7 January were taken as read and were confirmed and signed by the Chairman.

## **APOLOGIES FOR ABSENCE**

Apologies were received from Councillor Carr (other County Council business).

## **MEMBERSHIP**

It was reported orally by the clerk to the Committee that Councillor Pauline Allan replaced Councillor Payne, Councillor Adair replaced Councillor Jackson and Councillor Laughton replaced Councillor Butler, all for this meeting only.

## **DECLARATIONS OF INTEREST**

None.

## **DEPARTMENT FOR TRANSPORT (DfT) TOTAL TRANSPORT PILOT FUND**

### **RESOLVED 2016/006**

That the progress of the DfT Total Transport Project and the contents of the pilot projects and feasibility studies be noted.

## **NATIONAL HIGHWAYS AND TRANSPORT – PUBLIC SATISFACTION SURVEY 2015**

Jas Hundal introduced the report and informed Members that it would be the last Transport & Highways Committee to be attended by Mark Hudson who was retiring after 40 years, 28 of which had been with Nottinghamshire County Council. The Chairman endorsed Jas's positive comments and on behalf of the Committee thanked Mark for all his hard work over the years and wished him a long and happy retirement.

### **RESOLVED 2016/007**

That the contents of the report be noted.

## **NOTTINGHAMSHIRE CYCLING STRATEGY DELIVERY PLAN**

### **RESOLVED 2016/008**

That the Cycling Strategy Delivery Plan be approved.

## **POSSIBLE RE-OPENING OF THE ROBIN HOOD LINE TO OLLERTON**

Councillor Mike Pringle spoke in favour of the Recommendations contained in the report.

### **RESOLVED 2016/009**

- 1) That the contents of the report be noted, and
- 2) That a comprehensive package of funding be approved, to include the following bids:
  - To central Government for 50% of the development costs
  - To the New Stations Fund for the physical works on the three stations
  - To the Local Growth Fund for the physical works to the track, signalling, and all other infrastructure
  - To the DfT for the incorporation of the service into the specification for the next (post 2018) East Midlands franchise

## **NORTHERN RAIL ISSUES**

### **RESOLVED 2016/010**

That the contents of the report be noted and all the improvements to Nottinghamshire's rail services be welcomed.

## **SECTION 19 REPORT – FLOODING IN HUCKNALL ON THE 23 JULY 2013**

### **RESOLVED 2016/011**

That the contents of the Section 19 Report, as contained in Appendix A, be noted.

## **THE NOTTINGHAMSHIRE COUNTY COUNCIL (CHRISTCHURCH ROAD AND EDWARD CLOSE, HUCKNALL) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2015 (4174) - CONSIDERATION OF OBJECTIONS**

### **RESOLVED 2016/012**

That the Nottinghamshire County Council (Christchurch Road and Edward Close, Hucknall) (Prohibition Of Waiting) Traffic Regulation Order 2015 (4174) be made as advertised and the objectors notified accordingly.

## **WORK PROGRAMME**

### **RESOLVED 2016/013**

That the Work Programme be noted.

The meeting closed at 12.05pm.

**Chairman**

**17 March 2016****Agenda Item: 4****REPORT OF SERVICE DIRECTOR ENVIRONMENT, TRANSPORT AND  
PROPERTY****NOTTINGHAMSHIRE CONCESSIONARY TRAVEL SCHEME 2016 / 2017****Purpose of the Report**

1. To advise Committee of the final reimbursement arrangements for the 2016/17 Nottinghamshire concessionary travel scheme for elderly and disabled persons.
2. To inform Committee of changes to the City Council's Concessionary Travel scheme 2016/17 which will have an impact for Nottinghamshire residents.
3. To update Committee on the progress of on-line applications and associated processes.

**Information and Advice**

4. The Nottinghamshire Travel Scheme has been very successful for many years and the 167,500 pass holders enjoy significant benefits as a result of the scheme giving them the opportunity to live independently and access key services. The cost of the scheme in 2015/16 is £11.182 m. This compares favourably with other similar councils and is a result of close partnership working with the transport operators delivering bus and tram services across the county.
5. At its meeting on 12 November 2015 Committee approved the 2016/17 concessionary travel scheme for elderly and disabled residents and proposed funding for 2016 / 2017 subject to:
  - publication of the scheme notices on 1 December 2015 and 3 March 2016, subject to recommendation three and Full Council budget approval.
  - continuing with the County Council's additional discretionary elements of the scheme which are estimated to cost £1.245m in 2016 / 2017.
  - granting delegated power for the Service Director for Environment, Transport and Property to agree the final reimbursement arrangements and associated financial commitments from 1 April 2016 in conjunction with the Chairman and Vice Chairman of the Transport and Highways Committee, and Chairman of the Finance and Property Committee and Service Director Finance and Procurement.

6. As in previous years the scheme provides the statutory level of free travel on local buses and additional discretionary entitlements for travel on the Nottingham tram network and for a companion to travel with eligible disabled pass holders.
7. Negotiations with the transport operators are well advanced and have resulted in a mixture of fixed and variable reimbursement arrangements as in previous years. Several factors impact on the type of arrangement applicable for each operator including network stability and competition. Agreements continue to take account of the new tram lines and the potential impacts on bus patronage levels these may create. The final scheme notice for the 2016/17 scheme was issued to operators on the 3rd March 2016.
8. As a result of the above factors each review and negotiation has taken account of the implications for each operator's network. Using a mixture of fixed and variable arrangements ensures that financial risk is minimised for both the County Council and the operators whilst still meeting the reimbursement requirements set out in the guidance issued by the Department for Transport.
9. Final agreements with some operators cannot be made until patronage data for February has been analysed and used within the calculations for 2016/17 reimbursement. However, agreement on the process to be used has been reached with all operators subject to fine tuning with this data.
10. As detailed in paragraph 24 of this report the scheme is anticipated to be delivered within the budget levels detailed in November and approved by Full Council in February 2016. This will deliver the £100K budget reductions in the options for change.
11. Ongoing data monitoring will be undertaken throughout 2016/17 year to ensure that levels of patronage and operated mileage remain within the agreed parameters of each arrangement. Should any new operators start services in Nottinghamshire, an assessment of their patronage, mileage and anticipated reimbursement will be undertaken and the impact on any existing transport operator's network / patronage would be reviewed.
12. As reported previously the County Council is responsible for reimbursing transport operators for all statutory free concessionary travel on eligible local bus services, where the holder of a valid English concessionary travel pass boarded a bus within the administrative boundary of Nottinghamshire, irrespective of which English Travel Concession Authority (TCA) issued the pass. Legislation gives each TCA the option to assess all local bus services within their administrative area and exclude any that they feel are not standard local bus services i.e. they offer some additional 'amenity' element that a normal local bus service does not such as a newspaper, a coffee or a ticket to an event.
13. Using this option, as part of their budget challenge, Nottingham City Council have identified two changes to their concessionary travel offer from 1 April 2016 which will affect the concessionary travel options available for Nottinghamshire residents.
14. Firstly the City Council have categorised the Red Arrow service (operated by trentbarton) as a premium service. This services operates on a limited stop basis between Nottingham and Derby. As the service does not serve any stop within



Nottinghamshire it does not affect the Nottinghamshire scheme. All concessionary travel currently undertaken on this service is reimbursed either by Nottingham City Council (for passes accepted at Nottingham and the QMC) and Derby City Council for passes accepted in Derby.

15. Derby City Council has decided to retain the Red Arrow service as an eligible service for their concessionary fares scheme. This means that from 1<sup>st</sup> April a concessionary pass holder can have free travel from Derby to Nottingham but will have to pay for the Nottingham to Derby journey, if they use the Red Arrow services.
16. Other services are available between Nottingham and Derby for concessionary pass holders to use free of charge. These services take much longer than the Red Arrow as they serve many more stops and communities along the route. The County Council will communicate these changes via the County Council website and Social Media.
17. Secondly, the City Council has deemed the bus based park and ride services as having an amenity fare element because the parking is free. This affects the Queens Drive and the Racecourse services. As a result from 1 April 2016 any concessionary pass holder (other than those who hold a pass issued by Nottingham City Council) will not be able to use their concessionary pass when boarding a bus at the park and ride sites but will need to pay £3.50 cash or £3.15 with a Robin Hood card, per car load. Pass holders can board the services at any other stop along the route as the services are eligible local bus services. Parking at the park and ride site and walking out to the next stop is not permitted by the conditions of use of the sites and will be monitored.

It is also worth noting that this proposal does not affect County Council Concessionary pass holders who use Tram based Park and Ride provision.

18. The ability to process online concessionary pass applications, renewals and replacements has been a long standing requirement for the scheme. As part of the Digital First project, significant progress has been made for these services to be delivered online. Work is at an advanced stage to deliver this functionality through the new County Council website. As part of this process all aspects of the customer journey are being reviewed to ensure a robust and streamlined process can be delivered.
19. As part of this review there is an opportunity to fully review, simplify and clarify qualification criteria and associated evidence provision for all applications including those where a companion's entitlement is requested. It is hoped that the new processes will be faster and will reduce the workload on local GP's.

## **Other Options Considered**

20. No other options were considered for the national scheme as the provision of concessionary travel for elderly and disabled people is a statutory duty. Consideration was given to financially supporting the park and ride and Red Arrow travel facilities but it was felt that suitable alternatives are available and that financial support would not be appropriate in the current economic climate.

## **Reasons for Recommendations**

21. The recommendations ensure that the County Council meets its duty to provide the statutory scheme and that Committee is kept fully aware of the scheme costs proposed to move to online applications.

## **Statutory and Policy Implications**

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

## **Equal opportunities Implications**

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

## **Financial Implications**

24. The cost of reimbursement to transport operators (for statutory and discretionary entitlements) and scheme management is budgeted to be £11.329m in 2016 / 2017. The final scheme costs will be subject to agreements with transport operators and the subsequent demand for travel during 2016/17. Detailed monitoring of the patronage data will be undertaken on a regular basis and any variation to predicted costs will be reported to Committee. The projected cost includes the £100K option for change saving for 2016/17.

## **RECOMMENDATIONS**

- 1) Committee notes the final reimbursement arrangements and financial commitments for the 2016/17 concessionary travel scheme.
- 2) Committee notes the changes to the City Council's travel scheme. implications to travel options as a result of Nottingham City Councils budgetary challenges.
- 3) Committee notes the progress towards online applications.

**Mark Hudson**  
**Group Manager**  
**Transport & Travel Services**

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

#### **Constitutional Comments (RHC 23/02/2016)**

25. The subject of the report falls within the scope of Transport & Highways Committee and this is the appropriate body to consider the report.

#### **Financial Comments (SES 23/02/2016)**

26. The financial implications are set out in 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.

Transport and Highways Committee - Nottinghamshire Concessionary Travel Scheme 2016 / 2017 - 12 November 2015

#### **Electoral Divisions and Members Affected**

All.



**17 March 2016****Agenda Item: 5****REPORT OF INTERIM SERVICE DIRECTOR HIGHWAYS****INTEGRATED TRANSPORT AND HIGHWAY MAINTENANCE CAPITAL  
PROGRAMMES 2016/17****Purpose of the Report**

1. The purpose of this report is to seek Committee approval for the integrated transport and highway maintenance capital programmes to be delivered during 2016/17. The proposed programmes are detailed in this report with individual schemes included in the attached appendices.

**Information and Advice****Local Growth Fund schemes**

2. 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 following the submission of suggested projects from local authorities, education establishments, businesses and private organisations. Consequently, 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.
3. 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).
4. 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 starting in 2015/16 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.
5. The LGF Deal also prioritised a provisional allocation in 2016/17 for £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. More specific details on this programme will be determined in the coming months.

## **2016/17 major transport schemes update**

6. The major transport programme is either funded directly from DfT (Hucknall Town Centre improvement scheme) or through the LGF, with support from local contributions. Of the schemes detailed in paragraph 4 above, three of the schemes are being delivered during 2016/17 by the County Council, as follows:
- a. Hucknall Town Centre Improvement Scheme: Work on the scheme started in October 2015 and the demolition phase was completed before Christmas. The construction of the new road started in January 2016; and it is due to open to traffic in October 2016 with the pedestrianisation completed in Spring 2017
  - b. A57/A60/B6024/St Anne's Drive, Worksop roundabout improvements: Works on this scheme started in February 2016 and the scheme is due to complete in Winter 2016
  - c. Harworth access links: The scheme includes improvements to the A614/ Bawtry Rd/Blyth Rd and the A1/A614 junctions. Works on these junction improvements are planned to start in late 2016/17 and continue into 2018/19.

	<b>2016/17</b>	<b>Total</b>
• Hucknall Town Centre Improvement	£7.86m	£12.93m
• A57/A60/B6024/St Anne's Drive, Worksop roundabout	£2.82m	£ 3.24m
• Harworth access links	£1.56m	£ 1.56m

## Integrated transport block

7. The Nottinghamshire Local Transport Plan and its accompanying Implementation Plan sets out the County Council's long term transport strategy and how it will be implemented. The funding for local transport improvements, such as improving accessibility, addressing congestion or road safety, and promoting sustainable travel, is called the integrated transport block.

8. The integrated transport block and highway capital maintenance block allocations were agreed at the 25<sup>th</sup> February 2016 County Council meeting and the 2016/17 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)	£4.416m
• Additional road safety (County capital allocation)	£0.350m
• Nottingham to Newark rail service enhancements (County capital allocation)	<u>£0.050m</u>
<b>Total</b>	<b>£4.816m</b>

9. 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. Delivery of advisory 20mph speed limits outside schools (a County Council priority) has now substantially been completed. This has enabled funding to be reallocated to other areas of the programme, predominantly the access to local facilities sub-block as the majority of scheme/funding requests from members and the public are funded from this sub-block.

10. 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.
11. The detailed integrated transport programme (including the £350k additional road safety funding) is set out in appendix 1 of this report. Following scheme suggestions from County Councillors, and the public, a number of additional schemes have been added to the integrated transport programme. Further schemes may be added to the programme at a later date once initial feasibility studies have been completed and such schemes will be subject to future Transport & Highways Committee approval.

### Capital maintenance block

12. The highway capital maintenance block is used to carry out planned structural maintenance across a range of highways assets. Maintenance works are allocated across the seven districts in Nottinghamshire utilising Horizons Pavement Management software. Prioritisation of the maintenance works programme involves analysis of technical condition survey data, supplemented with local knowledge/judgement. The proposed detailed highways capital maintenance programme is set out in appendix 2 of this report and the carriageway and footway elements of the programme are essentially the same as those detailed in the draft programme approved at 8<sup>th</sup> October Transport & Highways Committee.
13. The 2016/17 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)                 | £13.678m        |
| • Highway capital maintenance (DfT Incentive Fund Allocation)* | £ 0.828m        |
| • Street lighting renewal/Energy saving (Salix)                | £ 1.200m        |
| • Flood alleviation and drainage (County capital allocation)   | £ 1.305m        |
| • Street lighting renewal (County capital allocation)          | <u>£ 1.000m</u> |
| <b>Total</b>   | <b>£18.011m</b> |
- \*This figure is based on the Authority achieving Band 2 (currently the highest level achievable by a local authority) in the assessment process. The outcome of this assessment is expected shortly.*

### Flood risk management

14. In addition to the flood alleviation and drainage maintenance programme the Hucknall town centre flood alleviation scheme will also be delivered during 2016/17 as part of the Hucknall town centre major transport improvement scheme. The scheme is subject to part-funding by the Environment Agency.
15. Nottinghamshire's Local Levy contributions of £275,199 (including a 2% increase in 2016/17) to the Regional Flood and Coastal Committee (RFCC) will facilitate investments designed to mitigate surface water flooding. The £2.4m annual fund allows the County Council to bid for significant scheme contributions, as well as smaller schemes that are subject to a lesser cost benefit requirement than necessary for significant schemes. This offers greater flexibility to finance schemes which protect smaller communities that would not



otherwise be eligible for large grant schemes, as well as enabling FDGiA funding to be spent more widely across the county.

## Detailed allocations

16. The proposed capital spending levels for different integrated transport and highway maintenance sub-blocks, based on the provisional 2016/17 allocations, are set out in the table below, along with details of the 2015/16 allocations for comparative purposes.

### 2015/16 and 2016/17 highways capital allocations

<b>Major transport schemes</b>	<b>2015/16 (£m)</b>	<b>2016/17 (£m)</b>
Hucknall Town Centre Improvement	2.295	7.863
A57/A60/B6024/St Anne's Drive, Worksop roundabout	0.372	2.820
Harworth access links	0	1.555

<b>Integrated transport programme</b>		
Access to local facilities (e.g. footway improvements and new crossings on main pedestrian routes)	1.006	1.300
Bus improvements (e.g. bus stop infrastructure and bus stop clearways)	0.400	0.500
Capacity improvements (e.g. traffic signal and junction improvements to reduce congestion)	0.100	0.150
Cycling, leisure and health (e.g. multi user routes and cycling improvements)	0.450	0.600
Environmental weight limits (e.g. HGV weight limits and HGV route signing)	0.065	0.075
Traffic monitoring and advanced development and design of future schemes	0.420	0.470
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)	0.050	0.055
Safety improvements (e.g. local safety schemes and safer routes to school)	0.725	0.750
Smarter choices (e.g. measures to help people access work by bus or walking and support for businesses developing travel plans)	0.150	0.150
Speed management (e.g. addressing local speed concerns, 20mph speed limits and interactive signs)	1.000	0.316
<b>Total integrated transport measures (excluding carry overs and external funding)</b>	<b>4.416*</b>	<b>4.416</b>
<b>Additional road safety</b>	<b>0.350</b>	<b>0.350</b>
<b>Nottingham to Newark rail service enhancements</b>	<b>0.050</b>	<b>0.050</b>

*\*the final 2015/16 integrated transport budget available, including carry overs and external funding, is currently £5.278m*

<b>Highway maintenance programme</b>		
Bridges (including condition assessments)	1.265	1.266
Carriageway maintenance (A, B & C, Unclassified roads)	6.645	6.700
Surface dressing (including pre-patching)	3.300	3.200
Footway maintenance	1.030	1.000
Structural drainage	0.500	0.500
Flood alleviation ( <i>5year allocation – both years include carry forward value</i> )	0.349	1.305
Street lighting renewal and improvement	1.300	1.000
Street lighting energy saving (including Salix Grant Funding)	1.364	1.200
Traffic signal renewal	0.350	0.330
Safety fencing	0.350	0.330
Network structural patching	1.180	1.180
<b>Total capital maintenance allocation</b>	<b>18.360</b>	<b>18.011</b>

17. The detailed integrated transport and highway capital maintenance programmes, listing the proposed schemes to be delivered during 2016/17 are attached as appendices 1 and 2 respectively to this report. Each of the schemes is still subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, design and consultation.
18. 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.

### Other Options Considered

19. Other options considered are set out within this report. Whilst the highway capital programmes are detailed within the appendices to this report, scheme development work is underway for future years' programmes as well as feasibility work on schemes which have been included as reserve schemes in the 2016/17 financial year's programme. Reserve schemes could potentially be delivered during the 2016/17 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

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

## **Statutory and Policy Implications**

21. 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**

It is recommended that Committee:

- a) approve the proposed integrated transport block programme for implementation as contained in this report and detailed in Appendix 1 subject to the provisions set out in paragraph 17
- b) approve the 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 17.

**Neil Hodgson**  
**Interim Service Director Highways**

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

## **Constitutional Comments (SJE 26/02/2016)**

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

## **Financial Comments (KP 08/03/2016)**

23. The financial implications are as set out in the report. All amounts will need to be included in the approved capital programme.

## **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
- Provisional integrated transport and highway maintenance capital programmes 2016/17
- 8<sup>th</sup> October 2015 Transport & Highways Committee report

## **Electoral Division(s) and Member(s) Affected**

- All



## Appendix 1 - 2016/17 integrated transport programme

Sub-block/scheme	Area	Scheme budget (£000)
<b>Access to local facilities</b>		
B600 Alfreton Road, Underwood - footway improvements	Ashfield	£10k-£25k
Forest Road, Sutton in Ashfield - dropped kerbs	Ashfield	≤£10k
Nabbs Lane, Hucknall - dropped kerbs	Ashfield	≤£10k
Yorke Street, Hucknall - dropped kerbs (route treatment)	Ashfield	≤£10k
A634 High Street, south of Retford Road, Blyth - pedestrian crossing	Bassetlaw	£25k-£50k
A60 Doncaster Road/Rotherham Baulk, Carlton in Lindrick - junction improvements [contribution to maintenance]	Bassetlaw	£25k-£50k
B6045 Bridge Place, Worksop - pedestrian improvements	Bassetlaw	£10k-£25k
Cunningham Close and Keyes Rise, Mattersey Thorpe - dropped kerbs	Bassetlaw	≤£10k
Railway station approaches, Retford - pedestrian improvements ( <i>carry over from 2015/16</i> )	Bassetlaw	£25k-£50k
Evelyn Street, Beeston - pedestrian improvements	Broxtowe	≤£10k
A60 Mansfield Road, Woodthorpe - zebra crossing upgrade	Gedling	£10k-£25k
Ramsey Drive, Arnold - dropped kerbs	Gedling	≤£10k
Wighay Road, Linby - footway improvements	Gedling	£25k-£50k
Church Lane, Mansfield - pedestrian route improvements	Mansfield	£50k-£100k
Timberland Trail (Mansfield Way), Forest Town - path upgrade (contribution to maintenance scheme)	Mansfield	£25k-£50k
Toothill Lane, Mansfield - footway widening	Mansfield	£50k-£100k
B6166 Lincoln Road/Winthorpe Road, Newark - crossing facilities	Newark & Sherwood	£50k-£100k
B6326 London Road, Balderton - pedestrian refuge	Newark & Sherwood	£10k-£25k
Bede House Lane, Newark - footway build out	Newark & Sherwood	≤£10k
Far Back Lane and Main Street, Farnsfield - dropped kerbs and build out	Newark & Sherwood	£10k-£25k
Aslockton FP 11 - upgrade to route to controlled level crossing	Rushcliffe	£10k-£25k
Kegworth Road, Gotham - improvements to pedestrian refuge ( <i>carry over from 2015/16</i> )	Rushcliffe	£10k-£25k
Shelford Road, Radcliffe on Trent - zebra crossing	Rushcliffe	£25k-£50k
St Mary's Crescent, East Leake - dropped kerbs	Rushcliffe	≤£10k
Union Street, Bingham - one way system and footway widening	Rushcliffe	£10k-£25k
<u>Reserve schemes</u>		
A57 Worksop - new footway	Bassetlaw	> £250k
Stapleford - pedestrian crossing ( <i>location to be determined pending feasibility</i> )	Broxtowe	£50k-£100k
East Leake - s106 sustainable transport improvements ( <i>location and scheme type subject to feasibility</i> )	Rushcliffe	£25k-£50k
<u>Schemes removed from programme since draft programme approval</u>		
Edgewood Drive, Hucknall - dropped kerbs [ <i>scheme delivered during 2015/16</i> ]	Ashfield	
Seagrave Avenue, Annesley Woodhouse - dropped kerbs [ <i>scheme delivered during 2015/16</i> ]	Ashfield	
Aldene Court, Chilwell - dropped kerbs [ <i>scheme delivered during 2015/16</i> ]	Broxtowe	
Awsorth Lane, Cossall - dropped kerbs [ <i>scheme delivered during 2015/16</i> ]	Broxtowe	
Plumtre Way, Eastwood - dropped kerbs [ <i>scheme delivered during 2015/16</i> ]	Broxtowe	
Adamsway, Mansfield - pedestrian crossing [ <i>scheme not deliverable due to design and cost issues</i> ]	Mansfield	
Tuxford Road, Boughton - pedestrian crossing [ <i>scheme no longer supported by councillor</i> ]	Newark & Sherwood	
Fees to deliver the above schemes		> £250k
Sub-block allocation		1,300.0
External funding		42.5
<b>Sub-block total</b>		<b>1,342.5</b>

Sub-block/scheme	Area	Scheme budget (£000)
<b>Bus improvements</b>		
Bus stop improvements, Ashfield	Ashfield	≤£10k
TROs and bus stop clearways, Ashfield	Ashfield	≤£10k
Bassetlaw real time expansion	Bassetlaw	£25k-£50k
Bus stop improvements, Bassetlaw	Bassetlaw	≤£10k
Retford Bus Station display upgrade	Bassetlaw	£50k-£100k
TROs and bus stop clearways, Bassetlaw	Bassetlaw	≤£10k
Bus stop improvements, Broxtowe	Broxtowe	≤£10k
TROs and bus stop clearways, Broxtowe	Broxtowe	≤£10k
Countywide reactive programme	Countywide	£25k-£50k
Purchase of real time equipment	Countywide	£50k-£100k
A612 Colwick Loop Road/Victoria Road, Netherfield - AVL TLP (bus priority at traffic signals)	Gedling	≤£10k
Arno Vale Road/Gedling Road, Arnold - AVL TLP (bus priority at traffic signals)	Gedling	≤£10k
B684 Plains Road/Gedling Road/Arnold Lane, Mapperley Plains - AVL TLP (bus priority at traffic signals)	Gedling	≤£10k
Bus stop improvements, Gedling	Gedling	≤£10k
Coppice Road/Rolleston Drive, Arnold - AVL TLP (bus priority at traffic signals)	Gedling	≤£10k
Gedling Road/Rolleston Drive, Arnold - AVL TLP (bus priority at traffic signals)	Gedling	≤£10k
TROs and bus stop clearways, Gedling	Gedling	≤£10k
Westdale Lane/Main Road/Gedling Road, Gedling - AVL TLP (bus priority at traffic signals)	Gedling	≤£10k
Bus stop improvements, Mansfield	Mansfield	≤£10k
TROs and bus stop clearways, Mansfield	Mansfield	≤£10k
Bus stop improvements, Newark & Sherwood	Newark & Sherwood	≤£10k
Newark villages - raised kerb programme	Newark & Sherwood	£25k-£50k
TROs and bus stop clearways, Newark & Sherwood	Newark & Sherwood	≤£10k
Whinney Lane, Ollerton - bus stop improvements	Newark & Sherwood	£10k-£25k
A606 Melton Road/Melton Gardens, West Bridgford - AVL TLP (bus priority at traffic signals)	Rushcliffe	≤£10k
Bus stop improvements, Rushcliffe	Rushcliffe	≤£10k



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<u>Reserve schemes</u> Wooden Shelter upgrades Solar lighting programme  <u>Schemes removed from programme since draft programme approval</u> Sutton in Ashfield to Hucknall - AVL TLP <i>[scheme no longer considered necessary]</i> Newark & Sherwood real time expansion <i>[scheme postponed]</i>  Fees to deliver the above schemes	Countywide	≤£10k
	Countywide	≤£10k
	Ashfield Newark & Sherwood	
		£100k-£150k
Sub-block allocation		500.0
External funding		19.2
<b>Sub-block total</b>		<b>519.2</b>

Sub-block/scheme	Area	Scheme budget (£000)
<b>Capacity improvements</b>		
A611 transport study	Ashfield	≤£50k
Nottingham Road/Smithurst Road, Giltbrook - signal improvements (MOVA)	Broxtowe	£50k-£100k
Noise attenuation <i>(scheme locations to be determined following analysis of national noise mapping data)</i>	Countywide	£25k-£50k
<u>Reserve schemes</u>		
A610/Ikea roundabouts - sign improvements	Broxtowe	£10k-£25k
Fees to deliver the above schemes		£10k-£25k
Sub-block allocation		150.0
External funding		0.0
<b>Sub-block total</b>		<b>150.0</b>

Sub-block/scheme	Area	Scheme budget (£000)
<b>Cycling and health</b>		
Cycle signing/parking	Countywide	≤£10k
Rights of Way signing improvements	Countywide	≤£10k
Rights of Way upgrades	Countywide	£10k-£25k
A60 Loughborough Road, West Bridgford - toucan crossing <i>(scheme dependent on securing external funding)</i>	Rushcliffe	£50k-£100k
West Bridgford - strategic cycle route improvements	Rushcliffe	£200k-£250k
Clifton Road, Ruddington - new cycle link <i>(carry over from 2015/16)</i>	Rushcliffe	£100k-£150k
<u>Reserve schemes</u>		
National Cycle Route (HS2 cycle route)	Ashfield/Broxtowe	£10k-£25k
Mansfield - strategic cycle route improvements	Mansfield	£200k-£250k
Fees to deliver the above schemes		£100k-£150k
Sub-block allocation		600.0
External funding		210.0
<b>Sub-block total</b>		<b>810.0</b>

Sub-block/scheme	Area	Scheme budget (£000)
<b>Environmental weight limits</b>		
Advisory HGV route signage - Everton	Bassetlaw	≤£10k
Advance EWL warning signs	Countywide	£10k-£25k
A1133, Collingham - Experimental EWL	Newark & Sherwood	£10k-£25k
Fees to deliver the above schemes		£10k-£25k
Sub-block allocation		75.0
External funding		0.0
<b>Sub-block total</b>		<b>75.0</b>

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Sub-block/scheme	Area	Scheme budget (£000)
<b>Monitoring, development and design</b>		
Development of future year's ITM programmes	Countywide	£100k-£150k
Advanced design of future schemes	Countywide	£25k-£50k
Technical surveys	Countywide	£50k-£100k
Traffic monitoring	Countywide	£100k-£150k
	Sub-block allocation	470.0
	External funding	0.0
	<b>Sub-block total</b>	<b>470.0</b>

Sub-block/scheme	Area	Scheme budget (£000)
<b>Parking</b>		
NET - waiting restrictions ( <i>carry over from 2015/16</i> )	Broxtowe	£10k-£25k
Tattershall Drive, Beeston - residents' parking scheme	Broxtowe	≤£10k
Grosvenor Road, Eastwood - alterations to existing scheme	Broxtowe	≤£10k
Lower, Middle & Upper Orchard Streets, Stapleford - residents' parking scheme	Broxtowe	≤£10k
Barnby Gate, Newark - residents' parking scheme	Newark & Sherwood	≤£10k
Strategic parking review - West Bridgford	Rushcliffe	≤£10k
<u>Reserve schemes</u>		
Bathwood Drive, Sutton in Ashfield - residents' parking scheme (subject to assessment)	Ashfield	≤£10k
Forest Road, Annesley Woodhouse - waiting restrictions	Ashfield	≤£10k
Devonshire Street/Harrington Street, Worksop - residents' parking scheme (subject to assessment)	Bassetlaw	≤£10k
Eastgate, Worksop - residents' parking scheme (subject to assessment)	Bassetlaw	≤£10k
Broadgate Avenue, Beeston - waiting restrictions	Broxtowe	≤£10k
Windsor Street, Beeston - residents' parking scheme	Broxtowe	≤£10k
Curzon Avenue, Carlton - residents' parking scheme (subject to assessment)	Gedling	≤£10k
Victoria Road, Netherfield - waiting restrictions	Gedling	≤£10k
St Margaret Street, Mansfield - residents' parking scheme (subject to assessment)	Mansfield	≤£10k
Epperstone Road area, West Bridgford - residents' parking scheme	Rushcliffe	≤£10k
Fees to deliver the above schemes		£25k-£50k
	Sub-block allocation	50.0
	External funding	0.0
	<b>Sub-block total</b>	<b>50.0</b>

Sub-block/scheme	Area	Scheme budget (£000)
<b>Rail improvements</b>		
HS2 feasibility study ( <i>carry over from 2015/16</i> )	Broxtowe	≤£10k
Road/rail incursions	Countywide	£10k-£25k
Dukeries line - feasibility study	Mansfield / Newark & Sherwood	£10k-£25k
<u>Reserve schemes</u>		
Retford railway station - access improvements (contribution)	Bassetlaw	£10k-£25k
	Sub-block allocation	55.0
	External funding	0.0
	<b>Sub-block total</b>	<b>55.0</b>



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Sub-block/scheme	Area	Scheme budget (£000)
<b>Safety improvements</b>		
A38 Alfreton Road / Common Road Sutton in Ashfield - signal improvements	Ashfield	≤£10k
A611/B6009 Watnall Road roundabout, Hucknall - signing improvements	Ashfield	≤£10k
Mansfield Road, Sutton - street lighting upgrade	Ashfield	£10k-£25k
Nabbs Lane Hucknall - traffic calming contribution to maintenance scheme	Ashfield	£25k-£50k
Watnall Road High Leys Ln Zebra - surfacing upgrade and signing improvements	Ashfield	£10k-£25k
Willowbridge Lane/Brook Street, Sutton in Ashfield - signing improvements	Ashfield	≤£10k
A57 eastbound approach to A1/A614, Apley Head - signing improvements	Bassetlaw	≤£10k
A60 Carlton Road north of Owday Lane, Wigthorpe - signing improvements	Bassetlaw	≤£10k
A620 Retford Road (southbound) bend south of North Wheatley - signing improvements	Bassetlaw	≤£10k
A638 London Road/South Street, Retford - bollard and lining improvements	Bassetlaw	≤£10k
B6046 Mattersey Road west of Clearwater Lakes, Ranskill - surface upgrade and signing improvements	Bassetlaw	£10k-£25k
Shireoaks Common; vicinity of Woodside Road - street lighting upgrade	Bassetlaw	≤£10k
A6005 Queens Road/Dovecote Lane, Beeston - pedestrian improvements	Broxtowe	≤£10k
Bramcote Lane/Inham Road, Chilwell - street lighting upgrade	Broxtowe	≤£10k
Nottingham Road/Maws Lane, Kimberley - junction improvement	Broxtowe	£10k-£25k
Rivergreen Crescent at Thoresby Road, Bramcote - street lighting upgrade	Broxtowe	≤£10k
Valley Road, Chilwell - street lighting upgrade	Broxtowe	≤£10k
B6009 Watnall Road 200m W of Eel Hole Farm, Watnall - surface upgrade contribution to maintenance scheme	Broxtowe	≤£10k
A60 bend at Woodland Grange, Papplewick - signing improvements	Gedling	≤£10k
A60 Mansfield Rd zebra near Marlborough Road, Woodthorpe - crossing improvements	Gedling	≤£10k
A60 Mansfield Road, Arnold - speed management improvements	Gedling	£50k-£100k
B684 Mapperley Plains/Spring Lane, Arnold - signing and lining improvements	Gedling	≤£10k
B684 Woodborough Road/Breck Hill Road - signing and lining improvements	Gedling	≤£10k
Chaworth Road/Private Road No1, Colwick - street lighting and lining improvements	Gedling	≤£10k
Main Road/Bretton Road Ravenshead - signing improvements	Gedling	≤£10k
Oxton Road/Whinbush Lane, Calverton - signing and lining improvements	Gedling	≤£10k
Rolleston Drive/ Gedling Road, Arnold - signing improvements	Gedling	≤£10k
Victoria Road, Netherfield - improvements to zebra	Gedling	≤£10k
Woodthorpe Drive (top), Mapperley - street lighting upgrade	Gedling	≤£10k
A60 Church Street, Market Warsop - improvements to zebra	Mansfield	≤£10k
A60 Leeming Lane/New Mill Lane, Mansfield Woodhouse - traffic signal improvements	Mansfield	≤£10k
A6075 Abbott Road bend adjacent to Berwick Avenue Mansfield - signing, lining and surfacing improvements	Mansfield	£10k-£25k
A617 northbound approach to Rainworth Roundabout - signing improvements	Mansfield	≤£10k
Nottingham Rd/Cauldwell Road - signing and lining improvements	Mansfield	£10k-£25k
Old mill Lane Mansfield - lining improvements	Mansfield	≤£10k
Sherwood Street/High Street, Warsop - improvements to zebra	Mansfield	£10k-£25k
A17 Winthorpe Roundabout - signing and lining improvements	Newark & Sherwood	≤£10k
A612 Battle Bridge, Upton - safety barrier improvements	Newark & Sherwood	≤£10k
A612 Easthorpe/Fiskerton Road, Southwell - signing improvements	Newark & Sherwood	≤£10k
A616 Newark Road/Ompton Bends at Grimston Hill - surface upgrade and signing improvements	Newark & Sherwood	£10k-£25k
A616/Ossington Road, Kneesall - signing improvements	Newark & Sherwood	≤£10k
A617 bend east of Averham - signing improvements	Newark & Sherwood	≤£10k
B6386 Oxton Road nr Halloughton - surface upgrade contribution to maintenance scheme	Newark & Sherwood	≤£10k
Beacon Hill Road/Sherwood Avenue, Newark - signing improvements	Newark & Sherwood	≤£10k
Bowbridge Lane, Newark (bends at scrapyard) - signing improvements	Newark & Sherwood	≤£10k
Cleveland Square/Beech Avenue, Newark - signing improvements	Newark & Sherwood	≤£10k
Queens Road/Kings Road, Newark - signing improvements	Newark & Sherwood	≤£10k
A60 Rempstone Crossroads - lining improvements	Rushcliffe	≤£10k
A60/Pendock Lane, Bradmore - signing improvements	Rushcliffe	≤£10k
A6011 Radcliffe Road/Davies Road, West Bridgford - surface upgrade	Rushcliffe	≤£10k
Abbey Road Davies Road W Bridgford - signing improvements	Rushcliffe	≤£10k
Alford Road/Melton Gardens, Edwalton - street lighting upgrade	Rushcliffe	≤£10k
Bradmore Lane Plumtree at Blackcliffe Hill - signing and lining improvements	Rushcliffe	£10k-£25k
Grantham Road, Bingham (vicinity of Long Acre) - street lighting upgrade	Rushcliffe	≤£10k
Hollygate Lane (SW Nottingham Road), Cotgrave - surface upgrade contribution to maintenance scheme	Rushcliffe	≤£10k
Longmoor Lane/Cliff Hill/Smite Lane, Orston - signing and lining improvements	Rushcliffe	≤£10k
Melton Rd/Cotgrave Rd Plumtree Crossroads - signal improvements	Rushcliffe	£10k-£25k
Pendock Lane (NW of A60), Bradmore - surface upgrade contribution to maintenance scheme	Rushcliffe	≤£10k
<u>Schemes removed from programme since draft programme approval</u>		
B6018 Church Hill bend at Pennine Drive, Kirkby in Ashfield <i>[linked to maintenance scheme no longer occurring]</i>	Ashfield	
B6019 Kirkby Lane bend at Cliff Lane, Pinxton <i>[linked to maintenance scheme no longer occurring]</i>	Ashfield	
A617 Kirklington Road 175m South East of Kirklington Road, Bilsthorpe <i>[maintenance scheme now revised (patching in 2016/17 followed by resurfacing in 2017/18)]</i>	Newark & Sherwood	
Fees to deliver the above schemes		£150k-£250k
Sub-block allocation		750.0
External funding		0.0
County Capital		350.0
<b>Sub-block total</b>		<b>1,100.0</b>

## Appendix 1 - 2016/17 integrated transport programme

Sub-block/scheme	Area	Scheme budget (£000)
<b>Smarter choices</b>		
Bingham town centre - PTP	Rushcliffe	≤£10k
Infrastructure improvements recommended as part of 2015/16 travel planning (locations to be determined)		£25k-£50k
Personalised travel planning at locations with journey time delay (locations to be determined)		
Fees to deliver the above schemes		
	Sub-block allocation	150.0
	External funding	0.0
	<b>Sub-block total</b>	<b>150.0</b>

Sub-block/scheme	Area	Scheme budget (£000)
<b>Speed management</b>		
A57, Darlton - speed limit reduction to 30mph through village [carryover from 2015-16]	Bassetlaw	≤£10k
Howbeck Lane, Clarbrough - speed limit reduction to 30mph	Bassetlaw	≤£10k
B600 Church Road, Greasley - speed limit reduction to 50mph	Broxtowe	≤£10k
20mph advisory speed limits outside schools	Countywide	£25k-£50k
Burnstump Hill, Papplewick - speed limit reduction to 50mph	Gedling	≤£10k
Catfoot Lane, Lambley - extension of 30mph speed limit	Gedling	≤£10k
Hucknall Road, Newstead - speed limit reduction to 40mph	Gedling/Ashfield	≤£10k
A616 Debdale Hill to South Muskham island - speed limit reduction to 50mph	Newark & Sherwood	≤£10k
A616 Newark Road, Wellow - extension of 30mph	Newark & Sherwood	≤£10k
B6325 Great North Road, South Muskham - speed limit reduction to 30mph (included in A616 Debdale Hill to South Muskham island speed limit reduction above)		
Un-named road, Norwell Woodhouse - speed limit reduction to 40mph	Newark & Sherwood	≤£10k
A606 Melton Road, Edwalton (Edwalton Lodge Drive to Burleigh Road) - speed limit reduction to 40mph	Rushcliffe	≤£10k
<u>Interactive speed signs</u> (each sign costs approximately £7,500)		
A608 Cordy Lane, Underwood (500m SW of B600) - interactive speed sign	Ashfield	≤£10k
B6016 Pye Hill Road, Jacksdale (SE of Providence Road) - interactive speed sign	Ashfield	≤£10k
A161 Beckingham Road, Walkeringham (LC no. 30) - interactive speed sign	Bassetlaw	≤£10k
A161 Station Street, Misterton (NW of Station Road) - interactive speed sign	Bassetlaw	≤£10k
Parkdale Road, Carlton (SW of Cliff Road) - interactive speed sign	Gedling	≤£10k
Southdale Road, Carlton (SW of Southlea Road) - interactive speed sign	Gedling	≤£10k
A616 Newark Road, Kneesall (SE end of village) - interactive speed sign	Newark & Sherwood	≤£10k
Lambley Lane, Lowdham (west of Church Lane to LC no. 18) - interactive speed sign	Newark & Sherwood	≤£10k
A606 Melton Road, West Bridgford (NW of Burleigh Road) - interactive speed sign	Rushcliffe	≤£10k
Plumtree Road, Cotgrave (NE of Mensing Avenue) - interactive speed sign	Rushcliffe	≤£10k
<u>Reserve schemes</u>		
B6018 Mansfield Road, Selston (SE of Manitoba Way) - interactive speed sign	Ashfield	≤£10k
Papplewick Lane, Hucknall (NE of Hayden Lane) - interactive speed sign	Ashfield	≤£10k
A57 Main Street, Dunham on Trent (E of Church Walk) - interactive speed sign	Bassetlaw	≤£10k
A634 Sheffield Road, Blyth (west of Park Drive) - interactive speed sign	Bassetlaw	≤£10k
A60 between Mansfield Woodhouse and Market Warsop - speed limit reduction (subject to further assessment)	Mansfield	≤£10k
Eaking Road, Mansfield (NE of Bradforth Avenue) - interactive speed sign	Mansfield	≤£10k
<u>Schemes removed from programme since draft programme approval</u> (interactive speed signs which have been replaced in the programme as they do not score as highly as subsequent sign requests)		
A616 Budby Road, Cuckney (west of Old Mill Lane) - interactive speed sign	Bassetlaw	
Shireoaks Common, Shireoaks (NE of Woodside Road to LC no.28) - interactive speed sign	Bassetlaw	
B6031 Bishops Walk, Church Warsop (east of Grove Road) - interactive speed sign	Mansfield	
Netherfield Lane, Meden Vale (outside Three Lions Pub) - interactive speed sign	Mansfield	
B1164 Great North Road, Carlton on Trent (outside Carlton House) - interactive speed sign	Newark & Sherwood	
Fees to deliver the above schemes		£50k-£100k
	Sub-block allocation	316.0
	External funding	0.0
	<b>Sub-block total</b>	<b>316.0</b>

## Appendix 2 - 2016/17 capital maintenance programme

Sub-block/scheme	Area	Scheme budget (£000)
<b>Bridges</b>		
Fulwood Bridge - Maintenance painting	Ashfield	£25k - £50k
Station Road Bridge, Hucknall - Contribution to Network Rail scheme	Ashfield	<£25k
Clarlborough Gantries - Provide height gantry	Bassetlaw	£25k - £50k
Crookford footbridge - Access ramps	Bassetlaw	£50k - £100k
Padge Bridge - Maintenance painting	Broxtowe	£25k - £50k
Station Road Bridge - Joint repairs	Broxtowe	£25k - £50k
Bridges & Culverts Miscellaneous work - Miscellaneous work	Countywide	£25k - £50k
General Repairs Work - General bridge repairs	Countywide	£200 - £300k
Minor Bridge Painting - Maintenance painting	Countywide	£50k - £100k
Minor Concrete Repairs - General concrete repairs	Countywide	£25k - £50k
Principal Inspections - Principal inspections	Countywide	£200 - £300k
RoW Bridge Repairs/ Emergency Repairs - RoW bridge repairs/ emergency repairs	Countywide	£100k - £200k
Stockwell Gate - Replace joints	Mansfield	£100k - £200k
Footbridge Over Ford, Rufford - Footbridge Replacement	Newark & Sherwood	£50k - £100k
Halam Bridge retaining wall - Retaining wall repairs	Newark & Sherwood	£50k - £100k
Lady Bay Bridge - Investigate/repair north joint	Rushcliffe	<£25k
<b>Sub-block total</b>		<b>£1,266</b>

Sub-block/scheme	Area	Scheme budget (£000)
<b>Carriageway Maintenance - Principal classified road network (A roads)</b>		
A608 Mansfield Road, Underwood - Resurfacing	Ashfield	£200 - £300k
A57 Broad Gate, Darlton - Resurfacing	Bassetlaw	£100k - £200k
A620 Babworth Road, Retford - Resurfacing	Bassetlaw	£50k - £100k
A6002 Coventry Lane Phase 1 - Resurfacing	Broxtowe	£100k - £200k
A614 Ollerton Road - Structural patching	Gedling	£100k - £200k
A60 Nottingham Road - Resurfacing	Mansfield	£200 - £300k
A6097 Lowdham Roundabout, Lowdham - Resurfacing	Newark & Sherwood	£100k - £200k
A612 Main Street, Upton - Resurfacing	Newark & Sherwood	£100k - £200k
<u>Reserve List</u>		
A611 Wood Lane Island - Resurfacing	Ashfield	
A638 Arlington Way/London Rd Junction - Resurfacing	Bassetlaw	
A612 Burton Road / Nottingham Road, Burton Joyce - Structural patching	Gedling	
A60 Loughborough Road, Bunny - Resurfacing	Rushcliffe	
<b>Sub-block total</b>		<b>£1,250</b>

Sub-block/scheme	Area	Scheme budget (£000)
<b>Carriageway Maintenance - Non-principal classified road network (B &amp; C roads)</b>		
B6020 Station Street, Kirkby in Ashfield - Resurfacing	Ashfield	£50k - £100k
B6026 Huthwaite Road, Sutton in Ashfield - Structural patching	Ashfield	£50k - £100k
B6027 Common Road, Huthwaite (Phase 2) - Resurfacing	Ashfield	£100k - £200k
B6040 Cheapside, Worksop - Resurfacing	Bassetlaw	£200 - £300k
B6040 Potter Street, Worksop - Resurfacing	Bassetlaw	£100k - £200k
B6463 Tickhill Road, Harworth - Resurfacing	Bassetlaw	£25k - £50k
C205 Market Place, Park Street and Sparken Hill, Worksop - Resurfacing	Bassetlaw	£100k - £200k
B6010 Dovecote Road, Newthorpe - Resurfacing	Broxtowe	£100k - £200k
B6464 Bypass Road, Chilwell - Resurfacing	Broxtowe	£100k - £200k
C127 Nottingham Road, Eastwood - Resurfacing	Broxtowe	£50k - £100k
B6030 Clipstone Road East - Resurfacing	Mansfield	£50k - £100k
B6031 Carter Lane, Warsop Vale - Resurfacing	Mansfield	£200 - £300k
B6030 Mansfield Road, Kings Clipstone - Resurfacing	Newark & Sherwood	£100k - £200k
B6034 High Street, Edwinstowe - Resurfacing	Newark & Sherwood	£100k - £200k
C6 Netherfield Lane, Budby - Haunch and overlay	Newark & Sherwood	£50k - £100k
C115 Bingham Road, Radcliffe-on-Trent - Resurfacing	Rushcliffe	£50k - £100k
C47 Main Street, Normanton-on-Soar - Resurfacing	Rushcliffe	£50k - £100k
C47 Stanford Road / Normanton Lane - Resurfacing / Structural patching	Rushcliffe	£50k - £100k
C74 Plumtree Road, Cotgrave - Resurfacing	Rushcliffe	£100k - £200k
<u>Reserve List</u>		
B1403 Church Street, Misterton - Resurfacing	Bassetlaw	
B6045 Carlton Rd, Worksop - Resurfacing	Bassetlaw	
Wood Lane, Tresswell - Structural patching	Bassetlaw	
B6003 Pasture Road - Resurfacing	Broxtowe	
C169 Westdale Lane, Carlton - Resurfacing	Gedling	
C213 Papplewick Lane, Papplewick - Resurfacing	Gedling	
C97 Gonalston Lane - Resurfacing	Newark & Sherwood	
<b>Sub-block total</b>		<b>£2,800</b>

## Appendix 2 - 2016/17 capital maintenance programme

Sub-block/scheme	Area	Scheme budget (£000)
<b>Carriageway Maintenance - Unclassified road network</b>		
Annesley Cutting, Annesley Woodhouse - Resurfacing	Ashfield	£100k - £200k
Lawn Road, Sutton in Ashfield - Resurfacing	Ashfield	£25k - £50k
Nabbs Lane, Hucknall - Resurfacing	Ashfield	£100k - £200k
Pepper Street, Sutton in Ashfield - Resurfacing	Ashfield	£50k - £100k
Bader Rise, Mattersey Thorpe - Resurfacing	Bassetlaw	£50k - £100k
Beardsalls Row, Retford - Resurfacing	Bassetlaw	£50k - £100k
Bembridge, Worksop - Resurfacing	Bassetlaw	<£25k
Forest Hill Road, Worksop - Resurfacing	Bassetlaw	£25k - £50k
Inglemere Close, Worksop - Resurfacing	Bassetlaw	<£25k
Little Gringley Lane, Little Gringley - Resurfacing	Bassetlaw	£50k - £100k
North Carr Road, West Stockwith - Resurfacing	Bassetlaw	£50k - £100k
West Street, Misson - Resurfacing	Bassetlaw	£25k - £50k
Westfield Drive, Worksop - Resurfacing	Bassetlaw	<£25k
Whitaker Close, Retford - Resurfacing	Bassetlaw	£25k - £50k
Winston Green, Mattersey Thorpe - Resurfacing	Bassetlaw	£25k - £50k
Babbington Court, Chilwell - Resurfacing	Broxtowe	£25k - £50k
Broughton Street / Park Street / Bramcote Avenue, Beeston - Resurfacing and patching	Broxtowe	£100k - £200k
Church Hill, Kimberley - Resurfacing	Broxtowe	£50k - £100k
Jubilee Street, Kimberley - Resurfacing	Broxtowe	£25k - £50k
Meadow Lane, Chilwell - Resurfacing	Broxtowe	£25k - £50k
South Street, Eastwood - Resurfacing	Broxtowe	£25k - £50k
Collyer Road, Calverton - Resurfacing	Gedling	£100k - £200k
Priory Road / First Avenue, Carlton - Resurfacing	Gedling	£100k - £200k
Crown Farm Way, Mansfield - Resurfacing	Mansfield	£50k - £100k
Gladstone Street, Mansfield Woodhouse - Resurfacing	Mansfield	<£25k
Hallam Way, Mansfield Woodhouse - Resurfacing	Mansfield	£25k - £50k
Highland Close, Mansfield Woodhouse - Resurfacing	Mansfield	<£25k
Lawrence Avenue, Mansfield Woodhouse - Resurfacing	Mansfield	£50k - £100k
Park Avenue, Mansfield - Resurfacing	Mansfield	£25k - £50k
Park Road, Mansfield Woodhouse - Resurfacing	Mansfield	£25k - £50k
Forest Road, Clipstone - Resurfacing	Newark & Sherwood	£100k - £200k
Hill Crest, Southwell - Resurfacing	Newark & Sherwood	<£25k
New Hill, Farnsfield - Resurfacing	Newark & Sherwood	£50k - £100k
Wigsley Road Bridge near Thorney - Reconstruction	Newark & Sherwood	£25k - £50k
Woodland View, Southwell - Resurfacing	Newark & Sherwood	£25k - £50k
Brickyard Lane, West Leake - Resurfacing	Rushcliffe	£100k - £200k
Fisher Lane, Bingham - Resurfacing	Rushcliffe	£25k - £50k
Orchard Close, Barnstone - Retread	Rushcliffe	£25k - £50k
<u>Reserve List</u>		
Beech Road, Harworth - Resurfacing	Bassetlaw	
Broughton Avenue / Park Street / Bramcote Avenue, Beeston (Phase 2) - Resurfacing	Broxtowe	
Padleys Lane, Burton Joyce - Resurfacing	Gedling	
Shelford Road, Gedling - Resurfacing	Gedling	
Valley Road - MicroAsphalt	Gedling	
Bassingfield Lane, Bassingfield - Structural patching	Rushcliffe	
Bateman Road, East Leake - Resurfacing	Rushcliffe	
Hickling Lane, Upper Broughton - Reconstruction	Rushcliffe	
Lombard Street, Orston - Resurfacing	Rushcliffe	
Manor Barn Farm, Upper Broughton - Retread	Rushcliffe	
Ring Leas, Cotgrave - Resurfacing	Rushcliffe	
Station Road, Sutton Bonington - Resurfacing	Rushcliffe	
Tudor Road, West Bridgford - Resurfacing	Rushcliffe	
<b>Sub-block total</b>		<b>£2,650</b>

## Appendix 2 - 2016/17 capital maintenance programme

Sub-block/scheme	Area	Scheme budget (£000)
<b>Footway Maintenance</b>		
Carnarvon Street, Stanton Hill - Resurfacing	Ashfield	£25k - £50k
Desborough Road, Selston - Resurfacing	Ashfield	£50k - £100k
Windsor Avenue, Sutton in Ashfield - Resurfacing	Ashfield	£25k - £50k
Doncaster Road, Carlton in Lindrick - Resurfacing	Bassetlaw	£50k - £100k
Station Road, Misterton - Resurfacing	Bassetlaw	<£25k
Sutton Lane, Sutton-cum-Lound - Resurfacing	Bassetlaw	£25k - £50k
Vicarage Lane, Beckingham - Resurfacing	Bassetlaw	<£25k
New Eaton Road, Stapleford (Phase 2) - Reconstruct footway and kerbing	Broxtowe	£50k - £100k
The Elms, Watnall - Reconstruct footway and kerbing	Broxtowe	<£25k
Lees Road, Carlton - Reconstruct footway and kerbing	Gedling	£50k - £100k
Moor Road, Bestwood Village - Reconstruct footway and kerbing	Gedling	£25k - £50k
Parkland Close, Mansfield -	Mansfield	£100k - £200k
Masefield Crescent, Balderton -	Newark & Sherwood	£50k - £100k
Cedar Drive, Keyworth - Resurfacing	Rushcliffe	£50k - £100k
Kirk Ley Road, East Leake - Resurfacing	Rushcliffe	£50k - £100k
<u>Reserve List</u>		
Cavendish Road, Worksop - Resurfacing	Bassetlaw	
Dickens Road, Worksop - Resurfacing	Bassetlaw	
Doncaster Road, Carlton in Lindrick - Resurfacing	Bassetlaw	
Hirst Road, Retford - Resurfacing	Bassetlaw	
Mattersey Road, Mattersey - Resurfacing	Bassetlaw	
Meadow Way, Harworth - Resurfacing	Bassetlaw	
Northumbria Drive, Retford - Resurfacing	Bassetlaw	
Old Gainsborough Road, Drakeholes - Resurfacing and kerbing	Bassetlaw	
Stockwith Road, West Stockwith - Footway Reconstruction	Bassetlaw	
Sutton Lane, Sutton cum Lound - Resurfacing	Bassetlaw	
Vicarage Lane, Beckingham - Resurfacing	Bassetlaw	
Barrett Crescent, Attenborough - Reconstruct footway and kerbing	Broxtowe	
Burton Joyce - Slurry seal	Gedling	
Main Street, Burton Joyce - Reconstruct footway and kerbing	Gedling	
Southcliffe Road, Carlton - Reconstruct footway and kerbing	Gedling	
High Street, Mansfield Woodhouse -	Mansfield	
Bentinck Close, Boughton -	Newark & Sherwood	
Crompton Road, Bilsthorpe -	Newark & Sherwood	
Fourth Avenue, Edwinstowe -	Newark & Sherwood	
Little John Drive, Rainworth -	Newark & Sherwood	
St Peters Close, Farndon -	Newark & Sherwood	
Station Road, Goverton -	Newark & Sherwood	
<b>Sub-block total</b>		<b>£1,000</b>

Sub-block/scheme	Area	Scheme budget (£000)
<b>Drainage</b>		
A611 Derby Road/ B6020 Diamond Avenue Junction - Drainage Improvement	Ashfield	£25k - £50k
Misc Drainage Repairs - Ashfield - Drainage improvements	Ashfield	<£25k
Green Mile Lane, Babworth - New Gullies	Bassetlaw	<£25k
Main Street, Hayton - Upsize Existing Culverts	Bassetlaw	<£25k
Misc Drainage Repairs - Bassetlaw - Drainage improvements	Bassetlaw	<£25k
Old London Road, West Drayton - New Kerbing and Gullies	Bassetlaw	<£25k
Steetley Lane, Shireoaks - New Culvert	Bassetlaw	<£25k
Stockwith Road, Misterton - Relay carrier drain & install new offlets	Bassetlaw	<£25k
Ilkeston Road, Trowell - New carrier drain	Broxtowe	£25k - £50k
Misc Drainage Repairs - Broxtowe - Drainage improvements	Broxtowe	<£25k
Countywide Pumping Station Services - Pump Maintenance/Replacement	Countywide	£25k - £50k
Misc Drainage Repairs - Gedling - Drainage improvements	Gedling	<£25k
Various locations, Ravenshead - Soakaway Replacement	Gedling	£25k - £50k
Mansfield Town Centre, Pedestrianised Area - Surface Drain Replacement	Mansfield	£25k - £50k
Misc Drainage Repairs - Mansfield - Drainage improvements	Mansfield	<£25k
Brookside, Lowdham - New system	Newark & Sherwood	<£25k
Burton Rise, Walesby - New Manholes and gullies	Newark & Sherwood	<£25k
Dalestorth Nurseries, Farnsfield - New Soakaway	Newark & Sherwood	<£25k
Great North Road, Sutton on Trent - Replace soakaways	Newark & Sherwood	<£25k
Misc Drainage Repairs - Newark - Drainage improvements	Newark & Sherwood	<£25k
Nottingham Road, Southwell - New Gullies	Newark & Sherwood	<£25k
A60 Loughborough Road, West Bridgford - Drainage Improvement	Rushcliffe	£25k - £50k
Misc Drainage Repairs - Rushcliffe - Drainage improvements	Rushcliffe	<£25k



## Appendix 2 - 2016/17 capital maintenance programme

### Reserve List

B1403 Walkeringham Rd, Walkeringham - New gully and pipework  
 Shireoaks Common, Shireoaks - New ACO Kerb Drain  
 Pinfold Lane, Balderton - New manholes and pipework

Bassetlaw  
 Bassetlaw  
 Newark & Sherwood

**Sub-block total** £500

Sub-block/scheme	Area	Scheme budget (£000)
<b>Flood Risk Management</b>		
Potential contributions to schemes in Walkeringham, Egmont, Southwell, Hucknall, Daybrook, Lowdham, Gunthorpe, Boundary Brook, Isle of Axholme, East Notts tributaries, Retford, and Claborough. Scheme phasing to be developed with the Environment Agency		
<b>Sub-block total</b>		<b>£1,305</b>

Sub-block/scheme	Area	Scheme budget (£000)
<b>Surface Dressing</b>		
A611 Hucknall Bypass - Surface dressing	Ashfield	£50k - £100k
Albert Street, Stanton Hill - MicroAsphalt	Ashfield	<£25k
Carnarvon Street, Stanton Hill - Surface dressing	Ashfield	<£25k
Church Street, Sutton in Ashfield - Surface dressing	Ashfield	<£25k
Clumber Crescent, Stanton Hill - MicroAsphalt	Ashfield	<£25k
Coppywood Close, Stanton Hill - Surface dressing	Ashfield	<£25k
Crompton Street, Stanton Hill - Surface dressing	Ashfield	<£25k
Meden Bank, Stanton Hill - MicroAsphalt	Ashfield	<£25k
Roger Close, Sutton in Ashfield - MicroAsphalt	Ashfield	<£25k
Victoria Street, Stanton Hill - MicroAsphalt	Ashfield	<£25k
Welbeck Square, Stanton Hill - MicroAsphalt	Ashfield	<£25k
Bawtry Road, Newington - Surface dressing	Bassetlaw	<£25k
Beckingham Duals, Beckingham - Surface dressing	Bassetlaw	£50k - £100k
Cockshutt Lane, Nether Langwith - Surface dressing	Bassetlaw	£25k - £50k
Darlington Road, Tuxford - Surface dressing	Bassetlaw	£50k - £100k
Hundred Acre Lane, Carlton in Lindrick - Surface dressing	Bassetlaw	£25k - £50k
Lamb Lane, Oldcotes - Surface dressing	Bassetlaw	<£25k
Leverton Road / Retford Road, South Leverton - Surface dressing	Bassetlaw	£25k - £50k
Main Street, Bothamsall - MicroAsphalt	Bassetlaw	£25k - £50k
Sandersons Bank / Bank End Road, Misson - Surface dressing	Bassetlaw	£25k - £50k
Shireoaks Road, Worksop - Surface dressing	Bassetlaw	£25k - £50k
Springs Road, Misson - Surface dressing	Bassetlaw	£25k - £50k
B6009 Long Lane, Watnall - Surface dressing	Broxtowe	<£25k
Field Lane, Beeston - Surface dressing	Broxtowe	£25k - £50k
Gin Close Way, Awsworth - Surface dressing	Broxtowe	<£25k
Kendal Drive, Beeston - MicroAsphalt	Broxtowe	£25k - £50k
Magnolia Court, Beeston - MicroAsphalt	Broxtowe	<£25k
Rydal Drive, Beeston - MicroAsphalt	Broxtowe	£25k - £50k
Shilo Way, Awsworth - Surface dressing	Broxtowe	£50k - £100k
A60 Mansfield Road, Papplewick - Surface dressing	Gedling	£50k - £100k
Cornwall Road, Arnold - MicroAsphalt	Gedling	£25k - £50k
Arlington Avenue, Mansfield Woodhouse - MicroAsphalt	Mansfield	<£25k
Cromer Close, Mansfield - MicroAsphalt	Mansfield	£25k - £50k
Crown Farm Way, Mansfield - Surface dressing	Mansfield	£50k - £100k
New Mill Lane, Forest Town - Surface dressing	Mansfield	<£25k
Rannoch Drive, Mansfield - Surface dressing	Mansfield	<£25k
Sandlands Way, Forest Town - Surface dressing	Mansfield	<£25k
Water Lane, Pleasley - Surface dressing	Mansfield	£25k - £50k
Windsor Gardens, Mansfield - MicroAsphalt	Mansfield	£25k - £50k
A1133 Gainsborough Road, North Clifton - Surface dressing	Newark & Sherwood	£50k - £100k
A614 Old Rufford Road, Bilsthorpe - Surface dressing	Newark & Sherwood	£200 - £300k
B6386 Oxtan Road nr Halloughton - Surface dressing	Newark & Sherwood	£25k - £50k
Budby Road, Budby - Surface dressing	Newark & Sherwood	£50k - £100k
Main Street, Walesby - MicroAsphalt	Newark & Sherwood	£25k - £50k
Tuxford Road, Boughton - Surface dressing	Newark & Sherwood	£50k - £100k
A6006 Main Street, Zouch - Surface dressing	Rushcliffe	£200 - £300k
Church Street, Shelford - MicroAsphalt	Rushcliffe	£25k - £50k
West Street, Shelford - MicroAsphalt	Rushcliffe	£25k - £50k
<b>Sub-block total</b>		<b>£3,200</b>

## Appendix 2 - 2016/17 capital maintenance programme

Sub-block/scheme	Area	Scheme budget (£000)
<b>Street lighting replacement/upgrades</b>		
Barker Avenue, Skegby - 7 No Columns	Ashfield	<£25k
Buttery Lane, Skegby - 11 No Columns	Ashfield	<£25k
Byron Avenue, Sutton-in-Ashfield - 3 No Columns	Ashfield	<£25k
Blyth Road, Worksop - 8 No Columns	Bassetlaw	<£25k
Carlton Avenue, Worksop - 13 No Columns	Bassetlaw	<£25k
High Hoe Road, Worksop - 18 No Columns	Bassetlaw	£25k - £50k
Kilton Hill, Worksop - 12 No Columns	Bassetlaw	<£25k
Leeds Road Area, Shireoaks - 25 No Columns	Bassetlaw	£25k - £50k
Mansfield Road, Worksop - 23 No Columns	Bassetlaw	£25k - £50k
Welham Road, Retford - 22 No Columns	Bassetlaw	£25k - £50k
Bridgend Close, Stapleford - 3 No Columns	Broxtowe	<£25k
Clive Crescent, Kimberley - 5 No Columns	Broxtowe	<£25k
High Road, Chilwell - 13 No Columns	Broxtowe	£25k - £50k
Queens Road East, Beeston - 11 No Columns	Broxtowe	£25k - £50k
Countywide Emergency Column Replacement Fund -	Countywide	<£25k
A60 Mansfield Road, Arnold - 45 No Columns	Gedling	£50k - £100k
Arnold Lane, Gedling - 8 No Columns	Gedling	<£25k
Forest lane, Papplewick - 10 No Columns	Gedling	<£25k
Gedling Road, Arnold - 5 No Columns	Gedling	<£25k
Kirkby Road, Ravenshead - 16 No Columns	Gedling	£25k - £50k
Linby Lane, Papplewick - 10 No Columns	Gedling	<£25k
Main Road, Gedling - 7 No Columns	Gedling	<£25k
Beaumont Avenue, Mansfield - 7 No Columns	Mansfield	<£25k
Beck Crescent Area, Mansfield - 50 No Columns	Mansfield	£50k - £100k
Fairholme Drive, Mansfield - 29 No Columns	Mansfield	£25k - £50k
George Street, Mansfield - 8 No Columns	Mansfield	<£25k
Langley Close, Mansfield - 3 No Columns	Mansfield	<£25k
Westfield Lane, Mansfield - 37 No Columns	Mansfield	£50k - £100k
Whitfield Street, Newark - 10 No Columns	Newark & Sherwood	<£25k
Abbey Circus, West Bridgford - 5 No Columns	Rushcliffe	<£25k
Abingdon Drive, Ruddington - 5 No Columns	Rushcliffe	<£25k
Balmoral Avenue, West Bridgford - 3 No Columns	Rushcliffe	<£25k
Beaumont Gardens, West Bridgford - 4 No Columns	Rushcliffe	<£25k
Cambridge Road, West Bridgford - 13 No Columns	Rushcliffe	<£25k
Colston Crescent, West Bridgford - 4 No Columns	Rushcliffe	<£25k
Flawforth Avenue, Ruddington - 3 No Columns	Rushcliffe	<£25k
Kirk Lane, Ruddington - 13 No Columns	Rushcliffe	£25k - £50k
Moore Close, East Leake - 2 No Columns	Rushcliffe	<£25k
North Road, Ruddington - 3 No Columns	Rushcliffe	<£25k
Packman Drive, Ruddington - 11 No Columns	Rushcliffe	<£25k
Roulstone Crescent, East Leake - 4 No Columns	Rushcliffe	<£25k
St Mary's Crescent, Ruddington - 11 No Columns	Rushcliffe	<£25k
<u>Reserve List</u>		
Branston Gardens, West Bridgford - 2 No Columns	Rushcliffe	
Camelot Crescent, Ruddington - 1 No Column	Rushcliffe	
Charnwood Avenue, Sutton Bonington - 1 No Column	Rushcliffe	
Clifton Avenue, Ruddington - 1 No Column	Rushcliffe	
Fairland Crescent, West Bridgford - 1 No Column	Rushcliffe	
Flawforth Lane, Ruddington - 2 No Columns	Rushcliffe	
Lower Canaan, Ruddington - 1 No Column	Rushcliffe	
Lyndhurst Gardens, West Bridgford - 2 No Columns	Rushcliffe	
Melrose Gardens, West Bridgford - 1 No Column	Rushcliffe	
Old Loughborough Road, Ruddington - 1 No Column	Rushcliffe	
Salcombe Crescent, Ruddington - 2 No Columns	Rushcliffe	
Sandringham Avenue, West Bridgford - 2 No Columns	Rushcliffe	
Upper Canaan, Ruddington - 2 No Columns	Rushcliffe	
Wilford Crescent, Ruddington - 1 No Column	Rushcliffe	
<b>Sub-block total</b>		<b>£1,000</b>

Sub-block/scheme	Area	Scheme budget (£000)
<b>Salix Grant</b>		
Works programme under development covering the next phase which is Rushcliffe and a continuation of Gedling.		
<b>Sub-block total</b>		<b>£1,200</b>

## Appendix 2 - 2016/17 capital maintenance programme

Sub-block/scheme	Area	Scheme budget (£000)
<b>Traffic signal renewal</b>		
Station Street, Hucknall - Junction	Ashfield	£50k - £100k
Sutton Road / Ashfield Comp School, Ashfield - Puffin Crossing	Ashfield	<£25k
Nottingham Rd / Attenborough Ln, Broxtowe - Junction	Broxtowe	£100k - £200k
Mansfield Road / Red Lodge Drive, Gedling - Puffin Crossing	Gedling	<£25k
Plains Road / Bennett Road, Gedling - Puffin Crossing	Gedling	£25k - £50k
Plains Road / Somersby Road, Gedling - Puffin Crossing	Gedling	<£25k
<u>Reserve List</u>		
Kings Mill Road / Orchard Way, Ashfield - Junction	Ashfield	
<b>Sub-block total</b>		<b>£330</b>

Sub-block/scheme	Area	Scheme budget (£000)
<b>Safety fencing</b>		
A38 Alferton Road, Sutton In Ashfield - Restraint System Repairs	Ashfield	<£25k
A38 Kings Mill Rd East, Sutton In Ashfield - Restraint System Repairs	Ashfield	<£25k
A608 Mansfield Road, Annesley - Restraint System Repairs	Ashfield	£25k - £50k
A611 Annesley Road, Hucknall - Restraint System Repairs	Ashfield	<£25k
A611 Derby Rd, Sherwood BP, Annesley - Restraint System Repairs	Ashfield	<£25k
A611 Hucknall bypass, Hucknall - Restraint System Repairs	Ashfield	<£25k
Chesterfield Rd Nth, Pleasley - Restraint System Repairs	Mansfield	£25k - £50k
Chesterfield Rd Nth/Centre Res Nth Bound, Pleasley - Restraint System Repairs	Mansfield	£25k - £50k
Longster Lane, Sookholme - Restraint System Repairs	Mansfield	<£25k
Quaker Way, Mansfield - Restraint System Repairs	Mansfield	<£25k
Rock Valley/Bath Street, Mansfield - Restraint System Repairs	Mansfield	£50k - £100k
The Bridleway, Forest Town - Restraint System Repairs	Mansfield	£25k - £50k
Walden Street, Mansfield - Restraint System Repairs	Mansfield	<£25k
Water Lane, Mansfield - Restraint System Repairs	Mansfield	<£25k
<b>Sub-block total</b>		<b>£330</b>

Sub-block/scheme	Area	Scheme budget (£000)
<b>Structural Patching</b>		
Reactive programme	Countywide	> £250k
<b>Sub-block total</b>		<b>£1,180</b>



**17 March 2016****Agenda Item: 6****REPORT OF INTERIM SERVICE DIRECTOR HIGHWAYS****NOTTINGHAM GO ULTRA LOW BID TO THE OFFICE OF LOW EMISSION  
VEHICLES (OLEV)****Purpose of the Report**

1. The purpose of this report is to update Committee on the bid for funding from the Office of Low Emission Vehicles (OLEV).

**Information and Advice****Background**

2. In December 2014, OLEV, a cross-Government policy team hosted by the Department for Transport (DfT), announced funding of £500m for the period 2015-2020 to help deliver a step-change in the number of ultra-low emission vehicles (ULEV) – buses, taxis, cars and vans – in the UK. The objectives of the funding are to deliver significant air quality benefits, reduce carbon emissions and create ULEV-related growth opportunities for car manufacturing and businesses both locally and beyond. To date £35m of funding has been made available to support the uptake of private ultra-low emission vehicles; £30m for low emission bus fleets; and £20m to help fund the electrification of taxi fleets.
3. OLEV announced that up to four cities would benefit from a share of the £35m capital funding to introduce measures that will achieve OLEV's primary aims of supporting the uptake of ULEVs in the local area and achieve exemplary status to showcase innovation and best practice on an international scale.
4. Following the submission of an outline bid in March 2015 Nottingham was shortlisted, along with 11 other authorities, and invited to submit a full bid to OLEV. Officers from Nottinghamshire County Council have worked with colleagues at Nottingham City Council and other partners/Bid supporters to help develop the content of the full Bid, which will help deliver a number of corporate objectives relating to the environment, health and transport.
5. Approval for the County Council's support of the Bid and delivery of its contents in the county, should the Bid be successful, were approved at the 8<sup>th</sup> October 2015 Transport & Highways Committee. Nottingham City Council therefore submitted a full Bid (in partnership with both Nottinghamshire County Council and Derby City Council) to OLEV in October 2015 detailing the proposals to accelerate uptake in ULEV sales and usage in Nottingham, Nottinghamshire and Derby (the N2+Derby area).

6. The County Council also submitted a bid for £500,000 from the £30m for low emission bus fleets OLEV funding allocation in October 2015. The outcome of this bid is still pending but a decision on the bid is expected by the end of March 2016.
7. There are currently ten air quality management areas (AQMA's) in the county (including the City). These include two AQMA's on the County Council's highway network (on the A60 Trent Bridge, West Bridgford and the A60 Daybrook); as well as six on the Highways England network in the county (four adjacent to the M1 in Broxtowe borough as well as two on the A52 at Stragglethorpe and the Nottingham Knight island). All of the AQMA's have been declared due to nitrogen dioxide levels resulting from road traffic. One of the key aims of the proposed measures in the Nottingham Go Ultra Low Bid is to help address these air quality issues in both the county and the city.

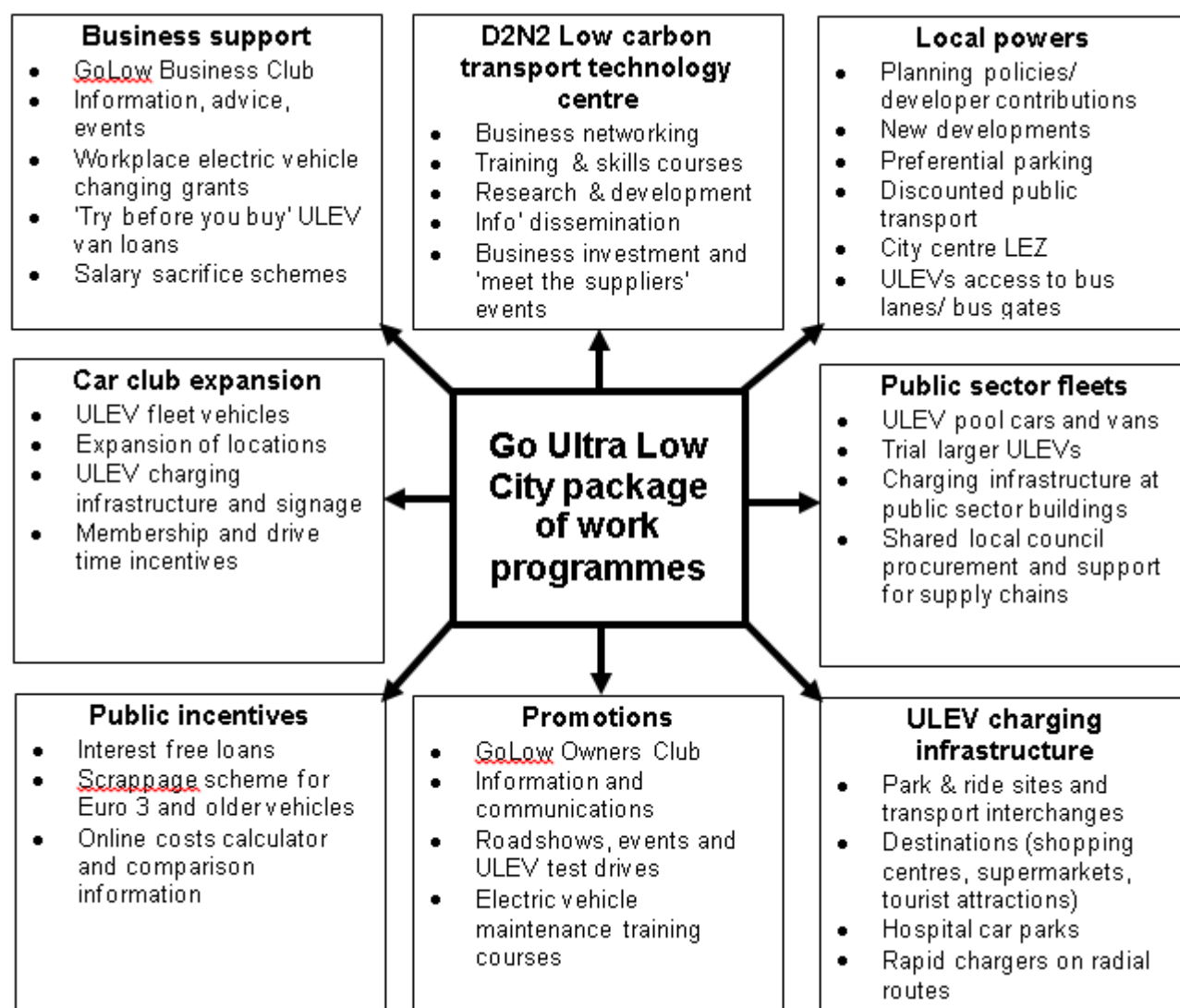
## **Outcome of the bid**

8. On 25<sup>th</sup> January 2016 OLEV announced that it had allocated £40m to successful bids; and that the N2+Derby area Bid had been successful in securing £6.1m funding to become one of the UK's exemplar 'Go Ultra Low Cities'. The other successful Go Ultra Low Cities which secured the funding are Bristol, London and Milton Keynes. The additional £5m of development funding has been allocated for specific initiatives in Dundee, Oxford, York and north east regions to help them play their part in kick-starting a country-wide clean motoring revolution.
9. The £6.1m for the period April 2016 - March 2021 allocated to the N2+Derby area Bid will help make a real difference to the environment and quality of life for local residents and businesses through implementing measures which will increase the uptake in ULEVs. The funding will enable the Bid partners to implement a wide range of new initiatives to make electric vehicles and sustainable transport more accessible. This in turn will deliver local health and air quality benefits; support the UK car manufacturing industry (transport manufacturing is a priority within the D2N2 Strategic Economic Plan); attract inward investment and create job opportunities in this growing sector.

## **Bid programmes of work**

10. The successful N2+Derby area Bid focuses on eight main programmes of work and offers the opportunity for the majority of its elements to be extended into the county. These work programmes will be funded from the successful Bid funding allocation of £6.1m. The local funding commitment made as part of the Bid did not include a specific financial contribution from the County Council but should a local contribution be required from the County Council in the future it would need to be proportionate to the OLEV funding allocated to the county area. Any County Council funding contribution would be funded from future integrated transport allocations and subject to Transport & Highways Committee approval. The diagram below details the measures included in the Bid. It is intended that each of the measures will be extended into the county whenever possible, particularly those relating to:
  - Grants, loans and advice to support businesses to introduce low-emission vehicles and electric charging at workplaces

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



11. A further report giving further details on the measures to be delivered in the county (and where the measures will be delivered) will be brought to a future Transport & Highways Committee once they have been determined.

### Other Options Considered

12. The other option to consider is to withdraw support for the Bid and not work in partnership with Nottingham and Derby city councils on the delivery of the successful OLEV Bid. This

option has, however, been rejected for the reasons set out in this report and particularly paragraph 13 below.

### **Reason/s for Recommendation/s**

13. The County Council's long-term transport strategy is set out in the Nottinghamshire Local Transport Plan (LTP). The LTP includes measures to deliver a number of corporate objectives relating to the economy, environment, health and transport. The County Council has a proven record of delivering successful transport programmes jointly with Nottingham City Council for the benefit of Nottinghamshire residents. Working jointly on the delivery of the OLEV funding will continue this successful partnership working. Continuing to support the Bid will help accelerate delivery of County Council objectives and lever in external funding to do so, thus bringing the best and most efficient benefits to Nottinghamshire residents.

### **Statutory and Policy Implications**

14. 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**

It is recommended that Committee:

- a) note the outcome of the Nottingham Go Ultra Low City Bid
- b) re-confirm its commitment to the joint working on the delivery of the successful Bid in the county.

**Neil Hodgson**  
**Interim Service Director Highways**

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

### **Constitutional Comments (SJE 26/02/2016)**

15. This decision falls within the Terms of Reference of the Transport & Highways Committee to whom responsibility for the exercise of the Authority's transport and highways powers and functions has been delegated.

## **Financial Comments (TMR 07/03/2016)**

16. There are no further financial implications as a result of this report. The financial implications relating to this bid were outlined in the report to Transport & Highways committee of 8<sup>th</sup> October 2015.

## **Background Papers and Published Documents**

- Nottinghamshire County Council Strategic Plan 2014-2018
- 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
- Nottingham Go Ultra Low City Bid to the Office of Low Emission Vehicles
- Nottingham Go Ultra low City Bid to the Office of Low Emission Vehicles (OLEV) Transport & Highways Committee – 8<sup>th</sup> October 2015
- DfT Low Emission Bus Scheme Fund Transport & Highways Committee – 8<sup>th</sup> October 2015

## **Electoral Division(s) and Member(s) Affected**

- All



**17<sup>th</sup> March 2016****Agenda Item: 7**

## **REPORT OF SERVICE DIRECTOR, HIGHWAYS**

### **CHARGES FOR HIGHWAYS SERVICES 2016/17**

#### **Purpose of the Report**

1. To outline the outcomes of the review of the charges for services which Highways provide and seek approval from Committee to the charges for 2016/17.

#### **Information and Advice**

#### **Reason/s for Recommendation/s**

2. The County Council has powers to recover its reasonable costs in the preparation and publication of documentation and data through the Local Government Act 1972 and the Local Government (Miscellaneous Provisions) Act 1976. Similarly, Local Authorities have been able to charge for various services associated with their duties under the Highways Act 1980 and the Road Traffic Regulation Act 1984. These powers have been supplemented by the New Roads and Street Works Act 1991, the Local Authorities (England) (Charges for Land Searches) Regulations 2008 and the Local Authority (Transport Charges) Regulations 1998. Additionally there are general powers for charging for discretionary services through the Local Government Act 2003.
3. On April 1<sup>st</sup> 2016 the Joint Venture Company, **Via East Midlands** will be created and will operate as Shadow Company until its 'go-live' some months later. The majority of the charges outlined in APPENDIX 1 will be administrated on behalf of the Authority by Via East Midlands and they will be responsible for determining next year's charges. Where these charges cannot be transferred to the company for legal reasons, they will continue to be co-ordinated by the retained Client. In all cases Committee will still approve the charges.
4. The annual review of charges for Highways Services has now been undertaken and the proposals are as set out in the attached Appendix A. Where service descriptions have changes the new description is highlighted using italics. Charges have increased by inflation (1.25% rounded to whole pounds) except where charges are set by statute.

## **Changes to Charging Mechanisms**

5. Members of the Transport and Highways Committee agreed in principle (July 2015) to introduce short-term virtual permits in Nottinghamshire to make it easier for households within a residents parking scheme to manage visitors to their address. The current system of residents' permits and a single visitor permit will be augmented with an online option to easily purchase additional day or week permits. The existing annual permits will remain but the new short-term permits will not be paper permits. Residents within a scheme will use a unique access code to exempt specific vehicles using the vehicle registration plate details. Enforcement Officers equipped with hand-held GPRS-enabled units will then be able to check instantly to see if a car is registered or not. The administrative costs of delivering the service include the set-up and maintenance of the online facility and the process of checking vehicles for the presence of a permit. It is proposed that the charge should initially be set at £2 per day for permits issued less than 7 days. One week permits would be £10. It is not expected that the virtual permits will replace the annual visitor permits and residents will be initially limited on the number they can purchase to a maximum of 100 short term permits annually.

## **Statutory and Policy Implications**

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

## **Implications for Service Users**

7. Charges for some of Highways Services have had to be increased. Where these are necessary they have been kept to a minimum and reflect the current financial climate and actual costs to the Authority for these services.

## **Financial Implications**

8. If the proposed charges are made there will be no adverse financial impacts on the Authority.

## **RECOMMENDATION/S**

- 1) Approval be given for the proposed charges for highways services, documents and data for the financial year commencing 1 April 2016.
- 2) All charges for highways services continue to be reviewed annually and also as may be required consequent on any change in circumstances.

## **For any enquiries about this report please contact:**

Don Fitch – Team Manager, Highway Assets and Development



## **Financial Comments [TMR 21/01/2015]**

9. Financial implications are set out in paragraph 8.

## **Background Papers**

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

## **Electoral Division(s) and Member(s) Affected**

All



APPENDIX A  
CHARGES FOR HIGHWAYS SERVICES - APPLICABLE FROM 1<sup>st</sup> April 2016

CATEGORY	Publication, Information or Service	Charge		VAT Chargeable (Note **)	Comments
		2015/16	2016/17		
DOCUMENTS	Street Lighting Guide / Code of Practice	£14.00+£1.65p&p*	£14.00+£1.65p&p		
	Local Transport Plan	£50.00+£1.50p&p	£50.50 +£1.50p&p		
DATA	Paper Copies of plans	Cost	Cost		Charge covers copying, admin and postage costs.
	Traffic Counts	£73*	£74*	Yes	Commercial organisations only, £74 charge for first information + £13 for each additional figure. Provided at cost to litigants.
	Traffic Counts - copy of raw data	£73/arm	£74/arm	Yes	Commercial organisations only, provided at cost to litigants.
	Information to Map producers	Cost	Cost	Yes	Charge covers copying, admin and postage costs.
	Traffic Control & UTC information	£102*	£103*		Standard charge, for complex enquiries actual costs charged. Provided at cost to litigants.
	Road Structure Condition Data	Cost	Cost		Charge covers copying, admin and postage costs.
	Accident Data – No Collisions	£43*	£43*		Charge to commercial organisations only, provided at no cost to Local Authorities including District and Parish Councils, Police Authorities, DfT, Members of the Public, and in litigation cases where NCC is a party to the action.
	Accident Data – Concise crash report (up to and including 60 collisions)	£80*	£81*		Charge to commercial organisations only, provided at no cost to Local Authorities including District and Parish Councils, Police Authorities, DfT, Members of the Public, and in litigation cases where NCC is a party to the action.
	Accident Data- <b>Major concise crash report</b> (more than 60 collisions)	Cost*	Cost*		
	Accident Data – Full crash report ((up to and including 60 collisions)	£145*	£146.50*		Charge to commercial organisations only, provided at no cost to Local Authorities including District and Parish Councils, Police Authorities, DfT, Members of the Public, and in litigation cases where NCC is a party to the action.
	Accident Data – Full major crash report (more than 60 collisions)	Cost*	Cost*		Charge to commercial organisations only, provided at no cost to Local Authorities including District and Parish Councils, Police Authorities, DfT, Members of the Public, and in litigation cases where NCC is a party to the action.
	Accident Data – Concise Major crash report (more than 60 collisions)	Cost*	Cost*		Charge to commercial organisations only, provided at no cost to Local Authorities including District and Parish Councils, Police Authorities, DfT, Members of the Public, and in litigation cases where NCC is a party to the action.
	Accident Data – Severity Plot showing location and severity only (l(up to and including 60 collisions). Charge includes full details.	£217*	£219*		Charge to commercial organisations only, provided at no cost to Local Authorities including District and Parish Councils, Police Authorities, DfT, Members of the Public, and in litigation cases where NCC is a party to the action.
	Accident Data – Major Severity Plot showing location and severity only (more than 60 collisions). Charge includes full details.	Cost*	Cost*		Charge to commercial organisations only, provided at no cost to Local Authorities including District and Parish Councils, Police Authorities, DfT, Members of the Public, and in litigation cases where NCC is a party to the action.
	Accident Data – Balloon plot showing attendant circumstances (upto and including 60 collisions)	£241*	£243.50*		Charge to commercial organisations only, provided at no cost to Local Authorities including District and Parish Councils, Police Authorities, DfT, Members of the Public, and in litigation cases where NCC is a party to the action.
	Accident Data – Major Balloon plot showing attendant circumstances (more than 60 collisions). Charge includes full details	Cost*	Cost*		Charge to commercial organisations only, provided at no cost to Local Authorities including District and Parish Councils, Police Authorities, DfT, Members of the Public, and in litigation cases where NCC is a party to the action
SERVICES	District Searches - highway schemes <i>Highways Searches – Highway schemes (District Search)</i>	£9*	£9*		Plus additional £35 for provision of Highway Extent plan. Note: No charge to utility company, DVLA, Police, Land Registry and Town/Parish Council
	District Searches - adoption questions <i>Highway Searches – Adoption questions (Full search without plan – see note)</i>	£16*	£16*		Plus additional £35 for provision of Highway Extent plan. Note: No charge to Utility company, DVLA, Police, Land Registry and Town/Parish Councils.
	District Searches - adoption questions & highway schemes	N/A Covered by options above	N/A Covered by options above		
	Property Searches – Search for Right of Way	£16	£16		
	Property Searches – Search of the Greens and Common Registers	£16	£16		
	NRSWA - Sample Inspection	£50	£50		Charges set Nationally by Regulation made under the New Roads and Street Works Act 1991.
	NRSWA - Defect Inspection	£47.50	£47.50		Charges set Nationally by Regulation made under the New Roads and Street Works Act 1991.
	NRSWA - Investigatory Inspection (3 <sup>rd</sup> Party)	£68	£68		Charges set Nationally by Regulation made under the New Roads and Street Works Act 1991.
	NRSWA - Investigatory Works	Cost	Cost		Works cost + staffing and admin. costs if defect found

**NOTES: All charges are based on payment being received by cash, cheque or credit/debit card. Where invoices are requested for the charges marked \* an additional amount of £7 will be required to cover administration costs.**

**\*\*VAT is chargeable on non-statutory work or service (if unsure whether to apply VAT, please contact the main Departmental Finance Section)**

† No pro-rata rates. One licence fee payable for each activity per location (highest). All TM costs are the responsibility of the promoter.

CATEGORY	Publication, Information or Service	Charge		VAT Chargeable (Note **)	Comments
		2015/16	2016/17		
SERVICES (Continued)	NRSWA - Remedial Works	Cost	Cost		Works cost + staffing and admin costs if defect found.
	NRSWA - Remedial Works	Cost	Cost		Works cost + staffing and admin costs if defect found.
	NRSWA - Improvement Plan Inspections	Cost	Cost		Associated costs determined by Codes of Practice made under NRSWA 1991
	NRSWA – Section 50 Streetworks Licence	£476	£481		Licence to place apparatus in the Highway. Includes £158 for Admin to grant licence, £173 commuted sum to maintain and operate records and £150 for inspections.
	NRSWA – Section 50 Consent	£306	£308		To work on existing apparatus in the highway - £158 for Admin and £150 for inspections.
	Signal Switch Offs	Cost	Cost		
	Construction of Domestic Vehicle Crossings by NCC	Cost	Cost		Charge covers full works cost design and admin cost. Charges vary depending on type of construction and size of access and will include charges for moving street furniture, e.g. street lighting columns if necessary. Other Utility providers apparatus must be moved by provider themselves and at the cost of the homeowner. In some instances the installation of a crossing may require planning permission from the local Planning Authority which the applicant is responsible for obtaining at their own cost
	Construction of Domestic Vehicle Crossings – Approval when applicants appoints their own contractor	£51	£52		Charge covers cost of initial inspection by NCC and any other subsequent inspections as well as the administration of the approval. Applicant is responsible for all construction costs as well as those incurred as a result of any necessary diversionary/protection works for utility apparatus or Authority owned street furniture associated with installing the crossing to NCC specifications. In some instances the installation of a crossing may require planning permission from the local Planning Authority which the applicant is responsible for obtaining at their own cost.
	Supply set of Statutory Undertakers Plans	£15	£15		New service
	Tourism Signing (Brown)	See comments	See comments		Initial works and sighting cost and future maintenance/repair costs as set out in T&HC Report 22/11/12.
	Section 38, 278 Agreements	Varies - see comments	Varies - see comments		On S38's charge is generally 7% of the agreement highways infrastructure cost. On S278 charges will be in accordance with the Highways, Transportation and Development guide – 10% of fist £100K plus 6% of the cost over £100K with a minimum of £1,000 for each agreement. Legal fees will be charged separately.
	106 Agreements	Varies - see comments	Varies - see comments		The fees will be equal to the cost of each planning obligation contained within the Agreement usually indexed linked. Legal fees will be charged separately.
	Charging Developers for Advice (min 4 Hrs.)	£60/hour/ £240 (min charge)	£61//hour/ £242 (min charge)	Note **	Where applicable the rate per hour for commercial work including "non-statutory" advice, design and inspection should be Actual salary x 2.5/1600 with a minimum charge of 4 hours.
	Making up private streets	Cost	Cost		Cost = Works cost + any associated staffing and admin. costs
	Traffic Calming Schemes	Cost	Cost		Cost = Works Cost + any associated staffing and admin costs + commuted sum as set out in EC Report 24/6/98
	Rechargeable Works Orders	Cost	Cost	Note **	Cost = Works cost There is no charge for works associated with events involving the armed forces.
	H' Bar Markings	£178	£180		Approval for such provisions will at all times be at the Highway Authority's discretion. Approval of Highway Managers is required. Cost covers design health & safety, admin and works costs.
	Seasonal Decorations application fee (e.g. Christmas Decorations, Hanging Baskets)	See comments	See comments		In applications incurring costs to NCC greater than £500 (in staff and other charges), the amount in excess of £500 will be charged at the time of the application. No charge will be made for applications incurring charges to NCC less than £500.
	CCTV installations (temporary)	£161 min. See comments	£163 min. See comments		For each installation, NCC will contribute a maximum of £250 towards costs in excess of £165. No application fee is charged, however a streetworks licence, at the rate shown in this schedule, may be required for permanent installations.
	Residents Parking Permit	£25	£25		Charge is per chargeable permit issued in association with residents parking schemes. (Concessions scheme also applies). Information regarding parking schemes is available on the NCC website.
	1 Day Virtual Visitor Permit	New service / Charge	£2		
	1 Week Virtual Visitor Parking	New service / Charge	£10		
	2 Week Virtual Dispensation	New service / Charge	£15		For non-resident parking
<p><b>NOTES: All charges are based on payment being received by cash, cheque or credit/debit card. Where invoices are requested for the charges marked * an additional amount of £7 will be required to cover administration costs.</b></p> <p><b>**VAT is chargeable on non-statutory work or service (if unsure whether to apply VAT, please contact the main Departmental Finance Section)</b></p> <p>† No pro-rata rates. One licence fee payable for each activity per location (highest). All TM costs are the responsibility of the promoter.</p>					

CATEGORY	Publication, Information or Service	Charge		VAT Chargeable (Note **)	Comments
		2014/15	2016/17		
SERVICES (continued)	Blue Badges	£10	£10		Information regarding <b>parking concessions for people with severe mobility problems</b> is available on the NCC website. Price set nationally.
	Dedication of Highways and Village Greens HA80 Section 31(6) and CA 15A(1) statements and declarations	<b>£152</b> for first two notices / parcels. <b>£26</b> per extra notice / parcel of land. <b>£41</b> for future amends.  Note: For applications to register a parcel greater than 500ha, applicants will need to ask NCC for a quote.	<b>£154</b> for first two notices / parcels. <b>£26</b> per extra notice / parcel of land. <b>£41</b> for future amends.  Note: For applications to register a parcel greater than 500ha, applicants will need to ask NCC for a quote.		New charges introduced in Oct 2013 re: applications for deposit under section 31(6) of the Highways Act 1980 and section 15A (1) of the Commons Act 2006.
LOCAL AUTHORITIES (TRANSPORT CHARGES) REGULATIONS 1998 (continued)	Skip License	£31	£31		The licence fee for skips covers staffing and admin costs. An unlicensed skip attracts an inspection fee of £72 per inspection plus the licence fee per skip.
	Access Scaffold less than 5 metres in length - initial license for 2 weeks period	£92	£93		See note †
	Access Scaffold less than 5 metres in length - additional 1 week period	£71	£72		See note †
	Access Scaffold over 5 but less than 10 metres in length - initial license for 2 weeks period	£152	£154		See note †
	Access Scaffold over 5 but less than 10 metres in length – additional 1 week period	£71	£72		See note †
	Access Scaffold over 10, up to 20 metres in length - initial license for 2 weeks period	£203	£205		See note †
	Access Scaffold over 10, up to 20 metres in length - additional 1 week period	£71	£72		See note †
	Access Scaffold over 10, up to 20 metres in length - initial license for 2 weeks period	£203	£205		See note †
	Additional lengths of access Scaffold up to 20 metres in length - initial license for 2 weeks period	£76	£77		See note †
	Additional lengths of access Scaffold up to 20 metres in length - additional 1 week period	£41	£41		See note †
	Remedial works final inspection for scaffolds up to 20 metres in length (where necessary)	£61	£62		
	Remedial works final inspection for each additional length of scaffold up to 20 metres in length (where necessary)	£36	£36		
	Mobile Tower Scaffold – initial license for 1 day period	£76	£77		See note †
	Mobile Tower Scaffold – additional 1 day period	£71	£72		See note †
	Remedial works final inspection for Mobile Tower Scaffold (where necessary)	£61	£62		
	Mobile Access Platform – initial license for 1 day period	£152	£154		See note †
	Mobile Access Platform – additional 1 day period	£71	£72		See note †
	Remedial works final inspection for Mobile Access Platform (where necessary)	£61	£62		
<b>NOTES: All charges are based on payment being received by cash, cheque or credit/debit card. Where invoices are requested for the charges marked * an additional amount of £7 will be required to cover administration costs.</b> <b>**VAT is chargeable on non-statutory work or service (if unsure whether to apply VAT, please contact the main Departmental Finance Section)</b> † No pro-rata rates. One licence fee payable for each activity per location (highest). All TM costs are the responsibility of the promoter.					

CATEGORY	Publication, Information or Service	Charge		VAT Chargeable (Note **)	Comments
		2015/16	2016/17		
LOCAL AUTHORITIES (TRANSPORT CHARGES) REGULATIONS 1998 (continued)	Crane – initial license for 1 day period	£203	£205		See note †
	Crane – additional 1 day period	£71	£72		See note †
	Remedial works final inspection for a crane (where necessary)	£61	£62		
	Hoarding/fencing up to 20 metres in length – initial license for 2 weeks period	£203	£205		See note †. Site cabins without hoarding/fencing are charged at the same rate as if hoarding/fencing present. Maximum length of storage without hoarding is 5m.
	Hoarding/fencing up to 20 metres in length – additional 1 week period	£71	£72		See note †. Site cabins without hoarding/fencing are charged at the same rate as if hoarding/fencing present
	Addition lengths of hoarding/fencing up to 20 metres in length – initial license for 2 weeks period	£112	£113		See note †. Site cabins without hoarding/fencing are charged at the same rate as if hoarding/fencing present
	Addition lengths of hoarding/fencing up to 20 metres in length – additional 1 week period	£41	£41		See note †. Site cabins without hoarding/fencing are charged at the same rate as if hoarding/fencing present
	Remedial works final inspection for Hoarding/fencing up to 20 metres in length (where necessary)	£61	£62		
	Remedial works final inspection for each additional length of Hoarding/fencing up to 20 metres in length (where necessary)	£36	£36		
	Temp. Excavations in the Highway - initial licence for two weeks.	£355	£359		Charge covers staffing and admin. Costs including inspections. Comparable to NRSWA Consent. S171 Licence required.
	Temp. Excavations in the Highway - each extra week, based on one inspection per week	£71	£72		See note †
	Remedial works final inspection of temp. excavations in the Highway (where necessary)	£61	£62		
	Materials stored on the highway – initial licence for 2 week period	£152	£154		See note †
	Materials stored on the highway – 1 week period	£71	£72		See note †
	Remedial works final inspection following storage of materials on the highway (where necessary)	£61	£62		
	Licence to Construct Cellar under Highway	£152	£154.00		Charge covers staffing and admin costs including inspection.
	Licence to Construct Cellar Opening in Highway	£152	£154		Charge covers staffing and admin costs including inspection.
	Licence to Construct Cellar Light in Highway	£152	£154		Charge to cover staffing and admin costs including inspection.
	Response to Emergency on the Highway	Cost	Cost		Works cost including remedial works where applicable + 7.5% on costs to all elements of work.
	T.R.O.'s Various in Accordance with Regulations	Cost	Cost		Charge - covers all activities associated with providing the service but charge set in line with NRSWA guidance as follows:
	Temporary Order	£430 + advertising	£434 + advertising		Fixed charge applies to standard orders and notices but charge may be varied for more complex circumstances
	Temporary Notice	£330	£333		Charge may be waived for appropriate armed forces or charity event closures if advertising is not required
	New Signs - licence to allow additional signs on the Highway e.g. providing direction to private land or premises	Cost	Cost		Charge covers staffing and admin costs.
	as above - placing of signs by NCC	Cost	Cost		Charge covers cost of works, including design, manufacture and placing of signs, plus a commuted maintenance sum.
	Pavement Café Licenses	£254	£257		The license grants permission to place tables, chairs and barriers on the highway for a period of 5 years subject to the conditions imposed by the County Council (or it's Agent).
	Sponsorship of planting in the highway	See comments	See comments		There will be no charge for processing application forms. All planting proposals will be subject to a preliminary assessment by the County Council's Accident Investigation Unit. There is no charge for this assessment however, if any problems are identified it may be necessary for a safety audit to be carried out. A charge will be made for this safety audit and the applicant will be contacted beforehand to ensure they consent to pay.
Flood and Water Management Act 2010	Water Course Consents	£51	£52		All work involved in the administration of a consent and any necessary inspections.
	Sustainable Drainage Scheme approval	£350 to £7,500	£350.00 to £7,500		Charges made from 1 <sup>st</sup> October 2012 as per national statute. Cost will vary in line with size of development being approved
<p><b>NOTES: All charges are based on payment being received by cash, cheque or credit/debit card. Where invoices are requested for the charges marked * an additional amount of £7 will be required to cover administration costs.</b></p> <p><b>**VAT is chargeable on non-statutory work or service (if unsure whether to apply VAT, please contact the main Departmental Finance Section)</b></p> <p><b>† No pro-rata rates. One licence fee payable for each activity per location (highest). All TM costs are the responsibility of the promoter.</b></p>					



**17<sup>th</sup> March 2016****Agenda Item: 8****REPORT OF SERVICE DIRECTOR, HIGHWAYS****THE NOTTINGHAMSHIRE COUNTY COUNCIL (STANLEY ROAD,  
MANSFIELD) (STATIC RESTRICTIONS AND PROHIBITIONS) ORDER 2016  
(2190)****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. Stanley Road is a residential cul-de-sac located in Mansfield which is accessed from the A60 Nottingham Road. The road comprises of approximately 80 properties, most of which do not have off-street parking and at the end of Stanley Road there is also a small residential development called Fuller Close. Properties in Fuller Close generally have driveways, but there is no on-street parking availability. There is a car rental garage (Europcar) on the junction with Stanley Road and the A60 Nottingham Road. Along Stanley Road there is a resident parking scheme operating Monday to Saturday 8am to 6pm with parking bays marked along both sides. This scheme provides a mixture of restrictions, including:
  - 5 bays operating residents only parking bays
  - 3 bays operating unrestricted parking bays
  - 2 bays operating limited 2 hours waiting with no return within 1 hour
3. Nottinghamshire County Council has received requests from local residents to amend the residents parking scheme on Stanley Road. A number of different views have been expressed; these include requests to remove the scheme entirely and requests to extend the operating times of the scheme. Comments were received regarding pressure on parking as a result of non-resident's parking on the street in the evening. Whilst these vehicles are parking legitimately on Stanley Road outside of the residents parking scheme's operating times they are making it difficult for residents to park within a reasonable distance of their homes. A parking survey was proposed to determine parking patterns and assist in developing an appropriate scheme to respond to any problem. On Friday 18<sup>th</sup> July 2014 the County Council undertook the parking survey between the hours of 2pm and 9pm. This survey recorded vehicle locations every half an hour. The results of this survey are summarised as:

- 54 vehicles parked on Stanley Road after 6pm - of these, 33 displayed a residents' permit;
- Of the 21 non-residents that parked on Stanley Road, 5 had left by 6.30pm, one stayed for less than half an hour and two stayed for less than an hour;
- 13 vehicles without permits were recorded parking for more than an hour and a half between 6pm and 9pm - of these, 8 were parked throughout this period;
- Only 2 vehicles without a permit were parked in the permit-only bays after 6pm.;
- The unrestricted bays were often full or close to capacity.

Based on the survey results it is estimated that throughout the 7-hour survey period vehicle parking did not exceed 70% of the available capacity at any time. It is considered that the results of the parking survey suggest that extending the duration of the residents' parking scheme won't have any effect at all. It was noted, however, that the permit holders-only bay on the south side nearest to the Mansfield Road junction was left unused for the duration of the survey with the exception of 1 vehicle which parked illegally for less than half an hour.

4. Nottinghamshire County Council proposes the modification of the existing residents' parking scheme by converting the 22 metres of permit holders-only bay located at the south-eastern end of Stanley Road to unrestricted parking as this change in designation is likely to increase its use. This bay is closer to the retail and restaurant/leisure premises on the A60 Nottingham Road, so parking is expected to migrate from unrestricted bays further along Stanley Road, which are closer to residential properties and during the survey were recorded as full or close to capacity. This will provide additional parking capacity near residential properties, whilst providing convenient parking for customers accessing local shops and services
5. The statutory consultation and advertisement was carried out between 6<sup>th</sup> January 2016 and 29<sup>th</sup> January 2016. The document packages were held at Mansfield Library and County Hall with copies of the notice erected at a number of locations in the area. All the residents that could be affected were also consulted.
6. The scheme layout is shown on the attached drawings numbered 60471650/2190/400 and 60471650/2190/401.

## **Objection Received**

7. During the consultation and advertisement period, 8 responses were received, of which 6 are considered to be outstanding objections to the proposals.
8. Objection – Loss of permit parking spaces for residents  
All objectors referred to the loss of permit parking spaces, stating that there are insufficient permit spaces for all the residents' cars at present, before the proposed modification.

### Response - loss of permit parking spaces for residents

The parking survey results shows that during the hours of operation of the residents parking scheme demand by residents for parking along the street is not sufficient to utilise all available residents' parking spaces. However, a need was identified for an increase in the provision of unrestricted parking near the A60 and it is considered that the proposed alteration should not affect local residents.



9. Objection- additional unrestricted parking is not required

Two objectors stated that the additional parking was not required by local businesses and that only Europcar will benefit. The objectors suggest that hire vehicles will be parked in the bays during the day and overnight restricting the available parking for residents, in addition the parking of Europcar vans and lorries will restrict visibility entering and existing Stanley Road.

Response- additional unrestricted parking is not required

The parking survey showed that the permit holders-only bay near the junction of Nottingham Road was unused by residents throughout the 7-hour survey period. However, the unrestricted bays that are located towards the middle of Stanley Road were often full or close to capacity. The alteration of the unused bay from permit only to unrestricted parking is expected to increase use of this bay and reduce pressure on unrestricted bays further along the road, nearer residential properties. Therefore residents should be unaffected by this alteration.

The parking bay is situated 10 metres from the junction of the A60 which ensures visibility (even when vehicles are parked within this bay) for those vehicles exiting and entering Stanley Road.

10. Objection– times of operation of residents parking scheme

The residents' parking scheme does not cover the peak demand times during the evening and the scheme should be extended to cover this. The highest demand for parking is experienced outside the operating hours of the current residents' parking scheme.

Response– times of operation of residents parking scheme

The parking survey confirms that Stanley Road is used for non-permit holder parking during the evenings after the restrictions end, however most of these vehicles use the unrestricted bays, rather than the permit holder-only bays, even though they would be legally permitted to use these after 6pm. The survey showed only 2 visitor vehicles parked in permit holder bays after 6pm, out of a total of 21 non-permit vehicles parked on the street as a whole.

The parking survey showed that the highest number of vehicles counted on Stanley Road after 6pm was 45, suggesting that there was space available for a further 23 vehicles even at the busiest time. Throughout the 7-hour survey, the number of vehicles parked on Stanley Road did not exceed 70% of the available parking capacity at any time. It is considered that extending the hours of operation is unnecessary as there is sufficient kerb space to meet on-street parking demand for residents.

## **Other Options Considered**

11. Other options considered relate to the number of parking bays which could have been modified, either to become unrestricted, limited waiting or permit holder only. The restrictions are considered to be a reasonable response to the parking patterns demonstrated on the street and recorded by the recent parking survey.

## **Comments from Local Members**

12. The local County Councillors Stephen Garner and Andy Sissons did not comment on the proposals.

## **Reason for Recommendation**

13. The recommendations represent the most appropriate action to make the best use of the highway space available and meet the needs of differing users.

## **Statutory and Policy Implications**

14. 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**

15. The scheme is funded from the Local Transport Plan budget for 2015/16. The cost of implementing the scheme including works and the traffic order will be in the region of £2,000.

## **Crime and Disorder Implications**

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

## **RECOMMENDATIONS**

It is **recommended** that:

The Nottinghamshire County Council (Stanley Road, Mansfield) (Static Restrictions and Prohibitions) Order 2016 (2190)

is made as advertised and objectors advised accordingly.

**Neil Hodgson**  
**Interim Service Director (Highways)**

**Name and Title of Report Author**  
Mike Barnett - Team Manager (Major Projects and Improvements)

**For any enquiries about this report please contact:**  
Helen North – Improvements Manager      Tel: 0115 977 2087

## **Constitutional Comments (SLB 16/02/2016)**

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

## **Financial Comments (GB 17/02/16)**

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

## **Background Papers**

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

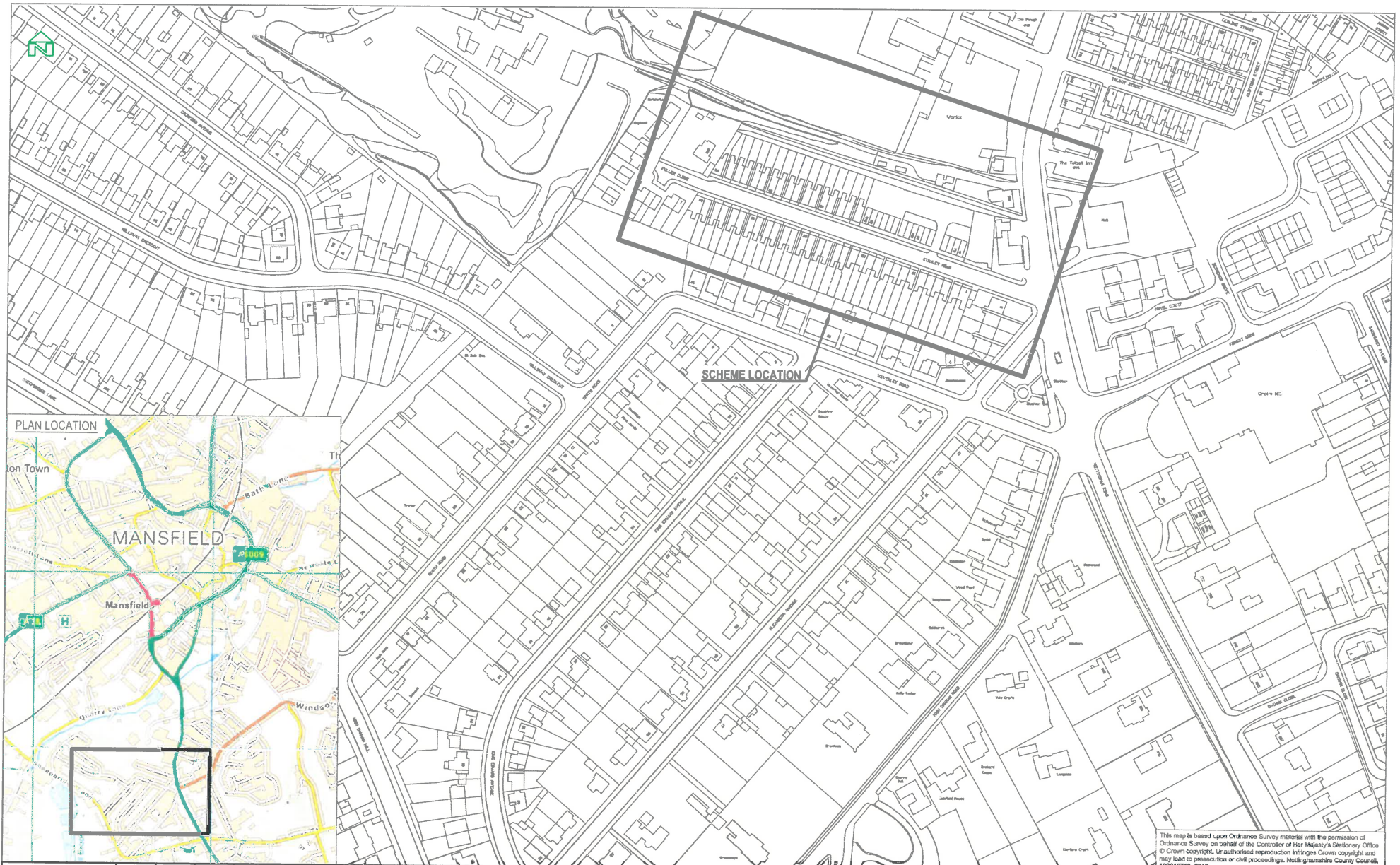
All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements Team at Trent Bridge House, West Bridgford.

## **Electoral Division and Members Affected**

Mansfield South ED  
Mansfield South ED

Councillor Stephen Garner  
Councillor Andy Sissons



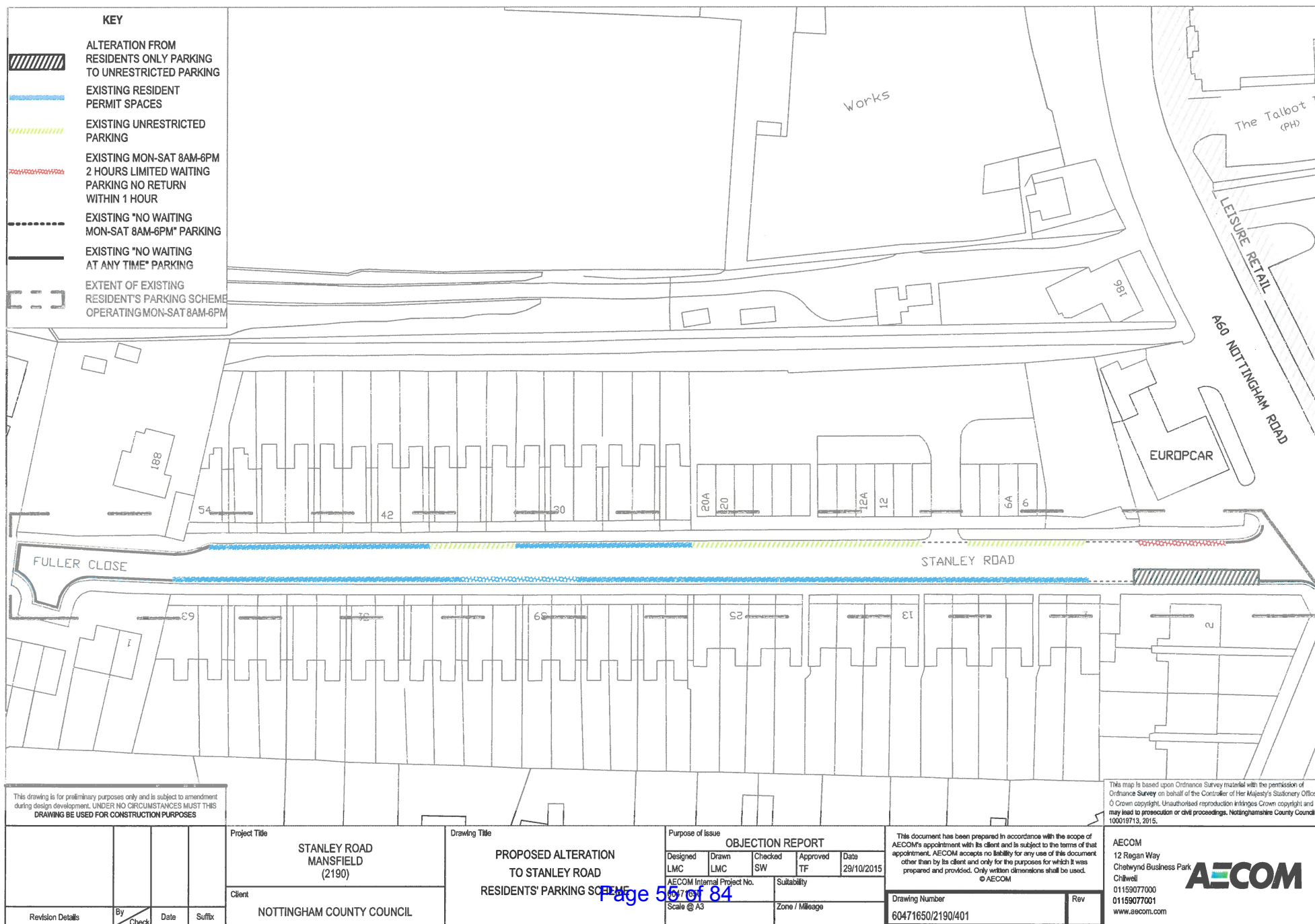


This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Nottinghamshire County Council, 100018713, 2016.

<table border="1"> <tr> <td>Revision Details</td> <td>By</td> <td>Date</td> <td>Suffix</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> </table>				Revision Details	By	Date	Suffix					<table border="1"> <tr> <td>Project Title</td> <td>STANLEY ROAD MANSFIELD PARKING</td> </tr> <tr> <td>Client</td> <td>NOTTINGHAM COUNTY COUNCIL</td> </tr> </table>		Project Title	STANLEY ROAD MANSFIELD PARKING	Client	NOTTINGHAM COUNTY COUNCIL	<table border="1"> <tr> <td>Drawing Title</td> <td>STANLEY ROAD PROPOSED ALTERATION LOCATION PLAN</td> </tr> </table>		Drawing Title	STANLEY ROAD PROPOSED ALTERATION LOCATION PLAN	<table border="1"> <tr> <td colspan="4">Purpose of issue</td> <td colspan="4">OBJECTION REPORT</td> </tr> <tr> <td>Designed</td> <td>Drawn</td> <td>Checked</td> <td>Approved</td> <td>Date</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>LMC</td> <td>LMC</td> <td>SW</td> <td>TF</td> <td>29/10/15</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td colspan="4">AECOM Internal Project No.</td> <td colspan="2">Sustainability</td> <td colspan="3"></td> </tr> <tr> <td colspan="4">60471650</td> <td colspan="2"></td> <td colspan="3"></td> </tr> <tr> <td colspan="4">Scale 1:2000</td> <td colspan="2">Zone / Mileage</td> <td colspan="3"></td> </tr> </table>				Purpose of issue				OBJECTION REPORT				Designed	Drawn	Checked	Approved	Date					LMC	LMC	SW	TF	29/10/15					AECOM Internal Project No.				Sustainability					60471650									Scale 1:2000				Zone / Mileage					<table border="1"> <tr> <td colspan="4">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</td> </tr> <tr> <td colspan="2">Drawing Number</td> <td colspan="2">Rev</td> </tr> <tr> <td colspan="2">60471650/2190/400</td> <td colspan="2"></td> </tr> </table>				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				Drawing Number		Rev		60471650/2190/400				<table border="1"> <tr> <td colspan="2">AECOM</td> </tr> <tr> <td colspan="2">12 Regan Way</td> </tr> <tr> <td colspan="2">Chetwynd Business Park</td> </tr> <tr> <td colspan="2">Chilwell</td> </tr> <tr> <td colspan="2">01159077000</td> </tr> <tr> <td colspan="2">01159077001</td> </tr> <tr> <td colspan="2">www.aecom.com</td> </tr> </table>		AECOM		12 Regan Way		Chetwynd Business Park		Chilwell		01159077000		01159077001		www.aecom.com	
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**17th March 2016****Agenda Item: 9****REPORT OF THE ACTING SERVICE DIRECTOR HIGHWAYS****PERFORMANCE REPORT – HIGHWAYS****Purpose of the Report**

1. This report provides information to the Committee on the performance of the Highways Division – updated to the end of quarter 3 2015/16 (December 2015).

**Information and Advice**

2. The Highways Division of the County Council provides services to the County's residents, visitors, businesses and road users.
3. There are a range of performance measures which support performance management within the Division and these cover the large range of services provided, including road maintenance, casualty reduction, congestion and traffic management, street lighting and development control.
4. The attached appendices focus on the following key service areas and should be read in combination with this report:
  - Highway Repairs & Enquiry Indicators (Appendix 1A)
  - Highway Complaints (Appendix 1B)
  - Road Safety Indicators (Appendices 2A & 2B)
  - Highway Claims Data (Appendix 3)
  - NHT Customer Satisfaction Data (Appendix 4)
  - Highway Development Control Indicators (Appendix 5)

**Performance Analysis**

5. The following analysis highlights key performance indicators.

## Highway Repairs & Enquiry Indicators (Appendices 1A & 1B)

- a. *Street Lighting* – The time taken to repair a street light has reduced significantly over the last 12 months. At Q3 the figure for the average Street Lighting repair rate was 7.44 days compared against a target of 7 days. Whilst this is slightly above the target, quarter three is the peak period for fault reporting.
- b. *Potholes and Repairs* – For Q3 there were 3626 defects repaired compared with 3083 in the previous quarter. The repair time for Category 1 defects has increase due to the number of potholes being reported during the autumn. The repair of 'Category 2' repairs is well within the target time scale and has increased this quarter due to the number of defects being repaired.
- c. *Highways Recorded Complaints* – There has been a reduction in the number of complaints relating to the Highways Service. A further detailed breakdown of complaints is contained in Appendix 1B and compares the number of complaints to the number of service enquiries. A large proportion of complaints are not upheld as they relate to dissatisfaction in policy or factors out of the services control.

## Road Safety Performance Indicators (Appendices 2A & 2B)

- d. Part A of this Appendix illustrates the annual change over the 10 year review period, whilst Part B details the quarterly change compared with the previous 4 quarters.

*Highway Safety* - Within quarter on quarter variation, the overall trend in the numbers of people and children killed or seriously injured in road accidents is still on target and long term the Council is well on course to achieve the 2020 target.

The 2020 target is to reduce the number of people killed or seriously injured in road accidents by 40% of the 2005-09 average (baseline). At Q3 2015-16 the figures indicate an in year 44.4% reduction has been achieved i.e. a reduction from 392 to 218 against the baseline figure.

The 2020 target is to reduce the number of children killed or seriously injured in road accidents by 40% from the 2005-09 average (baseline). At Q3 2015-16 the figures indicate a 57.5% reduction has been achieved, i.e. a reduction from 42 to 18 against the baseline figure.

## Highway Claims Data (Appendix 3)

- e. *Highways Claims Data* – This data illustrates the variation in the number of claims over the last 5 years and the associated repudiation rates. As a claim can be received up to 3 years after the date of the accident, the data will change as further claims may occur relating to previous years. Please note as more claims are settled the repudiation rates per year will change, however, the percentage rate is a good measure of the overall defence process. The data for 2015/16 indicates the claims to date and their respective position.

## NHT Customer Satisfaction Data (Appendix 4)

- f. *Customer Satisfaction Survey* – The County Council participates in the National Highways and Transport Customer Satisfaction Survey. The results for 2015 have been

released and the national data for Shire Counties has been calculated. Overall, the results show that the service is in line with the national mean for Shire Counties, with the range of population satisfaction being small when compared to the national highest.

### **Highway Development Control Indicators (Appendix 5)**

- g. *Highway Development Control* – These quarterly indicators monitor the processing of development control applications and pre-applications with targets set at 95% and 90% of all enquiries being dealt with within 21 days. At Q3 the figures for both indicators are 95.0% and 98.0% respectively, showing good performance.

### **Other Options Considered**

6. None – this is an information report.

### **Reasons for Recommendations**

7. None – this is an information report.

### **Statutory and Policy Implications**

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

### **Financial Implications**

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

### **Implications for Service Users**

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

### **Recommendation**

11. That Committee note the contents of the report.

**Neil Hodgson**  
**Interim Service Director, Highways**

For any enquiries about this report please contact:

**Don Fitch, Team Manager, Highway Assets & Developments**

## **Constitutional Comments**

None – report for information.

## **Background Papers**

None

## **Electoral Divisions**








All

## Highways Repairs and Enquiry Indicators Q3 Period

## Appendix 1A

Highway Repair & Enquiry Indicators	Performance Measures								Comments
	Q3 (Oct-Dec)	Q4 (Jan-Mar)	Q1 (Apr-Jun)	Q2 (Jul-Sep)	Q3 (Oct-Dec)	Target	Status	Trend	
	14/15	14/15	15/16	15/16	15/16				
The average number of days taken to repair a street light fault, which is under the control of the Local Authority	11.60 Days	4.42 Days	4.76 Days	5.16 Days	7.44 Days	7 days	✔	⬆	The latest figure of 7.44 days is only a little above the target of 7 days but still represents a very good performance for this particular period, given that this is the highest period for outage reports due to the dark nights
Number of defects identified/reported		5,624	4507	3,083	3626	NA	✔		
Average number of days to repair a category 1 (urgent) defect		2 Days	2 Days	1 Day	2 Days	1Day	✔	⬆	The repair time for Category 1 defects has increased due to a an increase in the number of potholes appearing during the Autumn
Average number of days to repair a category 2 (high) defect		12 Days	13 Days	12 Days	17 Days	28 Days	✔	⬆	The repair time for Category 2 defects has increased due to an increase in the number of defects appearing although it is well within the target response
Average number of days to repair a category 2 (low) defect		18 Days	16 Days	16 Days	37 Days	90 Days	✔	⬆	This is the lowest Category of defect and is still well within the Target.
Highways Recorded Complaints	94	105	105	61	49	NA	🕒	⬆	

### Key symbols table:

Status	Indicators	Trend	Base this on change from same period last year
	Below target by more than 10%		Improving trend
	Below target by up to 10%		Deteriorating trend
	On or above target		No change
	No reported data or no target		



## Highways Complaints Data Q3

## Appendix 1B

Highways Complaint Outcomes	Q3 2014/15	Q4 2014/15	Q1 2015/16	Q2 2015/16	Q3 2015/16
Upheld or Partially Upheld	39	39	34	18	16
Not Upheld or Still Active	55	66	100	43	33
Total for Period	94	105	134	61	49

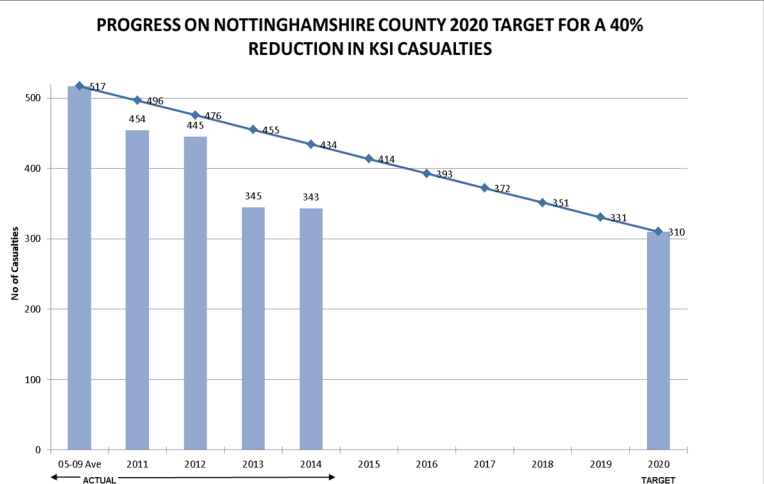

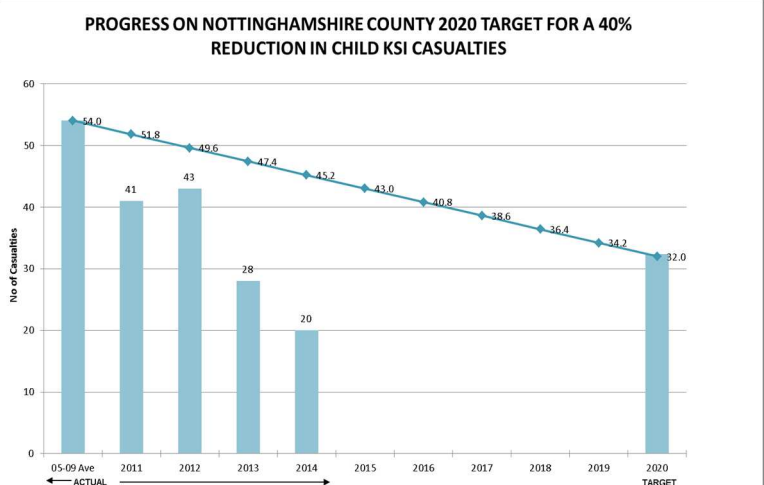
Number of Enquiries received by Highways Services	Enquiries Received & Percentage Related to Highways					
	Q3 2014/15	Q4 2014/15	Q1 2015/16	Q2 2015/16	Q3 2015/16	Comparison of same period Q3 last year
Total No.of Highways related enquiries	17,853	17,768	12,711	14,293	15,870	Reduction of 1,983
Proportion of enquiries that are highways complaints related	0.5%	0.6%	1.0%	0.4%	0.3%	Reduction of 0.2%





## Road Safety Performance Indicators





## Appendix 2A

PI Description	Maximise or Minimise	Actual Value	Target	Status	Performance Data Trend Chart	2015 Latest Information																								
People killed or seriously injured in road traffic collisions	Maximise	44.4%	40.0%		<p><b>PROGRESS ON NOTTINGHAMSHIRE COUNTY 2020 TARGET FOR A 40% REDUCTION IN KSI CASUALTIES</b></p>  <table border="1"><caption>Data for KSI Casualties Chart</caption><thead><tr><th>Year</th><th>No of Casualties</th></tr></thead><tbody><tr><td>05-09 Ave</td><td>517</td></tr><tr><td>2011</td><td>454</td></tr><tr><td>2012</td><td>445</td></tr><tr><td>2013</td><td>345</td></tr><tr><td>2014</td><td>343</td></tr><tr><td>2015</td><td>414</td></tr><tr><td>2016</td><td>393</td></tr><tr><td>2017</td><td>372</td></tr><tr><td>2018</td><td>351</td></tr><tr><td>2019</td><td>331</td></tr><tr><td>2020 TARGET</td><td>210</td></tr></tbody></table>	Year	No of Casualties	05-09 Ave	517	2011	454	2012	445	2013	345	2014	343	2015	414	2016	393	2017	372	2018	351	2019	331	2020 TARGET	210	Reduce the number of people killed or seriously injured has reduced by 44.4% in Q3, from 392 to 218 (against the 2005-2009 average baseline). This progress puts us on target to meet the 2020 performance indicators.
Year	No of Casualties																													
05-09 Ave	517																													
2011	454																													
2012	445																													
2013	345																													
2014	343																													
2015	414																													
2016	393																													
2017	372																													
2018	351																													
2019	331																													
2020 TARGET	210																													
Number of children killed or seriously injured in road traffic accidents	Maximise	57.5%	40.0%		<p><b>PROGRESS ON NOTTINGHAMSHIRE COUNTY 2020 TARGET FOR A 40% REDUCTION IN CHILD KSI CASUALTIES</b></p>  <table border="1"><caption>Data for Child KSI Casualties Chart</caption><thead><tr><th>Year</th><th>No of Casualties</th></tr></thead><tbody><tr><td>05-09 Ave</td><td>54.0</td></tr><tr><td>2011</td><td>41</td></tr><tr><td>2012</td><td>43</td></tr><tr><td>2013</td><td>28</td></tr><tr><td>2014</td><td>20</td></tr><tr><td>2015</td><td>43.0</td></tr><tr><td>2016</td><td>40.8</td></tr><tr><td>2017</td><td>38.6</td></tr><tr><td>2018</td><td>36.4</td></tr><tr><td>2019</td><td>34.2</td></tr><tr><td>2020 TARGET</td><td>32.0</td></tr></tbody></table>	Year	No of Casualties	05-09 Ave	54.0	2011	41	2012	43	2013	28	2014	20	2015	43.0	2016	40.8	2017	38.6	2018	36.4	2019	34.2	2020 TARGET	32.0	Reduce the number of children killed or seriously injured has reduced by 57.5% in Q3, from 42 to 18 (against the 2005-2009 average baseline). This progress puts us on target to meet the 2020 performance indicators.
Year	No of Casualties																													
05-09 Ave	54.0																													
2011	41																													
2012	43																													
2013	28																													
2014	20																													
2015	43.0																													
2016	40.8																													
2017	38.6																													
2018	36.4																													
2019	34.2																													
2020 TARGET	32.0																													










## Road Safety Performance Indicators Q3 Period

## Appendix 2B

Road Safety Indicators		Performance Measures								Comments
		Q3 Actual	Q4 Actual	Q1 Actual	Q2 Actual	Q3 Actual	Target	Status	Trend	
		14/15	14/15	15/16	15/16	15/16				
People killed or seriously injured in road traffic collisions	% Change	Not Reported	33.6%	56.0%	46.5%	44.4%	40%			The number of people killed or seriously injured has reduced by 44.4% in Q3, from 392 to 218 (against the 2005 – 2009 average baseline). This progress puts us on target to meet the 2020 performance indicators.
	Baseline Value		517	123	249	392				
	Quarterly Value		343	54	133	218				
Number of children killed or seriously injured in road traffic accidents	% Change	Not Reported	62.7%	84.0%	54.0%	57.5%	40%			The number of children killed or seriously injured has reduced by 57.5% in Q3, from 42 to 18 (against the 2005 – 2009 average baseline). This progress puts us on target to meet the 2020 performance indicators.
	Baseline Value		55	12	26	42				
	Quarterly Value		20	2	12	18				

Key symbols table:

Status	Indicators	Trend	Base this on change from same period last year
	Below target by more than 10%		Improving trend
	Below target by up to 10%		Deteriorating trend
	On or above target		No change
	No reported data or no target		



## Highway Claims Data Q3

## Appendix 3

Highway Claims Data	Financial Year				
	2011-12	2012-13	2013-14	2014-15	2015-16
<b>(A)</b> Number of claims received <b>(C+D)</b>	521	688	717	569	329
<b>(B)</b> Number of claims Defended/ Repudiated	383	527	523	449	202
<b>(C)</b> Number of claims closed	518	673	675	497	88
<b>(D)</b> Active claims	3	15	42	72	241
<b>(E)</b> Percentage Repudiation Rate <b>(B/A x 100)</b>	<b>73.5%</b>	<b>76.5%</b>	<b>72.9%</b>	<b>78.9%</b>	<b>61.3%</b>

**Note as more claims are settled, the defendable rates will change.**

Also, further claims may occur related to previous years; claims can be made up to 3 years from the date of the accident.



# NHT Customer Satisfaction Data (% of population satisfied)

# Appendix 4

NHT Customer Satisfaction Indicators	Performance Measures									Comments
	2012	National Mean*	2013	National Mean*	2014	National Mean*	2015	National Mean*	National Highest*	
NHT - Overall Highways & Transport	58.8%	-	55.4%	54.1%	56.0%	53.6%	54.9%	53.6%	56.4%	
NHT - Highways Maintenance	47.5%	-	46.5%	47.0%	45.5%	46.0%	49.9%	49.8%	53.3%	
NHT - Walking & Cycling Facilities	55.2%	-	53.1%	53.9%	52.9%	52.6%	55.8%	55.5%	58.0%	
NHT - Tackling congestion	56.1%	-	56.0%	54.9%	54.9%	54.5%	54.1%	54.2%	56.9%	
NHT - Road Safety	55.3%	-	52.0%	53.8%	52.2%	53.0%	54.6%	54.1%	57.0%	

\* National Data for Shire Counties












## Highways Development Control Indicators

## Appendix 5

Highway Development Control	Performance Measures								Comments
	Q3 Actual	Q4 Actual	Q1 Actual	Q2 Actual	Q3 Actual	Target	Status	Trend	
	14/15	14/15	15/16	15/16	15/16				
Development Control Applications	96.5%	92.5%	95.2%	94.4%	95.0%	95%	🟢	⬇️	There have been a total of 709 formal applications received during quarter 3, with 95% of these responded to within the 21 day deadline meeting the target of 95%.
Development Control Pre-applications	96.0%	95.0%	97.1%	92.0%	98.0%	90%	🟢	⬆️	There have been 150 informal applications received during quarter 3, with 98% responded to within the 21day deadline which has achieved above the target of 90%.

### Key symbols table:

Status	Indicators	Trend	Base this on change from same period last year
	Below target by more than 10%		Improving trend
	Below target by up to 10%		Deteriorating trend
	On or above target		No change
	No reported data or no target		



**16 March 2016****Agenda Item: 10****REPORT OF SERVICE DIRECTOR, HIGHWAYS****RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE  
COUNTY COUNCIL****Purpose of the Report**

1. The purpose of this report is to recommend to Committee the responses to the issues raised in petitions to the County Council on 14<sup>th</sup> January 2016.

**A. Petition regarding Gunthorpe traffic lights (Ref 20165/0146)**

2. At the County Council meeting on 14<sup>th</sup> January 2016 a petition was presented by County Councillor Roger Jackson. The petition of 427 signatures and 105 electronic signatures from residents and road users in and around Gunthorpe requests traffic lights at the junction of Main Street and the A6097. It is suggested that the lights are operational at peak times and would be activated at any time by traffic leaving the village. Gunthorpe Main Street runs parallel to the A6097 with two entrances to the village, one on Main Street and one on Trentside. In addition to residential properties adjacent to the River Trent there are several Pubs and restaurants encouraging visitors all year round.
3. Comments supporting this proposal cite difficulties getting into and out of the village at peak times due to the volume and speed of traffic on the A6097
4. Any scheme, especially with the level of funding signalisation of this junction would require, needs to meet the objectives of the Local Transport Plan to be considered for funding. The main emphasis of this is supporting the economy; within that there are priorities on reducing congestion and improving access to jobs and training. There is also an on-going requirement to reduce road casualties.
5. Accident data for the A6097 / Main Street Gunthorpe (North Junction) shows that there have been no injury accidents for the last 4 years, additionally in 2014 a scheme to reduce the speed limit and improve lighting along its length has possibly further improved safety on the road.
6. Signalising the junction here would be a major investment and would need to produce significant benefits. In terms of accessibility, the bus operators haven't expressed any problems with turning out of the junction, nor would pedestrians significantly benefit from a crossing point at signals as the existing footpath to local amenities is on the village side of

the road. Accident levels actually increase with the provision of signals; the average injury rate for the County is around 1.26 per year, significantly higher than the existing rate at the site. As such there are currently no plans to include a junction signalisation scheme for Main Street, Gunthorpe.

7. It is recommended that the lead petitioner be informed.

**B. Petition regarding speed limit reduction at Mill Lane, Rockley (Ref 2016/0147)**

8. At the County Council meeting of 14th January 2016 a petition was presented by County Councillor John Ogle. The petition of 18 signatures from residents of Mill Lane, Rockley requests that a speed limit of 30mph is imposed on the Road. Mill lane is a rural cul-de-sac which is currently de-restricted and fronted on part of one side by several properties including a farm and a church.
9. To consider this request an assessment will be carried out including a visual survey, an actual speed evaluation, and an investigation of the speed related injury accident data. Once this is available the request will be assessed in line with guidelines for setting speed limits.
10. If appropriate the alterations will be considered for inclusion in a future programme.
11. It is recommended that the lead petitioner be informed.

**C. Petition regarding lorry parking at Cromwell (Ref 2016/0149)**

12. At the County Council meeting of 14<sup>th</sup> January 2016 Councillor Bruce Laughton presented a petition from local residents opposing Cromwell Lorry Park.
13. As Cromwell is one of four sites being considered by Newark and Sherwood District Council, this petition has been sent to Andy Statham, Director of Planning for consideration; who has liaised directly with the petitioners.
14. It is recommended that the lead petitioner be informed.

**D. Petition requesting pedestrian barrier on Sadler Street, Mansfield (Ref 2016/0152)**

15. At the County Council on 14<sup>th</sup> January 2016, Councillor Diana Meale and Councillor Darren Langton presented a petition of 46 signatures requesting a pedestrian barrier on Sadler St at the entrance of the footpath leading to Devon Drive. This was to prevent pedestrians, especially children, stepping into the road from the footpath which was felt to be a hazard.
16. The Council first received this request in October 2015. On investigating the issue it was found there is insufficient room to install a pedestrian barrier at the kerb edge adjacent to

the footpath on Sadler Street. The barrier would need to be installed a minimum of 300mm from the kerb edge and this would narrow the footway to less than the recommended width for mobility scooters. Given the path is at a right angle with walls on both sides, the swept path for mobility scooters to turn in alongside a guardrail would also be made difficult if not impassable. Installation of a guardrail would also prevent access to a utility cover in the footway at this location.

17. Sadler Street and the adjoining Stafford Street form a loop off Westfield Lane and are quiet residential roads. It is reasonable to assume that traffic flows and average vehicle speeds are generally low and no complaints of speeding, through traffic or safety have been received in the last 8 years. There have also not been any accidents on either road in the last 3 years. In the past there has been contact from a mobility scooter user regarding this footpath and there are four advisory markings for the mobility impaired on these two roads.
18. It is recommended that the petitioners be informed that it is not feasible to install a barrier at this location.

**E. Petition requesting safety barriers on footpath from Coniston Road to Belvoir Street, Hucknall (Ref 2016/0153)**

19. A 31 signature petition was presented to the 14th January 2016 meeting of the County Council by Councillor Alice Grice. The petitioners request that safety barriers are installed on the jitty to slow down cycles and deter motorcycles from using the jitty but are of a type to still allow access for mobility scooters.
20. The jitty is approximately 50m long with the Belvoir Street end restricted by its width and has a manhole and lamp column in the footway and parked vehicles acting as a natural restriction to slow down cycles. Provision of a barrier here is impractical and would restrict the use for mobility scooters
21. The Coniston Road end of the jitty is approximately 2.5m wide with cycles and motor bikes being unrestricted and they can exit the jitty onto the footway and carriageway at speed.
22. A staggered Pedestrian Guardrail is to be installed at the Coniston Road end of the jitty to slow down cycles and motorbikes but will allow access by mobility scooters. The work is being funded by the Community Safety Team and will be completed before the end of March 2016.
23. It is recommended that lead petitioner be informed accordingly.

**F. Petition requesting a residents' parking scheme on Ranmoor Rd, Gedling (Ref 2016/0154)**

24. At County Council on 14<sup>th</sup> January 2016 Councillor Nicki Brooks presented a petition of 33 signatures requesting a residents' parking scheme be introduced on Ranmoor Rd, Gedling. This was due to problems caused by commuters and shoppers parking on the road.

25. Ranmoor Rd is directly adjoining Main Rd which is a busy shopping area with a number of businesses including a public house and a car garage. There is a car park owned by Gedling Borough Council with 30 spaces at this end of Ranmoor Rd which offers 2 hours free parking and £3 to park all day. The petitioners state that people are using Ranmoor Rd to park instead of the car park due to the charges and drivers are using the road to park & ride into Nottingham. This is causing obstruction of driveways, congestion, limits on-street parking availability for residents and prevents road sweeping.
26. Requests for residents' parking are considered against the current policy for new schemes which states that there should be:
- a. Significant levels of current requests from residents
  - b. Non-resident parking which is detrimental to the vitality of the local centre or other Local Transport Plan objectives' and
  - c. A trip-attractor which causes non-resident intrusive parking
27. It is considered that this section of Ranmoor Road meets at least one of these criteria hence the County Council will carry out an investigation to determine whether a residents' parking scheme could be considered for inclusion in a future year's programme.
28. It is recommended that the lead petitioner be informed accordingly.

**G. Petition requesting the resurfacing of the carriageway on Carsic Rd, Sutton (Ref 2016/0155)**

29. A 273 signature petition was presented to the 14th January 2016 meeting of the County Council by Councillor Tom Hollis. The petitioners request that the carriageway on Carsic Road is resurfaced.
30. In its current condition it does not justify resurfacing as a priority but has been added onto the unclassified carriageway list to be considered for resurfacing in future years. In the meantime, the condition of the carriageway will be monitored on a monthly basis and any investigatory defects noted during the inspection will be repaired. No defects were identified on the last inspection in January.
31. It is recommended that the lead petitioner be informed accordingly.

**H. Petition requesting the resurfacing of the carriageway on Huthwaite Rd, Sutton (Ref 2016/0156)**

32. A 413 signature petition was presented to the 14th January 2016 meeting of the County Council by Councillor Tom Hollis. The petitioners requested the carriageway on Huthwaite Road is resurfaced

33. The carriageway is on the provisional list for consideration for structural patching repairs to be undertaken in financial year 2016/17. It will be an ongoing phased scheme over a number of years and when complete the carriageway will be surface dressed.
34. In the meantime, the condition of the carriageway will be monitored on a monthly basis and any investigatory defects noted during the inspection will be repaired. No defects were identified on the last inspection in January.
35. It is recommended that the lead petitioner be informed accordingly.

**I. Petition requesting the resurfacing of the carriageway on Westbourne Rd, Sutton (Ref 2016/0157)**

36. A 166 signature petition was presented to the 14th January 2016 meeting of the County Council by Councillor Tom Hollis. The petitioners request that the carriageway on Westbourne Road is resurfaced.
37. In its current condition it does not justify resurfacing as a priority but has been added onto the unclassified carriageway list to be considered for resurfacing in future years. In the meantime, the condition of the carriageway will be monitored on a monthly basis and any investigatory defects noted during the inspection will be repaired. No defects were identified on the last inspection in January.
38. It is recommended that the lead petitioner be informed accordingly.

**J. Petition requesting the resurfacing of the carriageway on Alfreton Rd, Sutton (Ref 2016/0158)**

39. A 90 signature petition was presented to the 14th January 2016 meeting of the County Council by Councillor Tom Hollis. The petitioners requested the carriageway on Alfreton Road is resurfaced
40. In its current condition it does not justify resurfacing as a priority. In the meantime, the condition of the carriageway will be monitored on a monthly basis and any investigatory defects noted during the inspection will be repaired. No defects were identified on the last inspection in January.
41. It is recommended that the lead petitioner be informed accordingly.

**Statutory and Policy Implications**

42. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and

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

## **RECOMMENDATION**

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

**Neil Hodgson**  
**Service Director, Highways**

## **Background Papers and Published Documents**

- None

## **Electoral Division(s) Affected**

Farnsfield and Lowdham, Tuxford, Southwell and Caunton, Mansfield West, Hucknall, Carlton East, Sutton in Ashfield West.



**17 March 2016****Agenda Item: 11**

## **REPORT OF CORPORATE DIRECTOR, RESOURCES WORK PROGRAMME**

### **Purpose of the Report**

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

### **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**

<b><u>Report Title</u></b>	<b><u>Brief summary of agenda item</u></b>	<b><u>For Decision or Information?</u></b>	<b><u>Lead Officer</u></b>	<b><u>Report Author</u></b>
<b>21 April 2016</b>				
Supported Local Bus Service Review	Network proposals for August 2016	Decision	Chris Ward	Chris Ward
Hire and Pool Vehicle Provision	Future provision of hire cars to provide sustainable business travel and reduce costs	Decision	Chris Ward	Chris Ward
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
<b>19 May 2016</b>				
TTS Performance	Performance report	Info.	Chris Ward	Lisa McLennaghan
Flood Risk Management Strategy	Update Report	Info.	Gary Wood	Neil Hodgson
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
<b>23 June 2016</b>				
Local Bus Service	Network Update and Tender Results	Decision	Chris Ward	Chris Ward
Highways Performance Report	Quarter 4 Update	Info.	Don Fitch	Neil Hodgson
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various

<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>
<b>21 July 2016</b>				
Safeguarded Schemes	Details of schemes	Decision	Gary Wood	Neil Hodgson
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
<b>22 September 2016</b>				
Rights of Way Management Plan	Approval of plan	Decision	Neil Lewis	Neil Hodgson
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various