

## **Transport and Highways Committee**

**Thursday, 16 March 2017 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 9 Feb	3 - 6
2	Apologies for Absence	
3	Declarations of Interests by Members and Officers:- (see note below) (a) Disclosable Pecuniary Interests (b) Private Interests (pecuniary and non-pecuniary)	
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None

### **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	9 February 2017 (commencing at 10.30am)

**Membership**

Persons absent are marked with an 'A'

**COUNCILLORS**

Kevin Greaves (Chair)  
Steve Calvert (Vice Chair)

Roy Allan	Glynn Gilfoyle
Andrew Brown	Colleen Harwood
Richard Butler	Stan Hepstinstall
Kate Foale	Richard Jackson
Stephen Garner	

**OFFICERS IN ATTENDANCE**

Pete Barker	- Democratic Services Officer
Sue Bearman	- Legal Services
Doug Coutts	- VIA East Midlands
Neil Hodgson	- VIA East Midlands
Jas Hundal	- Service Director, Transport, Property & Environment
Sean Parks	- LTP Manager
Kevin Sharman	- Team Manager, Transport Planning & Programme Development
Adrian Smith	- Corporate Director, Place

**MINUTES OF THE LAST MEETING**

The minutes of the last meeting held on 19 January, having been circulated to all Members, were taken as read and were confirmed, and were signed by the Chair.

**MEMBERSHIP**

Councillor Foale replaced Councillor Payne, Councillor Gilfoyle replaced Councillor Peck and Councillor Hepstinstall replaced Councillor Carr, all for this meeting only.



## **APOLOGIES FOR ABSENCE**

No apologies for absence were received.

## **DECLARATIONS OF INTERESTS**

No declarations of interests were made.

## **PERSONAL TRAVEL PLANNING**

### **RESOLVED 2017/009**

That the contents of the report be noted.

### **THE NOTTINGHAMSHIRE COUNTY COUNCIL (MUSTERS RD, MELTON RD, DEVONSHIRE RD, MANVERS RD, GORDON RD, EXCHANGE RD AND ETHEL ROAD, WEST BRIDGFORD) (20 MPH SPEED LIMIT) ORDER 2017 (8257) AND THE NOTTINGHAMSHIRE COUNTY COUNCIL (A606 MELTON ROAD, WEST BRIDGFORD) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2017 (8256) - CONSIDERATION OF OBJECTIONS**

### **RESOLVED 2017/010**

- 1) That the Nottinghamshire County Council (Devonshire Rd, Manvers Rd, Gordon Rd, Exchange Rd and Ethel Road, West Bridgford) (20 mph Speed Limit) Order 2017 (8257) is made as advertised and that the objectors be informed accordingly with the following amendment:
  - Remove proposed mandatory 20mph speed limit on A606 Melton Road, Musters Road and Gordon Road from Order 8257;
  - An advisory 20 mph limit is placed upon Melton Road, Musters Road and Gordon Road to the extent as advertised as part of the consultation process. The revised proposal is shown on the attached drawing H/TRO/8257/001 Rev A.
- 2) That the Nottinghamshire County Council (A606 Melton Road, West Bridgford) (Prohibition of Waiting) Traffic Regulation Order 2017 (8256) is made as advertised subject to the following amendment and that the objectors be informed accordingly:
  - Amend the 'No Waiting At Any Time' restrictions to 'No Waiting Monday to Friday, 7am – 7pm' along the following sections of Melton Road:
    - On the inbound side of Melton Road between Devonshire Road and Exeter Road;
    - On the outbound side of Melton Road between Burleigh Road and opposite the Mellors Road junction (section fronting Westdale Care Home);



- On the outbound side of Melton Road opposite the Mowbray Gardens Junction and outside 173.
- Amend the 'No Waiting At Any Time' restrictions on Melton Road between Grange Road and existing 'Keep Clear Markings' to Limited Waiting (20 minute limit, Monday to Friday 7am – 7pm) and 'No Waiting Monday to Friday, 7pm – 7am and all day Saturday and Sunday'.

**THE NOTTINGHAMSHIRE COUNTY COUNCIL (LOWER ORCHARD STREET, MIDDLE ORCHARD STREET AND UPPER ORCHARD STREET, STAPLEFORD) (PROHIBITION OF WAITING AND RESIDENTS' CONTROLLED ZONE) TRAFFIC REGULATION ORDER 2017 (5219) - CONSIDERATION OF OBJECTIONS**

Neil Hodgson undertook to investigate the possibility of adding numbers 13 and 14 Church Street to the Order.

**RESOLVED 2017/011**

That the The Nottinghamshire County Council (Lower Orchard Street, Middle Orchard Street and Upper Orchard Street, Stapleford) (Prohibition of Waiting and Residents' Controlled Zone) Traffic Regulation Order 2017 (5219) be made as advertised and objectors notified accordingly.

**PROPOSED BUS STOP CLEARWAY (LYNDHURST AVENUE, BLIDWORTH – STOP REF. NS0369) - CONSIDERATION OF OBJECTIONS**

**RESOLVED 2017/012**

That the bus stop clearway on Lyndhurst Avenue, Blidworth (reference NS 0369) is made as advertised (24 hours a day, 7 days a week) and objectors notified accordingly.

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

**RESOLVED 2017/013**

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

**WORK PROGRAMME**

**RESOLVED 2017/014**

That the Work Programme be noted.

The meeting closed at 11am







16 March 2017

Agenda Item: 4

## **REPORT OF THE SERVICE DIRECTOR, ENVIRONMENT, TRANSPORT, AND PROPERTY**

### **TRANSPORT AND TRAVEL SERVICES (TTS) – OVERVIEW OF PERFORMANCE AGAINST STRATEGIC PLAN**

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

1. To report to the Committee of the performance of TTS against the County Council's Strategic Plan and how NCC compares nationally with other Local Transport Authorities.
2. To endorse the continued investment in local bus services and public transport facilities to support economic growth and jobs creation.
3. To endorse the formulation of a Public Transport Infrastructure Delivery Plan to accompany the Local Transport Plan 2013-2026, Ticketing Delivery Plan 2014 and emerging Council and Place Plan.
4. To seek approval to the extension of the Concessionary Fare Scheme to include peak-time travel for those students undertaking Independent Travel Training.

#### **Information and Advice**

5. Within the Strategic Plan 2013-2018 there are four key priorities:
  - supporting safe and thriving communities;
  - protecting the environment;
  - supporting economic growth and employment;
  - providing care and promoting health
6. Passenger and public transport are key to supporting these objectives by:
  - removing barriers to growth with the development of major transport schemes;
  - improving connectivity across the county to access employment, training and key services;
  - providing part of the solution to tackle congestion (estimated to cost the local economy £310m per annum), air quality and climate change;
  - the provision of transport for Adults Social Care clients to access care services;
  - commissioning bus and taxi services to meet statutory transport for pupils.



7. Alongside the Strategic Plan is the Local Transport Plan and IPTS which outlines the County Council's passenger transport priorities, which are to provide a network and services that:
- have **good network coverage**, operating periods, service frequency and fully accessible vehicles and waiting facilities;
  - are **affordable** so that costs are competitive with the use of the private car and do not stop people from using the available services; with good use of ticketing options, concessionary fares, smartcard technology and integrated ticketing;
  - are **understood by everyone and easy to use** so that people know about services and how to use them by providing clear information in a variety of media; and in partnership with operators, through effective marketing of passenger transport;
  - are **high quality** that are reliable, punctual, do not take too long and require minimum changes; as well as high quality infrastructure that is fully accessible, modern, clean (both in appearance and emissions), quiet, safe and informative; and high quality customer service provision by drivers and other staff.
8. Investment in the provision of local bus services, concessionary fares and public transport facilities continues to demonstrate good value for money.

Public transport infrastructure development schemes assessed are likely to have delivered good value for money. A few examples are:

- Mansfield Public Transport Interchange demonstrated that for each £1 of investment there was up to £6.50<sup>1</sup> return;
  - Southern Growth corridor – up to £3.12;
  - D2N2 Real Time Bid – up to £4.24.
9. For concessionary fares: free bus passes deliver in excess of £1.7 billion in annual net benefits and for each £1 spent generates at least £2.87 in benefits.
10. Local bus support and Bus Service Operating Grant (BSOG): each £1 generates £3 of benefits.<sup>2</sup>

### **Local Bus Performance**

11. Despite national and local financial challenges the County Council has continued to invest in the provision of local bus services and public transport facilities. Local bus support for 2016/2017 totals £3.9m for 91 contracts, either directly providing or supporting existing routes.
12. Following extensive consultation with County Councillors, local communities, passenger surveys and a series of road shows, a County wide revision of local bus services has been undertaken over the past 4 years.
13. Following the Newark area revisions in January 2013 further consultation was undertaken across the County over 17 days in 56 locations. In total over 800 people visited events and helped shape the more detailed planning of routes and networks which were introduced in August 2014.
14. The final revisions to the network were prioritised to maximise accessibility to work, training and other key services for County residents. These services continue to be



reviewed to ensure they are providing value for money using the Strategic Passenger Transport Framework, which balances accessibility and cost.

15. Accessibility for Commercial and NCC supported local bus services has continued to be high and is currently 94% for urban services and 72% for rural services.
16. A key component of the revised network is the successful integration of fleet transport to maintain accessibility, improve efficiency and reduce costs for statutory and non-statutory passenger transport provision.
17. In total 21 fleet vehicles have been integrated to provide school, day care and local bus services, helping reduce transport costs by around £0.5M per annum since 2015.

### **Bus Stations and Quality Bus Partnerships.**

18. Another success is the NCC led partnerships (Statutory and Voluntary Quality Bus Partnership) with the Bus operators and District Councils; to provide 2 new bus stations and 1 on street interchange.
19. Mansfield Statutory Quality Bus Partnership (SQBP): £9.1m bus station opened in 2013 with 4% patronage increase since its opening, with approximately 3m passenger journeys per annum.
20. There has also been a 2% increase in bus punctuality and satisfaction levels have risen from 60% to 92% in 2016.
21. There has also been a further £4.9m investment from trentbarton and Stagecoach in the network.
22. Worksop Voluntary Quality Bus Partnership (VQBP): £3.3m bus station opened two years later in 2015 with 2% patronage increase and 86% of users rating information very good or good in follow up surveys in 2016. There has been £420k of investment from local bus operators.
23. Beeston SQBP: there have been similar results for the interchange with 97% happy with the interchange and 95 % feeling safe. As with the Mansfield and Worksop partnerships the bus operators have invested over £2.8m in new vehicles. Further investment by the operators has been confirmed for 2018.

### **Information, Bus Stop Facilities and Bus Priority**

24. There has been continued investment of approximately £0.87m per annum in on street public transport facilities of which 55% has been funded from external sources.
25. TTS have now completed the Shelter upgrade programme for all bus stops within the County and any future investment will be in refurbishment of stops or for new requests from residents, developers or Councillors. The headline achievements include:
  - 390 Real Time Information (RTI) displays of which 80% has been financed externally;
  - RTI feeds from trentbarton and stagecoach to on street and bus station displays;
  - 133 new shelters and 196 poles for timetable cases and flags;
  - 85 raised kerbs and 63 clearways;



- 59 junctions upgraded for smart bus priority which is the highest in the UK.

## **External Funding**

26. DFT funding; TTS have worked collaboratively with adjoining Local Transport Authorities across the D2N2 area to bid locally and nationally for public transport improvements. This includes Better Bus Area (City Council led) funding which has seen over £500k of investment in Real Time displays across the Greater Nottingham Area, £527k of Ultra Low Emission Vehicle (ULEV) funding for 2 electric buses and £300k of Total Transport Fund monies to explore the potential to integrate services between other public sector providers and the Charity sector.
27. LEP funding: Southern Growth Corridor: TTS has secured up to £396k worth of investment in public transport infrastructure for the Gedling and Beeston areas. This will include improvements to shelters, RTPI, bus stop clearways and other traffic management measures. A Real Time bid has also been prepared with other D2N2 authorities and has been taken forward as a Regional Growth Fund (RGF) 3 bid and is also a reserve scheme for RGF2.
28. Section 106 and Section 278: TTS have provided input into all planning application where there is an opportunity to improve bus services and public transport infrastructure to support growth and mitigate traffic impact. This includes major developments i.e. Rolls Royce and a number of smaller developments which trigger a contribution. This equates to 175 applications per annum.

## **Ticketing**

29. Transport and Highways Committee have approved the extension to the Concessionary fare scheme to include Community Transport minibuses. This will give up to 50% discount to disabled residents for 'dial a ride' type provision.
30. Ticketing Strategy and delivery plan approved in 2014: TTS have an agreement 'in principle' to introduce smart integrated ticketing on Pronto services and a new integrated ticket for Mansfield to address value for money and remove barriers to using public transport.
31. Worked with Stagecoach to introduce a discounted family ticket for the Sherwood Arrow service which has seen sales leap by 70% since 2014 with a 6% increase on passengers travelling during the school holidays.

## **Independent Travel Training for SEN and ASCH Clients**

32. This continues to be successfully rolled out to SEND Transport users to give these clients the skills to travel independently to/from school/college and work/training opportunities. There is now embedded in 26 establishments with 406 students on the database, and over 75 people completing the programme.
33. The scheme is now being expanded into ASCH to help improve independent living and increase accessibility to services for vulnerable clients. Further work will be carried out to establish how this may reduce the call on ASCH services in the future through the increased independence gained.



## NCC Performance

34. NCC achievements can be measured by comparing bus patronage to national trends, comparing resident's satisfaction with public transport including infrastructure and ensuring value for money.
35. Even though nationally bus patronage has reduced 12.8% <sup>3</sup> due to downturn in the economy, reduced expenditure by LAs on local bus support (2000 bus services withdrawn since 2010/11), changing shopping habits and concessionary fares age equalisation; between 2013 (33.6m) and 2016 (31.7m) Nottinghamshire bus patronage has only reduced by 5.6%. Also regionally we have seen a similar trend with the exception of Derbyshire (2.10%) which is currently out to consultation on a number of local bus changes.
36. The bus networks have benefited from the investment in major bus stations which has produced patronage increases as outlined in paragraphs 19 and 22.
37. The investment in bus services and infrastructure also provides good returns for every £1 invested as shown in paragraphs 8, 9 and 10.
38. Transport Focus results indicate that overall bus satisfaction in Nottinghamshire has improved since 2014 to 94%. This is a very positive outcome for Nottinghamshire moving from 9<sup>th</sup> position in 2012 to 1<sup>st</sup> in 2015. Also compared against other local authority areas included in the survey, Nottinghamshire was ranked highest for satisfaction with the overall journey and was also the No. 1 ranked authority for information, the bus driver helpfulness/attitude and on bus journey time.
39. Nottingham City Transport, trentbarton and Stagecoach East Midlands were all ranked in the top 7 of 53 bus companies surveyed for satisfaction with the overall journey.
40. NCC's performance across some of the 31 individual satisfaction measures, compared against other local authority areas is shown below:

Category		Score 2015	Score 2014	Score 2012		Rank 2015	Rank 2014	Rank 2012
Overall Satisfaction	↑	94%	93%	87%	↑	= 1	3	9
Bus Stop Overall	↓	83%	90%	81%	↓	= 3	1	4
Information	↓	78%	83%	75%	↑	1	2	5
Punctuality *	↓	83%	86%	69%	↓	4	3	14
The bus driver-helpfulness/attitude*	↑	88%	86%	79%	=	1	1	2
On Bus Journey Time *	↑	93%	89%	84%	↑	1	6	12
Personal Safety	=	83%	83%	80%	↑	=3	4	2
Value for Money	↓	66%	68%	65%	↑	=6	7	2

*Note: \* Key driver of satisfaction in Nottinghamshire*

## Moving forward

41. At Full Council the budget was approved for continued investment of £3.9m in local bus services for 2017/2018. The concessionary fares budget was approved for £11.09m which includes discretionary elements for tram travel.



42. On 17 November 2016 Transport and Highways Committee approved the provisional Highways Infrastructure Programme 2017-18. This included the following public transport infrastructure improvements:
- TRO measures to tackle hotspots;
  - bus stop access improvements at 35 bus stops;
  - enforceable clearway programme to deter parking at 47 key stops
  - refurbishment of 35 shelters;
  - £74k of developer funding to deliver bus stop infrastructure improvements;
  - £396k of LEP funding to deliver the Southern Growth Corridor improvements in Netherfield, Colwick and Beeston.
43. A Public Transport Infrastructure Delivery Plan (2017-2026) is being formulated to focus and prioritise capital and revenue investment in public transport facilities for the duration of the current Local Transport Plan. This plan will focus on developing the infrastructure on key public transport corridors to facilitate the county and district plans for growth and job creation outlined in their respective local and neighbourhood plans. This plan will also help guide negotiations of Section 106, Section 278 and CIL; as well as forming the strategy for future bids to the DfT and LEP. A report to Committee will follow once the plan is completed.
44. The results of the Transport Focus survey for 2016 will be announced on the 22 March 2017. A report to Committee will follow in June 2017.

## **Proposals**

### **Concessionary Fare Scheme for those Students Undertaking Independent Travel Training**

45. Students undertaking travel training are in many cases entitled to a disabled bus pass but they are not able to travel using this pass before 0930. This has meant the students have had to be issued with multiple bus passes for travel to and from school/college, which makes travel unnecessarily complicated and costly for the County Council to administer. A review of ticketing options is now going to be carried out, of which one option is to extend the Disabled Concessionary Fare Scheme to include pre 0930 travel for ITT pass holders. Permission is therefore sought to introduce such a scheme if required.
46. The costs of the ticket solution is forecast to be up to £20k, which is contained in the CFCS budget for Transport.

## **Statutory and Policy Implications**

47. 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.

## **Implications for Service Users**

48. The provision of a quality local bus network and infrastructure gives users access to key services, jobs, health and leisure activities together with continued investment in all



aspects of the journey experience will help to ensure the results of the Transport Focus surveys are maintained in the future.

## **Financial Implications**

49. The financial implications are outlined in Paragraph 46 and will be funded from the existing budgets.

## **RECOMMENDATIONS**

It is recommended that Committee:

- 1) Note the performance of TTS against strategic plan objectives and the results of the annual Transport Focus Survey which recognises Nottinghamshire as the top Authority for Overall Satisfaction.
- 2) To endorse the continued investment in local bus services, concessionary fares and public transport facilities to support economic growth and jobs creation for 2017/18.
- 3) To endorse the preparation of a Public Transport Infrastructure Delivery Plan to accompany the Local Transport Plan 2013-2026, ITPS, Ticketing Delivery Plan 2014 and emerging Council and Place Plan to prioritise and focus continued investment in public transport.
- 4) Gives in-principle approval for an extension of the Concessionary fare scheme to include those students undertaking NCC approved Independent Travel Training; and that authority be delegated to the Corporate Director (Place) to introduce a scheme if required, following the review.

**Jas Hundal, Director Environment, Transport and Property**

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

**Pete Mathieson, Manager, Development & Partnerships**  
**Chris Ward, Manager Transport and Travel services**

## **Constitutional Comments (LM 06.03.17)**

50. The recommendations on the report fall within the Terms of Reference of the Transport and Highways Committee.

## **Financial Comments (DJK 06.03.2017)**

51. 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.



<sup>1</sup> *An economic evaluation of local bus infrastructure schemes (KPMG) for Greener journeys 2015*

<sup>2</sup> <http://www.sciencedirect.com/science/article/pii/S2352146515001350>

<sup>3</sup> DfT Quarterly Bus Statistics

## **Electoral Divisions and Members Affected**

All



**16<sup>th</sup> March 2017****Agenda Item: 5****REPORT OF CORPORATE DIRECTOR OF PLACE DEPARTMENT****HIGHWAYS INFRASTRUCTURE PROGRAMMES 2017/18****Purpose of the Report**

1. The purpose of this report is to seek Committee approval for the highways infrastructure capital and revenue programmes to be delivered during 2017/18 and to update Committee on current transport funding sources. The proposed programmes are detailed in this report with individual schemes included in the attached appendices.

**Information and Advice**

2. The provisional capital programmes were approved by Committee at its 17<sup>th</sup> November 2016 meeting; allowing for the programming and commissioning of works so that delivery of these programmes could commence in April 2017. Following the approval of the capital programmes a number of additional schemes have been added to them to take account of external funding successfully secured by the County Council, the completion of feasibility studies, as well as additional requests for schemes from members and local communities.

**Local Growth Fund schemes**

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



5. The County Council has been successful in securing funding for a number of transport improvements in the county through the LGF and major scheme bidding submissions and the transport schemes in Nottinghamshire prioritised for funding during this Implementation Plan period are:
- A46 corridor local development infrastructure requirements at RAF Newton, Cotgrave and Bingham – £6.25m LGF contribution towards the works which started (in Cotgrave) in 2016/17
  - A57/A60/B6024/St Anne's Drive, Worksop roundabout major transport scheme – £2.33m LGF contribution towards £3.24m scheme which was completed in 2016/17
  - Gedling Access Road major transport scheme – £10.8m LGF contribution towards £32m scheme starting in 2017/18
  - Harworth access links – £2.05m LGF contribution towards the scheme which started in 2016/17
  - Hucknall Town Centre improvement scheme – £8.489m DfT contribution towards £12.375m scheme which started 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) which started in 2016/17
  - Rolls Royce Hucknall – £5.8m LGF contribution towards £20m+ scheme the funding for which was subsequently withdrawn.

### **Local Growth Fund D2N2 Sustainable Transport Programme**

6. The LGF Deal also prioritised a provisional allocation in 2016/17 and 2017/18 totalling £5.8m for a Sustainable Transport Programme in the D2N2 area. The LEP has determined that this programme will be prioritised on schemes that enable proposed development in the area to occur, increase the vitality of town centres (by improving access and reducing congestion), and/or improve the tourism offer in the county. Such measures will help deliver the County Council's Strategic Plan priorities by delivering a road and transport infrastructure that seeks to meet the needs of our residents and businesses; and encouraging people to be more active to positively affect their health and well-being.
7. The LEP appointed consultants to undertake an independent assessment of the proposals put forward by the local authorities to ensure they will deliver the required outputs (i.e. assist in the delivery of jobs and housing); and develop the business case for the proposals. The locations in Nottinghamshire prioritised for these sustainable transport improvements are Arnold/Carlton, Mansfield, Newark, and West Bridgford. These locations have been prioritised based on their ability to meet the D2N2 criteria to help deliver the large numbers of housing and/or employment planned for delivery within each of the towns. In December 2016 the D2N2 LEP allocated £2.15m towards the delivery of strategic cycle networks in the four locations to help deliver the Cycling Strategy Delivery Plan (approved by Transport & Highways Committee on 11<sup>th</sup> February 2016). The funding has been allocated as follows:
- Arnold/Carlton – £0.44m for delivery during 2018/19
  - Mansfield – £0.415m for delivery during 2017/18
  - Newark – £0.61m for delivery during 2017/18
  - West Bridgford – £0.685m for delivery during 2016/17.



## Nottingham Enterprise Zone cycle routes

8. Nottingham City Council secured £6m for an Enterprise Zone sustainable transport package as part of the 2015/16 Local Growth Fund Deal. As the Enterprise Zone (which comprises part of the Boots site plus the Beeston Business Park, the Nottingham Science Park and the MediPark site) is located partly in the city and partly in the county. Officers from the City and County councils have worked in partnership, and with the Nottingham Cycling Development Group which (in addition to the City and County councils) comprises cycling representatives such as the Sustainable Travel Collective, Pedals and Sustrans, to develop a package of improvements to help people access the Enterprise Zone. This has resulted in the development of £0.905m of cycle route improvements in the county to join-up with proposals in the city to deliver continuous cycle routes across the administrative boundaries to enable people to access the employment opportunities the Enterprise Zone will deliver. Detailed design of the schemes is still to be undertaken and the appropriate consultation on the proposals will be undertaken as part of the design process.

## 2017/18 major transport schemes

9. The A57/A60/B6024/St Anne's Drive, Worksop roundabout improvements was completed in November 2016; and the Harworth Access links junction improvements have started and due to be completed in Spring 2017.
10. The 2017/18 County Council major transport programme includes the completion of the Hucknall Town Centre improvement scheme funded directly by DfT; as well as the start of the Gedling Access Road (subject of a separate report on this agenda) funded by LGF with contributions from the Homes & Communities Agency, County Council, Gedling Borough Council and private developer contributions. Progress on the schemes and County Council 2017/18 funding allocations towards these schemes are detailed below:
- a. Hucknall Town Centre Improvement Scheme: Work on the scheme started in October 2015 and the demolition phase was completed before Christmas 2015. The construction of the new road started in January 2016; and was opened to traffic in November 2016 with the pedestrianisation of the High Street due to be completed by the end of May 2017. A key element of the Hucknall town centre flood alleviation scheme was also delivered during 2016/17 as part of the improvement scheme
  - b. Gedling Access Road: Gedling Access Road is a proposed new access road bypassing Gedling village (see report elsewhere on the agenda) and is being provided as supporting infrastructure for the mixed-use residential and employment development on the former Gedling colliery/Chase Farm site. Subject to the completion of all necessary funding arrangements, planning approvals and statutory processes the construction of the new £38.2m road is planned to start in 2017/18 with the bulk of the construction being undertaken during 2018/19. It is currently anticipated that the Gedling Access Road would be fully complete and open to traffic in Spring 2020.

	<b>2017/18</b>	<b>Total</b>
• Hucknall Town Centre Improvement (including £319k of integrated transport block funding)	£1.383m	£12.93m
• Gedling Access Road	£0.650m	£38.20m



## **Nottinghamshire Pre-Development Fund**

11. At its meeting in May 2016 the Nottingham and Nottinghamshire Economic Prosperity Committee established a £1m fund from the Nottingham and Nottinghamshire Business Rate Pool, available only to the County and district local authorities, to support the pre-development work of economic projects across the county with a specific focus on feasibility studies and business case development in order to:
- Help the development of the Nottinghamshire economy by unlocking and speeding-up the delivery of potential projects by enabling them to be fully and properly scoped and developed
  - Give Nottinghamshire projects a competitive advantage in seeking external funding, thereby increasing funding levered into the county, and
  - Aid the development of a portfolio of well-developed projects across the county.
12. Following its launch in September 2016, the County Council submitted bids to the Fund to undertake feasibility work and develop a business case for a number of transport projects. Funding has provisionally been secured to undertake work to determine the current economic impacts of the delay along the three routes listed below, as well as any benefits that could be derived from improvements along the route to determine if there is a business case for such improvements. The feasibility work will be undertaken during 2017/18 on the following routes, which the County Council is keen to promote:
- A611 Annesley capacity improvements
  - Kelham Bridge
  - Ollerton roundabout.

## **National Productivity Investment Fund**

13. Following its announcement in the November 2016 Autumn Statement, in January 2017 the DfT published the Roads Funding: Information Pack providing further details on the funding available to highway authorities in England, outside London, from the National Productivity Investment Fund (NPIF). The NPIF includes an allocation of £185m in 2017/18 *“for improvements in transport projects to reduce journey times and help deepen labour markets through improved travel links”*, i.e. highways schemes that will improve local road networks, to reduce congestion and aid productivity. The funding will be allocated on a formulaic approach; and Nottinghamshire has been allocated £3.008m for such improvements in 2017/18.
14. The County Council is currently identifying schemes that fulfil the Fund’s criteria. A report detailing the schemes which this funding will be used to deliver in 2017/18 will be presented at a future Transport & Highways Committee meeting for approval.



## Safer Roads Fund

15. The DfT's Roads Funding: Information Pack also announced a new Safer Roads Fund which totals £175m between 2017/18 and 2020/21; of which £25m is available in 2017/18. Analysis by the Road Safety Foundation has identified 50 specific sections of local A' roads where the risk of fatal and serious collisions is highest and highway authorities are invited to bid for funding from the Safer Roads Fund to improve the safety of these specific sections of road. Two of the 50 roads extend into the county – the A634 (Blyth to Maltby) and the A161 (Beckingham to North Lincolnshire).
16. The County Council is currently liaising with the relevant neighbouring highway authority and the DfT concerning the detailed assessment of potential improvements along these two roads, and the preparation of bids to fund such improvements. Once this preparatory work is complete appropriate bids must be submitted to the DfT by 28<sup>th</sup> April 2017 for the A634 proposals and by 29<sup>th</sup> September 2017 for the A161 proposals.

## Integrated transport block

17. 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.
18. Surveys undertaken in Nottinghamshire show that both residents and local businesses in each of the seven districts consider reducing traffic congestion as their highest transport priority. The Council has developed an integrated transport programme of measures to address congestion, aid productivity for businesses and reduce impacts on local communities and the environment, which have limited journey time growth to 3.5% since 2012, whilst traffic levels have grown at 4.3%. These include:
- **Delivery of over 30 capacity improvement schemes** (e.g. junction and traffic signal improvements) to help ensure we make the best use of our existing highway infrastructure, reduce journey times and make them more reliable, including large-scale schemes such as the design and delivery of:
    - Lockwell Hill roundabout improvements
    - Kirkby in Ashfield town centre traffic improvements
    - Improvements to the A57 Millhouse roundabout in Worksop
    - A614/Blyth Road junction to build a traffic signalled junction.
  - **Delivery of 90 schemes to help pedestrians access local jobs, training as well as local centres and essential services** (e.g. new and upgraded crossings, and new and upgraded footways) to help people walk to work, the shops, the doctors etc.; and improve access to our local centres to keep them vibrant, including:
    - New signal crossings
    - New zebra crossings
    - New pedestrian refuges
    - New and upgraded footways



19. The cycling and access schemes detailed above also play a key role in delivering strategic aims of improving mental and physical health and well-being.

- **Increases in cycling levels of 8% between 2012 and 2015** through:
  - Delivery of over 40 small-scale cycling and health improvements
  - Started delivery of co-ordinated cycle networks
  - Commitment to the delivery of co-ordinated cycle networks has helped secure £2.15m additional externally funded investment in the county for their delivery
- The construction and opening of a new bus station in Worksop and a new passenger transport interchange in Beeston as part of the NET route in 2015
- **Completion of the NET extensions to Clifton and Toton**
  - The extension to the Toton Park and Ride through Beeston and Chilwell was a very difficult construction project which the Council recognised and therefore honoured the pledge to support business during the works period; supporting over 100 local businesses most affected by the NET works through the financial assistance package and the hardship fund to the value of over £1.3m
- **Delivery of successful targeted personal travel planning (PTP)** in Beeston, Daybrook, Mansfield Woodhouse, Sutton-in-Ashfield, West Bridgford, and Worksop that:
  - reduced journeys to work by car of between 5% and 18% amongst those taking part
  - used as evidence to help secure additional externally funded investment in the county.

20. The County has continued to successfully invest in improving the safety of our roads – the number of people killed or seriously injured across Nottinghamshire has reduced by 42%; and the number of children killed or seriously injured reduced by 62% when compared to the 2005–9 baseline. This has been achieved by a variety of measures including:

- Delivery of over 180 local safety schemes to address road traffic collisions
- Introduction of over 45 changes to speed limits on our roads in response to accident history, requests from local people or in response to new developments
- Installation of over 70 interactive speed signs to help address local communities concerns about speeding traffic
- Introduction of advisory 20mph speed limits outside over 300 schools in the county to create a safer journey to school and encourage more people to walk or cycle to school
- Made school keep clear markings enforceable outside 330 schools in the county to tackle the problem of bad or inconsiderate parking. This paved the way for the Council to purchase and operate an enforcement car
- Delivery of road safety education to around 19,500 pupils each year
- Working with businesses to develop a safer driving ethos across the company
- With an ever increasing older driving population the Council is working with older road users to help them to adapt their driving skills to remain independent and safe. Last year the Council worked with 169 older users.

21. This block of funding has also been used successfully to secure rail service improvements (12% increase in rail patronage at Nottinghamshire stations over the past three years) and deliver schemes to help improve people's quality of life. These include:



- Successfully lobbied for infrastructure improvements and timetable changes to improve rail journey times for Nottinghamshire residents, including:
  - Reduced journey times on the Nottingham to London services
  - Reduced journey times on the Nottingham to Leeds services (including Nottingham to Sheffield services)
  - Reduced journey times on the Sheffield – Worksop – Retford – Lincoln line
- Successfully lobbied to increase the number of rail services available to Nottinghamshire residents on the:
  - Nottingham – Newark – Lincoln line, including at Carlton
  - Nottingham – Skegness line, including at Radcliffe on Trent
  - Sheffield – Worksop – Retford – Lincoln line
- Introduction of 14 residents' parking schemes in response to residents' requests to help prevent intrusive non-resident parking in local communities
- Introduction of 15 environmental weight restrictions to reduce the impacts of heavy goods vehicles travelling through local communities, including area-wide schemes in:
  - Southwell
  - Calverton, Lambley and Woodborough
  - Bathley, Caunton and Norwell
  - Eakring

22. The integrated transport block and highway capital maintenance block allocations were determined at the 23<sup>rd</sup> February 2017 County Council. In 2017/18 £319,000 of the integrated transport block funding has been reallocated to help fund the Hucknall Town Centre Improvement Scheme. This has therefore reduced the amount of funding available for other transport improvements during 2017/18. The allocation for integrated transport, based on the Department for Transport (DfT) allocation, the funding for the delivery of cycle route improvements through the D2N2 LGF sustainable transport programme, and the current Medium Term Financial Strategy, is detailed below:

• Integrated transport block (DfT allocation)	£4.347m
• D2N2 LGF sustainable transport programme	£1.025m
• D2N2 Enterprise Zone sustainable transport programme	£0.905m
• Additional road safety (County capital allocation)	£0.350m
• Enhanced rail services (County capital allocation)	<u>£0.050m</u>
<b>Total</b>	<b>£6.677m</b>

23. 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.

24. 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.
25. The detailed integrated transport programme (including the £350k additional road safety funding) is set out in Appendix 1 of this report. Following publication of the provisional integrated transport programme 49 additional schemes have been included in the 2017/18 programme following scheme suggestions from County Council members. Further feasibility work is underway on a number of additional scheme suggestions; and any schemes subsequently added to the attached programmes will be subject to approval at a future Transport & Highways Committee.

## **Capital maintenance block**

26. The highway capital maintenance block accounts for 80% of the discretionary capital transport funding (excluding major schemes). It is used to carry out planned structural maintenance across a range of highways assets. Maintenance works are allocated across the seven districts in Nottinghamshire utilising Horizons Pavement Management software. Prioritisation of the maintenance works programme involves analysis of technical condition survey data, supplemented with local knowledge/judgement.
27. The Council continues to look for ways to improve the way it delivers maintenance to deliver better value for money for local residents, including upgrades to its lighting stock which has helped deliver both significant revenue savings and significant lighting improvements
- In 2016/17 only 1.3% of A roads require planned maintenance (down from 2.6% in 2012/13)
  - In 2016/17 only 3.2% of B and C roads require planned maintenance (down from 9.7% in 2012/13)
  - The Council has focussed on improving the state of the strategic roads in the county, those that carry the most traffic – carrying businesses fleet vehicles, buses and the public's private vehicles. The good condition of A, B and C roads mean that the Council can now undertake cheaper preventative measures to keep them at a good state of



repair and focus future funding on improving the condition of unclassified roads where currently 20.5% require planned maintenance (up from 18% in 2012/13)

- Introduction of a new way of working to fix potholes – The filled when found approach to repairing potholes has resulted in over 25,500 potholes being filled in the last 9 months. This new approach means that potholes identified as a Category 1 defect, are repaired as part of their routine inspection. The Highway Inspector, or their assistant, will fill the hole ‘there and then’ as part of the inspection with a product known as Viafix, which they carry in the back of the van. Whilst this material is not a suitable solution for all repairs it does offer a viable first-time fix repair method which prevents further deterioration and reduces the need for patching.
- For street lighting energy, the Council exceeded its original savings target of £1.5m over three years and reduced our annual consumption by 11,000,000 kwh per annum. This equates to savings of £1.3m per annum off the energy bill for street lighting and this will continue to rise each year as more LEDs are installed. These changes have also reduced CO<sub>2</sub> emissions by 3,000 tonnes last year alone hitting carbon reduction goals for the authority. Key aspects of the approach are:
  - The decision to introduce LED lighting to replace old low pressure sodium lighting (SOX) which due to their age had become very inefficient to run and were failing on a regular basis
  - Successfully securing interest free loan funding from Salix so that LED lanterns could replace all old (out of date) equipment
  - The re-introduced of bulk clean and change in 2013/14 which has the opportunity was taken to reinvest in our lighting stock leading to improved lighting assets and improved service delivery
  - The conversion of SOX lanterns to LEDs in Ashfield, Broxtowe, Rushcliffe & Gedling and have recently moved to the Newark area. Bassetlaw will follow then finally into Mansfield, Worksop & Retford to complete the whole county
  - The installation of a dimmed driver and new white light on SON lanterns as part of the bulk clean and change programme where possible so that these look similar to the LEDs and also save energy the BCC we are installing.

28. The asset management strategy and plan for Nottinghamshire is set out in the Highway Infrastructure Asset Management Plan (HIAMP) – which was approved at 12<sup>th</sup> November 2015 Transport & Highways Committee. As the HIAMP provides the framework to deliver better value for money in capital maintenance spending, through adoption of a sensible and forward thinking maintenance plan, the document provides the framework for the development of the capital maintenance programme. The proposed detailed highways capital maintenance programme is set out in Appendix 2 of this report.



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

• Highway capital maintenance (DfT allocation)	£13.265m
• Highway capital maintenance (DfT Incentive Fund Allocation)*	£ 1.118m
• Street lighting renewal/Energy saving (Salix)	£ 1.567m
• Flood alleviation and drainage (County capital allocation)	£ 0.600m
• Street lighting renewal (County capital allocation)	<u>£ 1.000m</u>
<b>Total</b>	<b>£17.549m</b>

*\*This figure is based on the Authority being assessed as Band 2 – the final allocation value to be confirmed*

30. Nationally many of the roads in the country contain tar bound materials within their construction layers due to past working practices. Tar has been classed as a hazardous material and as such any material excavated which contain a prescribed level of contamination must either be recycled or disposed of through special designated routes. Given the nature of the material, disposal costs are very high and hence where possible, recycling has to be the more environmental and cost effective option. Where material is recycled it is reused within the maintenance process but can only be incorporated into the lower levels of construction. This means that it is only suitable on sites where it can be laid below the surface course. As many sites in the annual programme do not have treatment below the surface course level this is posing an issue. Fortunately, not all sites contain tar and hence by careful programming the associated issues can be avoided, however, this new constraint does have cost and logistical implications. The capital maintenance programme as detailed in Appendix 2 has been annotated with a ‘\*’ to indicate the affected sites. Whilst measures are in place to deal with the tar arising from this year’s programme, these rely on the associated sites being compressed into a two-month delivery window which in itself creates delivery risks. If schemes cannot be delivered due to logistical reasons, then these will be deferred to the following year and replaced by a reserve scheme.

### **Maintenance Incentive Fund**

31. The Incentive Fund allocation from the Department of Transport is awarded based on the results of a questionnaire which has to be submitted at the end of January each year. Local authorities score themselves against 22 questions, and place themselves into one of 3 Bands on the basis of the available evidence. Last year Nottinghamshire attained Band 2 and will shortly be undertaking an assessment to identify areas of improvement. The Department for Transport will not necessarily want to see the supporting evidence from every local highway authority, although it does reserve the right to undertake sample audits. It is the responsibility of Nottinghamshire’s Section 151 Officer to ensure that he is satisfied that the evidence is sufficient to sign off the overall submission and total score. Last year Nottinghamshire attained Band 2 and whilst advancements have been made over the last 12 months they have not been sufficient to allow progress to Band 3. To achieve Band 3 an authority has to be at the top level for 18 of the 22 criteria. For Nottinghamshire, many of the additional steps necessary to achieve Band 3 have been put in place with the creation of Via EM. However, there has not been sufficient time since the formation of the company to demonstrate that the new operational practices are embedded sufficiently to allow progression to the next Band.



## Pothole Action Fund

32. The Pothole Action Fund was announced in the 2015 Budget Statement and totals £250m for the period 2016-2021, which the DfT estimates to be sufficient to repair over 4.7m potholes, or to stop them forming in the first place. This funding is allocated to local highway authorities in England, outside London by formula and in 2017/18 Nottinghamshire has been allocated £1.174m. This funding will be targeted at roads that have deteriorated in small sections requiring structural patching and / or discrete sections of resurfacing. A list of sites is currently being collated from the public, Members and highway inspectors. Site works are due to commence in late spring.

## Local Highways Maintenance Challenge Fund

33. The Local Highways Maintenance Challenge Fund is available to enable local highway authorities in England to bid for major maintenance projects that are otherwise difficult to fund through the normal 'needs based formula' funding they receive. The DfT has announced that £75m will be made available in 2017/18 through a bidding round; and it is expected that around 10 schemes will be funded.

34. The DfT have released details of the bidding round, with submissions due by 31<sup>st</sup> March. A submission based on major maintenance on the A38 (Sutton in Ashfield to Mansfield) and A617 (Sutton in Ashfield to Rainworth) is currently being developed by officers.

## Traffic management revenue programme

35. The County Council has historically prioritised a small amount of revenue funding for the delivery of small-scale transport improvements such as lining schemes (e.g. junction protection), signing improvements (e.g. warning signs), and other minor improvements such as hand rail or bollards. The Council has allocated £280,000 in 2017/18 for such schemes which is distributed equally between the seven districts in the county. A significant number of these small-scale schemes are requested each year, which are prioritised for consideration within each district; and the attached Appendix 3 details the schemes prioritised for delivery using this funding during 2017/18

## Detailed allocations

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

### 2016/17 and 2017/18 allocations

Major transport schemes	2016/17 (£m)	2017/18 (£m)
Hucknall Town Centre Improvement	4.610	0.483
Gedling Access Road	0	0.650



<b>Integrated transport programme</b>	<b>2016/17 (£m)</b>	<b>2017/18 (£m)</b>
Access to local facilities (e.g. footway improvements and new crossings)	1.300	1.280
Bus improvements (e.g. bus stop infrastructure and bus stop clearways)	0.500	0.412
Capacity improvements (e.g. traffic signal and junction improvements to reduce congestion)	0.150	0.100
Cycling and health (e.g. multi user routes and cycling improvements)	0.600	0.020
Environmental weight limits (e.g. HGV weight limits and HGV route signing)	0.075	0.050
Traffic monitoring and advanced development and design of future schemes	0.470	0.450
Parking (e.g. review of parking in town centres, and delivery and review of new residents' parking schemes)	0.050	0.050
Rail improvements (e.g. small scale improvements to services and stations as well as feasibility studies on large scale improvements)	0.055	0.050
Safety improvements (e.g. local safety schemes and safer routes to school)	0.750	0.720
Smarter choices (e.g. measures to help people access work by bus or walking and support for businesses developing travel plans)	0.150	0.110
Speed management (e.g. addressing local speed concerns, 20mph speed limits and interactive signs)	0.316	0.250
<b>Integrated transport measures</b>	<b>4.416</b>	<b>3.492</b>
<b>Local Growth Fund and associated match funding</b>	<b>0.685</b>	<b>2.785</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>
<b>National Productivity Investment Fund</b>	<b>0</b>	<b>3.008</b>

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

37. The detailed integrated transport and highway capital maintenance programmes, listing the proposed schemes to be delivered during 2017/18 (excluding fees elements) 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.



38. 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**

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

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

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

### **Statutory and Policy Implications**

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

### **RECOMMENDATION/S**

- 1) It is recommended that Committee:
  - a) approve the proposed integrated transport block programme for implementation as contained in this report and detailed in Appendix 1
  - b) approve the proposed highway capital maintenance programme for implementation as contained in this report and detailed in Appendix 2
  - c) approve the proposed highway traffic management revenue programme for implementation as contained in this report and detailed in Appendix 3.

**Adrian Smith - Corporate Director Place Department**



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

Sean Parks – Local Transport Plan manager

**Constitutional Comments (SLB 20/02/2017)**

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

**Financial Comments (GB 23/02/2017)**

43. 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 2017/18 – 17<sup>th</sup> November 2016 Transport & Highways Committee report
- Nottinghamshire Cycling Strategy Delivery Plan 11<sup>th</sup> February 2016 Transport & Highways Committee report
- Highway Infrastructure Asset Management Plan (HIAMP) – 12<sup>th</sup> November 2015 Transport & Highways Committee report
- Roads Funding Information Pack – Department for Transport, January 2017
- Building Our Industrial Strategy Green Paper – HM Government, January 2017
- The Nottinghamshire Pre-Development Fund – 6<sup>th</sup> January 2017 Nottingham and Nottinghamshire Economic Prosperity Committee report

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

- All



Sub-block/scheme	District	Electoral Division	Scheme budget (£000)
<b>Access to local facilities</b>			
Derbyshire Lane/Yorke Street/ Central Avenue, Hucknall - pedestrian crossing improvements	Ashfield	Hucknall	≤£10k
High Pavement, Sutton in Ashfield - pedestrian refuge	Ashfield	Sutton in Ashfield East	£10k-£25k
Skegby Road (across Lawns Road), Kirkby in Ashfield - dropped kerbs	Ashfield	Kirkby in Ashfield South	≤£10k
Truman Road, Hucknall - dropped kerbs	Ashfield	Hucknall	≤£10k
A60 Mansfield Road, Welbeck - crossing warning signs	Bassetlaw	Tuxford	≤£10k
A634 High Street, south of Retford Road, Blyth - pedestrian crossing	Bassetlaw	Blyth & Harworth	£25k-£50k
Bridge Place, Worksop - modifications to one-way TRO	Bassetlaw	Worksop West	£25k-£50k
Goosemoor Bridge, Ordsall - new footbridge	Bassetlaw	Retford East	£200k-£250k
Retford footpath 11 - path upgrade	Bassetlaw	Retford West	£25k-£50k
Retford railway station accessibility package (contribution to funding package)	Bassetlaw	Retford East	£25k-£50k
Abbey Road (at Firs Road and Muriel Road), Beeston - dropped kerbs	Broxtowe	Beeston North	≤£10k
B6010 Nottingham Road (north of Ikea Way), Giltbrook - toucan	Broxtowe	Beauvale	£75k-£100k
Eastwood footpath 27 - path upgrade	Broxtowe	Eastwood	£10k-£25k
Marlborough Road / Abbey Road, Beeston - dropped kerbs	Broxtowe	Beeston North	≤£10k
Pinfold Lane, Stapleford - new pedestrian refuge	Broxtowe	Bramcote & Stapleford	£10k-£25k
Local destination signing	Countywide	Various	£10k-£25k
Rights of Way signing improvements	Countywide	Various	≤£10k
Rights of Way upgrades	Countywide	Various	£10k-£25k
Arnold footpath 11 (Churchmoor Lane) - path upgrade	Gedling	Arnold North	£10k-£25k
B686 Carlton Hill (across Dale Road), Carlton - dropped kerbs	Gedling	Carlton West	≤£10k
Main Street, Calverton - pedestrian crossing	Gedling	Calverton	£25k-£50k
Barnby Gate / Sherwood Avenue, Newark - pedestrian crossing facilities [subject to statutory undertakings]	Newark & Sherwood	Newark East / Collingham	£75k-£100k
A60 Loughborough Road, West Bridgford (contribution to toucan crossing)	Rushcliffe	West Bridgford West	£10k-£25k
Main Road (at Mount Pleasant and Walker's Yard), Radcliffe on Trent - dropped kerbs	Rushcliffe	Radcliffe on Trent	≤£10k
Main Road, Radcliffe on Trent - pedestrian crossing	Rushcliffe	Radcliffe on Trent	£50k-£75k
Nottingham Road, Gotham - dropped kerbs	Rushcliffe	Soar Valley	≤£10k
Radcliffe Road/Mabel Grove/Rutland Road, West Bridgford - traffic signal improvements	Rushcliffe	West Bridgford Central and South	£10k-£25k
Union Street, Bingham - one way system and footway widening	Rushcliffe	Bingham	£10k-£25k
<u>Schemes deleted from programme since draft</u>			
Sheepwash Lane, Sutton in Ashfield - dropped kerbs [works funded from elsewhere]	Ashfield	Sutton in Ashfield East	≤£10k
<u>Reserve schemes</u>			
Sutton Road, Kirkby in Ashfield - footway improvements [awaiting completion of feasibility work]	Ashfield	Kirkby in Ashfield South	£25k-£50k
Unwin Road, Sutton in Ashfield - pedestrian refuge [awaiting completion of feasibility work]	Ashfield	Sutton in Ashfield East/Sutton in Ashfield North	≤£10k
Sub-block allocation			1280.00
External funding			95.00
<b>Sub-block total</b>			<b>1375.00</b>



Sub-block/scheme	District	Electoral Division	Scheme budget (£000)
<b>Bus improvements</b>			
Hucknall - bus stop clearways (3 locations)	Ashfield	Hucknall	≤£10k
Hucknall bus stops - real time displays	Ashfield	Hucknall	£50k-£75k
Huthwaite - bus stop clearways (2 locations)	Ashfield	Sutton in Ashfield West	≤£10k
Kirkby Woodhouse Primary School - traffic regulation order and bus stop clearway	Ashfield	Kirkby in Ashfield South	≤£10k
Portland College - shelter lighting improvements	Ashfield	Sutton in Ashfield East	≤£10k
Stanton Hill - bus stop clearway	Ashfield	Sutton in Ashfield North	≤£10k
Sutton in Ashfield - bus stop clearway	Ashfield	Sutton in Ashfield East	≤£10k
Rhodesia - bus stop clearway	Bassetlaw	Worksop North	≤£10k
Shireoaks - bus stop clearway	Bassetlaw	Worksop North	≤£10k
Worksop - bus stop clearways (2 locations)	Bassetlaw	Worksop North	≤£10k
Broxtowe traffic regulation order and hotspot management - Nottsbus routes 510/511	Broxtowe	Bramcote & Stapleford, Chilwell & Toton and Beeston North	£10k-£25k
Inham Road, Chilwell - bus stop relocation and raised kerb	Broxtowe	Chilwell & Toton	≤£10k
Nuthall - bus stop clearway	Broxtowe	Nuthall	≤£10k
Nuthall bus stops - real time displays and shelter upgrades	Broxtowe	Nuthall	£10k-£25k
Southern Growth Corridor - bus stop improvements	Broxtowe	Carlton East	£75k-£100k
Stapleford - bus stop clearways (4 locations)	Broxtowe	Bramcote & Stapleford	≤£10k
Bus stop improvements (Members' requests)	Countywide	Various	£25k-£50k
Reactive shelter repair programme	Countywide	Various	£25k-£50k
A60 Nottingham Road, Ravenshead - rural bus stop information trial	Gedling	Newstead	≤£10k
Arnold - bus stop clearways (6 locations)	Gedling	Arnold North and Arnold South	≤£10k
Burton Joyce - bus stop clearway (2 locations)	Gedling	Carlton East	≤£10k
Carlton - bus stop clearway	Gedling	Carlton East	≤£10k
Catfoot Lane, Lambley - real time display	Gedling	Calverton	≤£10k
Gedling - bus stop clearway	Gedling	Carlton West	≤£10k
Gedling bus stops - raised kerbs	Gedling	Carlton West, Carlton East, Calverton, Arnold North, Arnold South and Newstead	£25k-£50k
Gedling shelter refurbishment programme	Gedling	Various	£25k-£50k
Kingsley Drive, Netherfield -	Gedling	Carlton East	≤£10k
Mapperley - bus stop clearway	Gedling	Arnold South	≤£10k
Netherfield - bus stop clearway	Gedling	Carlton East	≤£10k
Southern Growth Corridor - bus priority at signals	Gedling	Carlton East	£25k-£50k
Southern Growth Corridor - bus stop improvements	Gedling	Carlton East	£150k-£200k
Southern Growth Corridor - pedestrian crossing (A612 west of Vale Road)	Gedling	Carlton East	£50k-£75k
Southern Growth Corridor - traffic regulation orders and hotspot management	Gedling	Carlton East	£25k-£50k
Spring Lane, Mapperley - bus stop improvements	Gedling	Arnold North	£25k-£50k
Woodthorpe - bus stop clearway	Gedling	Arnold South	≤£10k
A6191 Southwell Road West, Mansfield - bus stop raised kerb	Mansfield	Mansfield South	≤£10k
Church Warsop - bus stop clearway	Mansfield	Warsop	≤£10k
Mansfield - bus stop clearways (6 locations)	Mansfield	Mansfield East, Mansfield North, Mansfield South and Mansfield West	≤£10k
Mansfield Woodhouse - bus stop clearway	Mansfield	Mansfield North	≤£10k
St Philip Neri Church, Mansfield - shelter lighting improvements	Mansfield	Mansfield North	≤£10k
Blidworth - bus stop clearway (3 locations)	Newark & Sherwood	Blidworth	≤£10k
Church Circle, Ollerton - traffic regulation order	Newark & Sherwood	Ollerton	≤£10k
Newark hotspot management - traffic regulation orders in Newark and Coddington	Newark & Sherwood	Newark West, Newark East and Collingham	≤£10k
Sutton on Trent - bus stop clearway	Newark & Sherwood	Southwell & Caunton	≤£10k
A6011 Radcliffe Road, West Bridgford - bus stop improvements	Rushcliffe	West Bridgford Central & South	£10k-£25k
Rushcliffe bus stops - raised kerbs	Rushcliffe	Radcliffe on Trent and West Bridgford West	≤£10k
West Bridgford - bus stop clearway	Rushcliffe	Radcliffe on Trent	≤£10k
<u>Schemes deleted from programme since draft</u>			
Mansfield Statutory Quality Bus Partnership - bus stop information trial	Mansfield	Various	≤£10k
<u>Reserves</u>			
Papplewick Lane, Hucknall - bus stop improvements [subject to securing external funding]	Ashfield	Hucknall	£25k-£50k
Sub-block allocation			412.00
External funding			475.71
<b>Sub-block total</b>			<b>887.71</b>



Sub-block/scheme	District	Electoral Division	Scheme budget (£000)
<b>Capacity improvements</b>			
A610/Ikea roundabouts - signing improvements	Broxtowe	Beauvale/Kimberley & Trowell	≤£10k
A60 Nottingham Road/Baums Lane/Park Lane, Mansfield - traffic signal improvements	Mansfield	Mansfield South	£25k - £50k
A617 Chesterfield Road North, Pleasley - yellow box junction	Mansfield	Mansfield West	≤£10k
Station Street, Mansfield Woodhouse - right turn facility at traffic signals	Mansfield	North Mansfield	≤£10k
A6075 Mansfield Road, Edwinstowe - right turn filter at crossroads towards High Street	Newark and Sherwood	Rufford	≤£10k
Beacon Hill Road/Northern Road, Newark - traffic signal improvements	Newark and Sherwood	Collingham/Newark East	£50k-£75k
Sub-block allocation			100.00
External funding			32.70
<b>Sub-block total</b>			<b>132.70</b>

Sub-block/scheme	District	Electoral Division	Scheme budget (£000)
<b>Cycling and health</b>			
Nottingham Enterprise Zone cycle network, Beeston	Broxtowe	Beeston South & Attenborough	> £250k
- Broadgate - cycle crossing			
- Humber Road South - new cycle route			
- Humber Road - new cycle route			
- Lilac Grove - new cycle route			
- Queens Road/Beacon Road - upgrade to existing route			
- Signing			
Mansfield strategic cycle route improvements (Local Growth Fund and match funding)	Mansfield	Various	> £250k
Newark strategic cycle route improvements (Local Growth Fund and match funding)	Newark & Sherwood	Various	> £250k
Clifton Road, Ruddington - cycle route	Rushcliffe	Ruddington	£100k-£150k
West Bridgford strategic cycle route improvements (carry over from 2016/17)	Rushcliffe	West Bridgford Central & South	> £250k
Sub-block allocation			625.00
External funding			2045.00
<b>Sub-block total</b>			<b>2670.00</b>

Sub-block/scheme	District	Electoral Division	Scheme budget (£000)
<b>Environmental weight limits</b>			
HGV direction signing, Sutton cum Lound	Bassetlaw	Misterton	≤£10k
Main Street, Newthorpe - HGV signing	Broxtowe	Beauvale	≤£10k
Advance environmental weight limit warning signs	Countywide	Various	£10k-£25k
Sub-block allocation			50.00
External funding			0.00
<b>Sub-block total</b>			<b>50.00</b>

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



Sub-block/scheme	District	Electoral Division	Scheme budget (£000)
<b>Parking</b>			
Bathwood Drive, Sutton in Ashfield - residents' parking scheme	Ashfield	Sutton in Ashfield East	≤£10k
Forest Road, Annesley Woodhouse - waiting restrictions	Ashfield	Kirkby in Ashfield South	≤£10k
Canal Road, Worksop - residents' parking scheme	Bassetlaw	Worksop West	≤£10k
Devonshire Street/Harrington Street, Worksop - residents' parking scheme	Bassetlaw	Worksop West	≤£10k
Eastgate, Worksop - residents' parking scheme	Bassetlaw	Worksop West	≤£10k
Retford railway station area - residents' parking scheme	Bassetlaw	Retford West	≤£10k
Ryton Street, Worksop - modifications to parking restrictions	Bassetlaw	Worksop West	≤£10k
Westgate, Worksop, modifications to parking restrictions	Bassetlaw	Worksop West	≤£10k
Broadgate Avenue, Beeston - waiting restrictions	Broxtowe	Beeston North	≤£10k
Horsendale School, Nuthall - parking restrictions	Broxtowe	Nuthall	≤£10k
Wilkinson Avenue, Beeston - extend existing residents' parking scheme	Broxtowe	Beeston North	≤£10k
Windsor Street, Beeston - residents' parking scheme	Broxtowe	Beeston South & Attenborough	≤£10k
Victoria Road, Netherfield - waiting restrictions	Gedling	Carlton East	≤£10k
St Margaret Street, Mansfield - residents' parking scheme	Mansfield	Mansfield South	≤£10k
Barnby Gate, Newark - residents' parking scheme	Newark & Sherwood	Collingham/Newark East	≤£10k
Earp Avenue, Newark - resident's parking scheme	Newark & Sherwood	Newark East	≤£10k
Lincoln Street, Newark - amendments to residents' parking scheme	Newark & Sherwood	Newark West	≤£10k
Victoria Street, Newark - residents' parking scheme	Newark & Sherwood	Newark West	≤£10k
West Bridgford strategic parking review [potential locations to be determined]	Rushcliffe	West Bridgford Central & South	£10k-£25k
<u>Reserve schemes</u>			
Ley Lane, Mansfield Woodhouse - residents' parking scheme (subject to assessment)	Mansfield	North Mansfield	≤£10k
Meyrick Road/Newnham Road, Currie Road, Newark - residents' parking scheme (subject to assessment)	Newark and Sherwood	Newark West	≤£10k
Sub-block allocation			50.00
External funding			0.00
<b>Sub-block total</b>			<b>50.00</b>

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



Sub-block/scheme	District	Electoral Division	Scheme budget (£000)
<b>Safety improvements</b>			
B6018 Church Hill Kirkby - Bend at Pennine Drive (Southern End) - surface upgrade	Ashfield	Kirkby in Ashfield South	£10k-£25k
B6023 Priestsic Road / Northern Bridge Road mini-roundabout, Sutton-in-Ashfield - signing and lining	Ashfield	Sutton in Ashfield Central	≤£10k
Dalestorth Road / Forest Road, Sutton in Ashfield - surface upgrade and lining	Ashfield	Sutton in Ashfield Central	£10k-£25k
Derbyshire Lane/Yorke Street/ Central Avenue, Hucknall - pedestrian crossing [contribution]	Ashfield	Hucknall	≤£10k
Kirkby Folly Road/Newark Road, Sutton in Ashfield - signing	Ashfield	Sutton in Ashfield East	£10k-£25k
A60 Nottingham Road / A617 MARR, Mansfield - traffic signal modifications	Ashfield/Mansfield	Sutton-in-Ashfield East/South Mansfield	≤£10k
A57 Gateford Road roundabout, Worksop - signage and drainage	Bassetlaw	Worksop East	£25k-£50k
A616 Mansfield Road south of Bonbusk (near Derbys border) - signing and lining	Bassetlaw	Tuxford	£10k-£25k
A638 London Road / Grove Road, Retford - signing and lining	Bassetlaw	Retford East	≤£10k
Ashes Park Avenue, Worksop - street lighting upgrade	Bassetlaw	Worksop North	£10k-£25k
B6041 High Hoe Road, Worksop - signing and lining	Bassetlaw	Worksop East	≤£10k
B6045 Blyth Road near Crossley Hill Lane, north of Worksop - signing and lining	Bassetlaw	Worksop North East & Carlton	≤£10k
Claylands Avenue, Worksop - street lighting upgrade	Bassetlaw	Worksop North	£25k-£50k
Cliff Gate east of Markham Moor - signing and lining	Bassetlaw	Tuxford	≤£10k
Raymoth Lane, Worksop - toucan crossing modifications	Bassetlaw	Worksop North	£25k-£50k
Shrewsbury Road / Retford Road, Worksop - junction improvements	Bassetlaw	Worksop North	≤£10k
Stanley Street / Anston Avenue, Worksop - zebra improvements	Bassetlaw	Tuxford	≤£10k
A6005 Queens Road, Beeston (Humber Road to Read Avenue) - signing and lining	Broxtowe	Beeston South & Attenborough	£10k-£25k
A611 Watnall Road roundabout, Hucknall - signing and lining	Broxtowe	Hucknall	≤£10k
B6464 High Road / Cator Lane, Chilwell - signing	Broxtowe	Chilwell & Toton	≤£10k
Marlborough Road / Abbey Road, Beeston - traffic calming	Broxtowe	Beeston North	£10k-£25k
Station Road/Nether Street, Beeston - zebra crossing improvements	Broxtowe	Beeston South & Attenborough	≤£10k
Bonner Lane, Calverton - signing	Gedling	Calverton	≤£10k
Oakdale / Douglas Avenue, Bakersfield - signing and lining	Gedling	Carlton West	≤£10k
Standhill Road, Carlton - traffic calming	Gedling	Carlton West	£25k-£50k
A60 south of Market Warsop - street lighting upgrade	Mansfield	Warsop	£10k-£25k
A6009 St Peters Way / A6191 Ratcliffe Gate, Mansfield - signing	Mansfield	Mansfield North	≤£10k
A6009 St Peters Way / Albert Road, Mansfield - traffic signal modifications	Mansfield	Mansfield North	≤£10k
A6075 Debdale Lane / Sherwood Street / Priory Square, Mansfield Woodhouse - traffic signal modifications	Mansfield	Mansfield South	≤£10k
A6075 Welbeck Road / Morrisons entrance, Mansfield - signing and lining	Mansfield	Mansfield North	≤£10k
A6117 Butt Lane / Church Lane, Mansfield Woodhouse - signing and lining	Mansfield	Mansfield North	≤£10k
A6191 Southwell Road West / Big Barn Lane, Mansfield - signing	Mansfield	Mansfield East	≤£10k
Wood Street, Mansfield - kerblane amendments and lining	Mansfield	Mansfield West	£25k-£50k
A612 Nottingham Road, east of Bulcote - drainage improvements	Newark & Sherwood	Southwell & Caunton	≤£10k
A617 east of Kirklington - signing and lining	Newark & Sherwood	Southwell & Caunton	£10k-£25k
B6020 Warsop Lane - Mansfield Road (at its junction with Blidworth Lane), Blidworth - lining	Newark & Sherwood	Blidworth	≤£10k
B6386 Southwell Road, bend at Old Hall Nurseries (south-west of Blind Lane), Oxton - signing and lining	Newark & Sherwood	Farnsfield & Lowdham	≤£10k
Grange Lane, Cotham - signing and lining	Newark & Sherwood	Farnsfield & Lowdham	≤£10k
Main Street (near Glovers Lane), Balderton - junction improvement	Newark & Sherwood	Farnsfield & Lowdham	£10k-£25k
Shire Lane-Claypole Lane / Great North Lane, Balderton - signing and lining	Newark & Sherwood	Farnsfield & Lowdham	≤£10k
A606 / Tollerton Lane, Tollerton - signal modifications	Rushcliffe	Soar Valley	£25k-£50k
Kegworth Road / Gotham Road, West Leake Crossroads - signing and lining	Rushcliffe	Ruddington	≤£10k
Melton Lane, Sutton Bonington - signing	Rushcliffe	Soar Valley	≤£10k
Trent Boulevard, West Bridgford - street lighting upgrade	Rushcliffe	West Bridgford Central & South	£10k-£25k
<b>County Capital funded schemes</b>			
Coppice Road, Arnold - speed management	Gedling	Arnold North	£100k-£150k
A6009 Rosemary Street, Mansfield - speed management [contribution towards County capital scheme]	Mansfield	Mansfield South	> £250k
<b>Schemes deleted from programme since draft approval</b>			
A620 Gainsborough Road, North Wheatley -speed limit reduction [scheme already completed]	Bassetlaw	Worksop North	£10k-£25k
<b>Reserve schemes</b>			
Blyth Road/Serlby Road, Harworth - junction improvements	Bassetlaw	Blyth and Harworth	£150k-£200k
A610/A6002/B600 Nottingham Road (Nuthall roundabout) - signing	Broxtowe	Nuthall	≤£10k
Mansfield Road/Cross Street, Arnold - signing	Gedling	Arnold North	≤£10k
Spring Lane/Lambley Lane, Mapperley	Gedling	Carlton East	≤£10k
Sub-block allocation			720.00
External funding			0.00
County Capital			350.00
<b>Sub-block total</b>			<b>720.00</b>



Sub-block/scheme	District	Electoral Division	Scheme budget (£000)
<b>Smarter choices</b>			
Workplace travel planning - County Council buildings	Ashfield/Mansfield	Various	£10k-£25k
Sustainable transport infrastructure capital grants for workplaces	Mansfield / Newark & Sherwood		£25k-£50k
Cycle/pedestrian maps	Rushcliffe	West Bridgford Central and South/West Bridgford West	≤£10k
Nottingham South and Wilford industrial estate infrastructure improvements	Rushcliffe	West Bridgford West	≤£10k
Personalised travel planning in West Bridgford	Rushcliffe		£10k-£25k
Sub-block allocation			110.00
External funding			0.00
<b>Sub-block total</b>			<b>110.00</b>

Sub-block/scheme	District	Electoral Division	Scheme budget (£000)
<b>Speed management</b>			
A60 Nottingham Road, Harlow Wood - speed limit reduction to 40mph	Ashfield	Sutton in Ashfield East	≤£10k
B6011 Wighay Road, Hucknall - speed limit reduction	Ashfield	Hucknall	≤£10k
B6018 Mansfield Road, Selston (south-east of Manitoba Way) - interactive speed sign	Ashfield	Selston	≤£10k
B6020 Blidworth Avenue/Diamond Avenue, Kirkby in Ashfield - 40mph buffer	Ashfield	Kirkby in Ashfield North/Kirkby in Ashfield South	≤£10k
Papplewick Lane, Hucknall (north-east of Hayden Lane) - interactive speed sign	Ashfield	Hucknall	≤£10k
A60 Sandy Lane, Worksop (west of Sandy Lane Ind Estate) - interactive speed sign	Bassetlaw	Worksop West	≤£10k
A616 Budby Road, Cuckney (west of Old Mill Lane) - interactive speed sign	Bassetlaw	Tuxford	≤£10k
A638 Great North Road, Barnby Moor to Torworth - extension of 40mph speed limit/ speed limit reduction to 50mph	Bassetlaw	Misterton	≤£10k
A638 North Road, Retford (south-east of Randall Way) - interactive speed sign	Bassetlaw	Retford West	≤£10k
Main Street, Scaftworth - speed limit reduction to 30mph	Bassetlaw	Misterton	≤£10k
Shireoaks Common, Shireoaks (north-east of Woodside Road) - interactive speed sign (north-east direction)	Bassetlaw	Worksop North	≤£10k
Sutton Lane, Sutton cum Lound (south-east of Station Road) - interactive speed sign (south direction)	Bassetlaw	Misterton	≤£10k
A6002 Coventry Lane, Bramcote - speed limit reduction to 50mph	Broxtowe	Bramcote & Stapleford	≤£10k
Bewcastle Road, Bestwood (south of Muirfield Road) - interactive speed sign (south-east direction)	Gedling	Arnold North	≤£10k
Chapel Lane, Ravenshead (north of Longdale Lane) - interactive speed sign (south direction)	Gedling	Newstead	≤£10k
B6031 Bishops Walk, Church Warsop (east of Grove Road) - interactive speed sign (west direction)	Mansfield	Warsop	≤£10k
B6031 Carter Lane, Warsop Vale - relocation of 30mph speed limit	Mansfield	Warsop	≤£10k
Eakring Road, Mansfield (north-east of Bradforth Avenue) - interactive speed sign	Mansfield	Mansfield East	≤£10k
Netherfield Lane, Meden Vale (outside Three Lions Pub) - interactive speed sign (south-west direction)	Mansfield	Warsop	≤£10k
A612 Nottingham Road, Southwell to Thurgarton - speed limit reduction to 50mph	Newark & Sherwood	Southwell & Caunton/Farnsfield & Lowdham	≤£10k
B6386 Southwell Road, Oxton to Southwell - speed limit reduction to 50mph	Newark & Sherwood	Southwell & Caunton/Farnsfield & Lowdham	≤£10k
Newark Road, Ollerton (adjacent to Crematorium) - interactive speed sign (north direction)	Newark and Sherwood	Ollerton	≤£10k
Hollygate Lane (northeast of Hollygate Industrial Park), Cotgrave - interactive speed sign	Rushcliffe	Cotgrave	≤£10k
Leake Road, north-west of East Leake - interactive speed sign (north-west direction)	Rushcliffe	Soar Valley	≤£10k
<b>Reserve schemes</b>			
B6030 Mansfield Road, Kings Clipstone to Clipstone - speed limit reduction to 50mph to Cavendish Island/40mph from Cavendish Island to Clipstone [subject to securing external funding and further assessment]	Newark & Sherwood	Rufford	≤£10k
Sub-block allocation			250.00
External funding			0.00
<b>Sub-block total</b>			<b>250.00</b>



Sub-block/scheme	District	Scheme budget (£000)
<b>Bridges</b>		
A620 Culvert near the Gables, Saundby - Parapet replacement	Bassetlaw	≤£10k
B6040 Watson Road Bridge - Waterproof concrete extensions	Bassetlaw	£25k - £50k
Bridges and Culverts miscellaneous work	Countywide	≤£10k
Emergency repairs	Countywide	£75k - £100k
General repairs work	Countywide	>£250k
Minor Bridge painting	Countywide	£50k - £75k
Minor Concrete repairs	Countywide	£25k - £50k
Principal inspections	Countywide	£200k - £250k
RoW Bridge repairs	Countywide	£200k - £250k
A6009 Pelham Street Footbridge - Bearing and concrete repairs	Mansfield	£10k - £25k
Eakring Road Bridge - Waterproofing	Newark	£25k - £50k
Muskham River Bridge - Parapet repairs	Newark	£75k - £100k
Newark Town Bridge - Masonry and fender repairs	Newark	£10k - £25k
North Muskham Railway Bridge - Concrete repairs	Newark	£75k - £100k
Roehoe Culvert Melton Road - Culvert reconstruction	Rushcliffe	£25k - £50k
<b>Sub-block total</b>		<b>£1,267</b>

Sub-block/scheme	District	Scheme budget (£000)
<b>Carriageway maintenance - Principal classified road network (A roads)</b>		
A611 Wood Lane Island, Hucknall - Resurfacing	Ashfield	£100k - £150k
A57 Broad Gate, Darlton - Resurfacing	Bassetlaw	£75k - £100k
A632 Main Road, Nether Langwith - Resurfacing	Bassetlaw	£25k - £50k
A6005 Bye Pass Road, Chilwell - Resurfacing	Broxtowe	£100k - £150k
A612 Burton Road / Nottingham Road, Burton Joyce - Structural patching	Gedling	£150k - £200k
A6191 Southwell Road West, Mansfield - Resurfacing	Mansfield	£150k - £200k
A614 Ollerton Roundabout - Resurfacing	Newark and Sherwood	£75k - £100k
A617 Kelham Road, Kelham - Resurfacing / patching	Newark and Sherwood	£50k - £75k
A6011 Radcliffe Road, West Bridgford - Structural patching *	Rushcliffe	£150k - £200k
A606 Melton Road, Tollerton - Structural patching *	Rushcliffe	£100k - £150k
<u>Reserve Schemes</u>		
A638 London Road, Retford - Resurfacing	Bassetlaw	£100k - £150k
A6002 Coventry Lane, Bramcote (Phase 2) - Structural patching	Broxtowe	£100k - £150k
A6117 Old Mill Lane, Mansfield - Resurfacing	Mansfield	£75k - £100k
A617 Hockerton to Kirklington - Resurface	Newark and Sherwood	£75k - £100k
<b>Sub-block total</b>		<b>£1,300</b>

Sub-block/scheme	District	Scheme budget (£000)
<b>Carriageway maintenance - Non-principal classified road network (B &amp; C roads)</b>		
B600 Alfreton Road, Underwood - Resurfacing	Ashfield	£75k - £100k
B6026 Huthwaite Road, Sutton in Ashfield - Structural patching	Ashfield	£50k - £75k
B6027 Common Road, Huthwaite - Reconstruction	Ashfield	£100k - £150k
C222 Carsic Road, Sutton in Ashfield (Phase 1) - Resurfacing	Ashfield	£75k - £100k
B1403 Church Street, Misterton - Resurfacing *	Bassetlaw	£100k - £150k
B6387 Retford Road, Haughton - Major patching / binder course inlay *	Bassetlaw	£100k - £150k
C108 Wood Lane, Tresswell - Major patching / binder course inlay *	Bassetlaw	£100k - £150k
B6003 Pasture Road, Stapleford - Resurfacing	Broxtowe	£50k - £75k
B6010 Nottingham Road, Giltbrook - Resurfacing	Broxtowe	£75k - £100k
B6011 Main Street, Linby - Structural patching *	Gedling	£50k - £75k
C166 Westdale Lane, Carlton - Resurfacing	Gedling	£100k - £150k
C167 Main Street, Woodborough - Structural patching	Gedling	£75k - £100k
C213 Papplewick Lane, Papplewick - Resurfacing	Gedling	£50k - £75k
B6030 Clipstone Road East, Forest Town - Resurfacing	Mansfield	£50k - £75k
C142 Littleworth, Mansfield - Resurfacing *	Mansfield	£50k - £75k
C6 Netherfield Lane, Meden Vale - Surface dressing and drainage improvements (A.I.U)	Mansfield	£100k - £150k
C17 Staythorpe Road / Fiskerton Road, Rolleston - Resurfacing *	Newark and Sherwood	£150k - £200k
C3 Bowbridge Road, Newark - Resurfacing	Newark and Sherwood	£150k - £200k
C49 Kirklington Road, Bilsthorpe - Resurfacing	Newark and Sherwood	£75k - £100k
C18 Kinoulton Road, Cropwell Bishop - Structural patching	Rushcliffe	£75k - £100k
C28 Bingham Road, Langar - Patching for Surface Dressing (A.I.U)	Rushcliffe	£100k - £150k
C48 Leake Road, Gotham (Ridgeway) - In lay surfacing	Rushcliffe	£100k - £150k
C51 West Leake Lane, Kingston - Haunching / structural patching	Rushcliffe	£50k - £75k



Appendix 2 - capital maintenance programme		
<u>Reserve Schemes</u>		
C96 Church Lane, Selston - Resurfacing	Ashfield	£50k - £75k
B6045 Carlton Road, Worksop - Resurfacing	Bassetlaw	£150k - £200k
B6010 Nottingham Road, Giltbrook - Resurfacing	Broxtowe	£50k - £75k
B6030 Mansfield Road, Clipstone - Resurfacing	Newark and Sherwood	£100k - £150k
C97 Gonalston Lane, Gonalston - Resurfacing	Newark and Sherwood	£100k - £150k
<b>Sub-block total</b>		<b>£2,700</b>

Sub-block/scheme	District	Scheme budget (£000)
<b>Carriageway maintenance - Unclassified road network</b>		
Redcliffe Street, Sutton in Ashfield - Resurfacing	Ashfield	£50k - £75k
West Street, Hucknall - Resurfacing *	Ashfield	£100k - £150k
Beech Road, Harworth - Resurfacing *	Bassetlaw	£75k - £100k
Droversdale Road, Bircotes - Resurfacing *	Bassetlaw	£150k - £200k
Le Brun Square, Carlton in Lindrick - Resurfacing *	Bassetlaw	£25k - £50k
Sycamore Road, Carlton in Lindrick - Resurfacing	Bassetlaw	£25k - £50k
Bramcote Avenue, Chilwell - Resurfacing *	Broxtowe	£150k - £200k
Meadow Lane, Chilwell - Resurfacing *	Broxtowe	£25k - £50k
Padley's Lane, Burton Joyce	Gedling	£150k - £200k
Ramsey Drive, Arnold - Resurfacing *	Gedling	£150k - £200k
Robinson Road (Area), Mapperley - Resurfacing	Gedling	£25k - £50k
Weaverthorpe Road, Woodthorpe - Resurfacing	Gedling	£50k - £75k
Gladstone Street, Mansfield Woodhouse - Resurfacing	Mansfield	£10k - £25k
Harrop White Road, Mansfield - Resurfacing *	Mansfield	£100k - £150k
Park Avenue, Mansfield - Resurfacing	Mansfield	£25k - £50k
Skerry Hill, Mansfield - Resurfacing	Mansfield	£25k - £50k
Beech Avenue, Ollerton - Resurfacing	Newark and Sherwood	£50k - £75k
Brockton Avenue, Farndon - Resurfacing *	Newark and Sherwood	£75k - £100k
Forest Road, Clipstone - Resurfacing	Newark and Sherwood	£150k - £200k
Milner Street, Newark - Resurfacing *	Newark and Sherwood	£75k - £100k
Lombard Street, Orston - Resurfacing	Rushcliffe	£50k - £75k
Mona Road (South section), Lady Bay - MicroAsphalt	Rushcliffe	£10k - £25k
Queensbury Avenue, West Bridgford - Resurfacing *	Rushcliffe	£25k - £50k
Rutland Road, Lady Bay - Resurfacing *	Rushcliffe	£25k - £50k
Stanhope Square, West Bridgford - Resurfacing *	Rushcliffe	£25k - £50k
The Square, Keyworth - Resurfacing	Rushcliffe	£25k - £50k
Woodview, Cotgrave - Resurfacing	Rushcliffe	£100k - £150k
<u>Reserve List</u>		
St. Patrick's Road / Greenwood Avenue, Hucknall (Phase 1) - Resurfacing *	Ashfield	£50k - £75k
Grove Street, Retford - Resurfacing	Bassetlaw	£50k - £75k
Bridle Road, Bramcote - Resurfacing *	Broxtowe	£50k - £75k
Linwood Crescent, Eastwood - Resurfacing	Broxtowe	£50k - £75k
Main Street, Newthorpe (Phase 1) - Resurfacing *	Broxtowe	£50k - £75k
Marlborough Road, Beeston - Resurfacing	Broxtowe	£25k - £50k
First Avenue, Carlton - Resurfacing	Gedling	£75k - £100k
Woodland Drive, Mansfield - Resurfacing	Mansfield	£50k - £75k
Woodland Road, Forest Town - Resurfacing	Mansfield	£50k - £75k
Spring Lane, Balderton - Resurfacing	Newark and Sherwood	£50k - £75k
<b>Sub-block total</b>		<b>£2,700</b>



Sub-block/scheme	District	Scheme budget (£000)
<b>Footway maintenance</b>		
Ashfield Slurry sealing programme - Slurry seal	Ashfield	£75k - £100k
Ashlands Close, Sutton in Ashfield	Ashfield	£25k - £50k
Belmont Road, Nuncargate	Ashfield	£25k - £50k
Bassetlaw Slurry sealing programme - Slurry seal	Bassetlaw	£25k - £50k
Flood Road, Beckingham - Sheet pile reinforcement and resurfacing	Bassetlaw	£25k - £50k
Hirst Road, Retford - Resurfacing	Bassetlaw	£25k - £50k
Meadow Way, Harworth - Resurfacing	Bassetlaw	£25k - £50k
Broxtowe Slurry sealing programme - Slurry seal	Broxtowe	£25k - £50k
New Eaton Road, Stapleford (Phase 3)	Broxtowe	£75k - £100k
Gedling Slurry sealing programme - Slurry seal	Gedling	£25k - £50k
Sherbrooke Close, Calverton - Resurface	Gedling	£10k - £25k
Willow Wong Estate, Burton Joyce - Slurry seal	Gedling	£25k - £50k
High Street, Mansfield Woodhouse - Joint maintenance on flagging	Mansfield	£25k - £50k
Mansfield Slurry sealing programme - Slurry seal	Mansfield	£100k - £150k
Newark and Sherwood Slurry sealing programme - Slurry seal	Newark and Sherwood	£25k - £50k
The Woodlands, Winthorpe	Newark and Sherwood	£50k - £75k
Woodlands Close, Newark	Newark and Sherwood	£25k - £50k
Castle Hill, East Leake - Resurface	Rushcliffe	£75k - £100k
Rushcliffe Slurry sealing programme - Slurry seal	Rushcliffe	£25k - £50k
Woodgate Road, East Leake - Resurface	Rushcliffe	£75k - £100k
<u>Reserve List</u>		
<i>Bramcote Drive, Retford - Resurfacing</i>	<i>Bassetlaw</i>	<i>£25k - £50k</i>
<i>Barrett Crescent, Attenborough</i>	<i>Broxtowe</i>	<i>£50k - £75k</i>
<i>Milton Crescent, Ravenshead</i>	<i>Gedling</i>	<i>£25k - £50k</i>
<i>St Peters Close, Farndon</i>	<i>Newark and Sherwood</i>	<i>£25k - £50k</i>
<b>Sub-block total</b>		<b>£1,175</b>

Sub-block/scheme	District	Scheme budget (£000)
<b>Drainage</b>		
Ashfield miscellaneous structural drainage	Ashfield	£10k - £25k
Bestwood Footpath N°13, Hucknall - Drainage improvements	Ashfield	£25k - £50k
B1403 Walkeringham Road, Walkeringham - Drainage improvements	Bassetlaw	£10k - £25k
Bassetlaw miscellaneous structural drainage	Bassetlaw	£10k - £25k
High Street, Gringley on the Hill - Drainage improvements	Bassetlaw	£10k - £25k
Shireoaks Common, Shireoaks - Drainage improvements	Bassetlaw	£10k - £25k
Steetley Lane, Shireoaks - Drainage improvements	Bassetlaw	£10k - £25k
Broxtowe miscellaneous structural drainage	Broxtowe	£25k - £50k
Gedling miscellaneous structural drainage	Gedling	£10k - £25k
Ravenshead soakaways	Gedling	£25k - £50k
Clipstone Road West, Forest Town - Drainage improvements	Mansfield	£75k - £100k
Mansfield miscellaneous structural drainage	Mansfield	≤£10k
Church Street, Sutton on Trent - Renewal of soakaways	Newark and Sherwood	£10k - £25k
Holmwood Road, Rainworth - Renewal of soakaways	Newark and Sherwood	£10k - £25k
Newark and Sherwood miscellaneous structural drainage	Newark and Sherwood	≤£10k
Village Way, Farndon - New system required	Newark and Sherwood	£25k - £50k
Rushcliffe miscellaneous structural drainage	Rushcliffe	£25k - £50k
<b>Sub-block total</b>		<b>£500</b>

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



Sub-block/scheme	District	Scheme budget (£000)
<b>Surface dressing</b> (added protection to the carriageway surface, sealing it from the ingress of water while also enhancing its skid resistance, including pre-patching)		
A611 Hucknall Bypass, Hucknall	Ashfield	£50k - £75k
Carnarvon Grove, Sutton in Ashfield	Ashfield	£10k - £25k
Charles Street, Sutton in Ashfield	Ashfield	£10k - £25k
High Street, Huthwaite	Ashfield	≤£10k
Leyton Avenue, Sutton in Ashfield	Ashfield	£10k - £25k
Lindrick Road, Kirkby in Ashfield	Ashfield	£25k - £50k
Pleasley Road, Teversal	Ashfield	£75k - £100k
A631 Gringley Duals	Bassetlaw	£100k - £150k
Ainesdale Green, Ordsall	Bassetlaw	≤£10k
Allsop Drive, Worksop	Bassetlaw	≤£10k
Ashley Court, Worksop	Bassetlaw	≤£10k
B6041 Gateford Road, Worksop	Bassetlaw	£75k - £100k
Bean Avenue, Worksop	Bassetlaw	≤£10k
Beechcroft, Worksop	Bassetlaw	≤£10k
Birkdale Grove, Ordsall	Bassetlaw	≤£10k
Bracebridge Avenue, Worksop	Bassetlaw	≤£10k
C69 Daneshill Road, Torworth	Bassetlaw	£100k - £150k
Canterbury Close, Worksop	Bassetlaw	≤£10k
Claters Close, Retford	Bassetlaw	£10k - £25k
Conrad Close, Worksop	Bassetlaw	≤£10k
Cornwall Road, Retford	Bassetlaw	≤£10k
Coventry Drive, Worksop	Bassetlaw	≤£10k
Dryden Dale, Worksop	Bassetlaw	£10k - £25k
Durham Close, Worksop	Bassetlaw	≤£10k
Glen Eagles Way, Ordsall	Bassetlaw	≤£10k
Goldthorpe Avenue, Langold	Bassetlaw	≤£10k
Gordon Close, Worksop	Bassetlaw	≤£10k
Greenacre Road, Worksop	Bassetlaw	≤£10k
Heathfield Gardens, Retford	Bassetlaw	≤£10k
Hillcrest Mews, Retford	Bassetlaw	£10k - £25k
Hillside Crescent, Worksop	Bassetlaw	≤£10k
Hirst Road, Retford	Bassetlaw	≤£10k
Holdenby Close, Retford	Bassetlaw	≤£10k
Kent Close, Worksop	Bassetlaw	≤£10k
Kingsway, Worksop	Bassetlaw	≤£10k
Lichfield Close, Worksop	Bassetlaw	≤£10k
Lockwood Drive, Ordsall	Bassetlaw	≤£10k
Monmoth Road, Worksop	Bassetlaw	≤£10k
New Inn Walk, Retford	Bassetlaw	≤£10k
Newton Street, Retford	Bassetlaw	≤£10k
Northwood, Worksop	Bassetlaw	≤£10k
Palmer Road, Retford	Bassetlaw	≤£10k
Park Lane, Retford	Bassetlaw	≤£10k
Primrose Way, Worksop	Bassetlaw	≤£10k
Ravenscourt, Worksop	Bassetlaw	≤£10k
Ribblesdale, Worksop	Bassetlaw	≤£10k
Richmond Road, Retford	Bassetlaw	≤£10k
Ringwood, Worksop	Bassetlaw	≤£10k
South Parade, Worksop	Bassetlaw	≤£10k
Southdene, Worksop	Bassetlaw	≤£10k
St Davids Close, Worksop	Bassetlaw	≤£10k
St Saviors Close, Retford	Bassetlaw	≤£10k
Stanley Street, Retford	Bassetlaw	≤£10k
Sunfield Avenue, Worksop	Bassetlaw	≤£10k
Sunningdale, Ordsall	Bassetlaw	≤£10k
Sunnybank, Worksop	Bassetlaw	≤£10k
Sunnymede, Worksop	Bassetlaw	≤£10k
Thrumpton Close, Retford	Bassetlaw	≤£10k
Troon Court, Ordsall	Bassetlaw	≤£10k
Water Lane, Retford	Bassetlaw	≤£10k
Wentworth Close, Ordsall	Bassetlaw	≤£10k
Wessex Road, Worksop	Bassetlaw	≤£10k
Westfield Drive, Worksop	Bassetlaw	≤£10k
Winchester Close, Worksop	Bassetlaw	≤£10k
Wingfield Avenue, Worksop	Bassetlaw	£10k - £25k
Winston Grove, Retford	Bassetlaw	≤£10k



<b>Surface dressing (continued)</b>		
Woodbeck Rise, Retford	Bassetlaw	≤£10k
Woodlands, Retford	Bassetlaw	≤£10k
Worcester Close, Worksop	Bassetlaw	≤£10k
A609 Ilkeston Road, Trowell	Broxtowe	£25k - £50k
Beech Avenue, Beeston Rylands	Broxtowe	£25k - £50k
Briar Road, Newthorpe Common	Broxtowe	≤£10k
Clover Rise, Newthorpe Common	Broxtowe	≤£10k
Cowper Road, Newthorpe Common	Broxtowe	≤£10k
Daisy Farm Road, Newthorpe Common	Broxtowe	£10k - £25k
East Crescent, Beeston Rylands	Broxtowe	£10k - £25k
Elswick Drive, Beeston Rylands	Broxtowe	≤£10k
Foxglove Road, Newthorpe Common	Broxtowe	≤£10k
Gorse Close, Newthorpe Common	Broxtowe	≤£10k
Laburnum Grove, Beeston Rylands	Broxtowe	≤£10k
Lavender Grove, Beeston Rylands	Broxtowe	≤£10k
Lily Grove, Beeston Rylands	Broxtowe	≤£10k
Lodge Road, Newthorpe Common	Broxtowe	£10k - £25k
Mayflower Road, Newthorpe Common	Broxtowe	≤£10k
Primrose Rise, Newthorpe Common	Broxtowe	≤£10k
Rolleston Drive, Newthorpe Common	Broxtowe	£10k - £25k
Rose Grove, Beeston Rylands	Broxtowe	≤£10k
Roy Avenue, Beeston Rylands	Broxtowe	≤£10k
Thistle Close, Newthorpe Common	Broxtowe	≤£10k
Thorn Drive, Newthorpe Common	Broxtowe	£10k - £25k
Violet Avenue, Newthorpe Common	Broxtowe	≤£10k
West Crescent, Beeston Rylands	Broxtowe	£10k - £25k
A614 Ollerton Road	Gedling	£75k - £100k
Bradman Gardens, Arnold	Gedling	≤£10k
Cambridge Gardens, Woodthorpe	Gedling	≤£10k
Cowdrey Gardens, Arnold	Gedling	£10k - £25k
Fell Side, Woodthorpe	Gedling	≤£10k
Glenside, Woodthorpe	Gedling	≤£10k
Graveny Gardens, Arnold	Gedling	≤£10k
Lambourne Gardens, Woodthorpe	Gedling	≤£10k
Sobers Gardens, Arnold	Gedling	≤£10k
Trueman Gardens, Arnold	Gedling	≤£10k
Walsingham Road, Woodthorpe	Gedling	£25k - £50k
Weaverthorpe Road, Woodthorpe	Gedling	£10k - £25k
Welbeck Gardens, Woodthorpe	Gedling	≤£10k
Wembley Road, Arnold	Gedling	£10k - £25k
Willerby Road, Woodthorpe	Gedling	£10k - £25k
Woburn Rise, Woodthorpe	Gedling	≤£10k
Woodford Road, Woodthorpe	Gedling	≤£10k
A6075 Abbott Road, Mansfield	Mansfield	£100k - £150k
Argyle Street, Mansfield	Mansfield	£10k - £25k
Ashwood Close, Mansfield Woodhouse	Mansfield	≤£10k
Balmoral Close, Mansfield Woodhouse	Mansfield	≤£10k
Buckingham Close, Mansfield Woodhouse	Mansfield	≤£10k
Dennor Drive, Mansfield Woodhouse	Mansfield	≤£10k
Dingley Close, Mansfield Woodhouse	Mansfield	≤£10k
Dormy Close, Mansfield Woodhouse	Mansfield	≤£10k
Gordon Avenue, Mansfield	Mansfield	£10k - £25k
Hall Street, Mansfield	Mansfield	£25k - £50k
Hamilton Street, Mansfield	Mansfield	≤£10k
Kensington Close, Mansfield Woodhouse	Mansfield	≤£10k
Leadale Crescent, Mansfield Woodhouse	Mansfield	≤£10k
Marples Avenue, Mansfield Woodhouse	Mansfield	£25k - £50k
Methuen Avenue, Mansfield	Mansfield	≤£10k
Newmarket Street, Mansfield	Mansfield	≤£10k
Norfolk Court, Mansfield Woodhouse	Mansfield	≤£10k
Reindeer Street, Mansfield	Mansfield	£10k - £25k
Sandringham Road, Mansfield Woodhouse	Mansfield	£10k - £25k
Smith Street, Mansfield	Mansfield	£25k - £50k
Welwyn Avenue, Mansfield Woodhouse	Mansfield	£10k - £25k
Wheatfield Crescent, Mansfield Woodhouse	Mansfield	£10k - £25k
A1133 High Street, Collingham	Newark and Sherwood	£75k - £100k
A614 Blyth Road	Newark and Sherwood	£100k - £150k
Birklands Avenue, Ollerton	Newark and Sherwood	≤£10k



Appendix 2 - capital maintenance programme Breck Bank Crescent, Ollerton	Newark and Sherwood	≤£10k
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<b><i>Surface dressing (continued)</i></b>		
Breck Bank, Ollerton	Newark and Sherwood	£10k - £25k
Bridle Road, Halloughton	Newark and Sherwood	£25k - £50k
C57 Newark Road, Boughton	Newark and Sherwood	£25k - £50k
Cambridge Close, Rainworth	Newark and Sherwood	≤£10k
Cambridge Road, Rainworth	Newark and Sherwood	£10k - £25k
Cedar Lane, Ollerton	Newark and Sherwood	£10k - £25k
Chestnut Drive, Ollerton	Newark and Sherwood	£10k - £25k
Church Circle, Ollerton	Newark and Sherwood	£10k - £25k
Coopers Rise, Rainworth	Newark and Sherwood	£10k - £25k
Eaton Close, Rainworth	Newark and Sherwood	≤£10k
Harrow Close, Rainworth	Newark and Sherwood	≤£10k
Holly Rise, Ollerton	Newark and Sherwood	≤£10k
Lansbury Avenue, Ollerton	Newark and Sherwood	≤£10k
Larch Road, Ollerton	Newark and Sherwood	£25k - £50k
Lime Tree Road, Ollerton	Newark and Sherwood	£25k - £50k
Oxford Close, Rainworth	Newark and Sherwood	≤£10k
Petersmiths Crescent, Ollerton	Newark and Sherwood	≤£10k
Petersmiths Drive, Ollerton	Newark and Sherwood	£25k - £50k
Preston Road, Rainworth	Newark and Sherwood	£10k - £25k
Rochester Road, Rainworth	Newark and Sherwood	≤£10k
Rugby Road, Rainworth	Newark and Sherwood	£25k - £50k
Station Road, Rainworth	Newark and Sherwood	£10k - £25k
Tudor Crescent, Rainworth	Newark and Sherwood	≤£10k
Whitewater Road, Ollerton	Newark and Sherwood	£50k - £75k
A606 Melton Road, Stanton on the Wolds	Rushcliffe	£25k - £50k
A606 Melton Road, Stanton on the Wolds	Rushcliffe	£75k - £100k
Adbolton Grove, Lady Bay	Rushcliffe	≤£10k
Belvoir Road, Lady Bay	Rushcliffe	≤£10k
C3 Sutton Lane, Elton on the Hill	Rushcliffe	£50k - £75k
Chatsworth Road, Lady Bay	Rushcliffe	≤£10k
Fleeman Grove, Lady Bay	Rushcliffe	≤£10k
Gertrude Road, Lady Bay	Rushcliffe	£25k - £50k
Holme Grove, Lady Bay	Rushcliffe	≤£10k
Holme Road, Lady Bay	Rushcliffe	£10k - £25k
Julian Road, Lady Bay	Rushcliffe	£25k - £50k
Lady Bay Road, Lady Bay	Rushcliffe	£25k - £50k
Melbourne Road, Lady Bay	Rushcliffe	≤£10k
Mona Road, Lady Bay (North section)	Rushcliffe	≤£10k
Moore Close, Lady Bay	Rushcliffe	≤£10k
Oakfields Road, Lady Bay	Rushcliffe	≤£10k
Pierrepoint Road, Lady Bay	Rushcliffe	£25k - £50k
Ropsley Crescent, Lady Bay	Rushcliffe	≤£10k
Rutland Road, Lady Bay	Rushcliffe	£75k - £100k
Seymour Road, Lady Bay	Rushcliffe	£10k - £25k
Woodland Road, Lady Bay	Rushcliffe	≤£10k
<b><i>Reserve List</i></b>		
<i>Glenfield Avenue, Kimberley - MicroAsphalt</i>	<i>Broxtowe</i>	<i>≤£10k</i>
<i>Lawn Mill Road, Kimberley - MicroAsphalt</i>	<i>Broxtowe</i>	<i>≤£10k</i>
<i>Truman Street, Kimberley - MicroAsphalt</i>	<i>Broxtowe</i>	<i>≤£10k</i>
<b>Sub-block total</b>		<b>£3,100</b>



Sub-block/scheme	District	Scheme budget (£000)
<b>Street lighting replacement/upgrades</b>		
Beach Street, Skegby - 7 No columns	Ashfield	≤£10k
Hazel Street, Skegby - 10 No columns	Ashfield	£10k - £25k
Healdswood, Skegby - 8 No columns	Ashfield	≤£10k
Mabel Avenue, Sutton in Ashfield - 11 No columns	Ashfield	£10k - £25k
Oak Street, Skegby near Sutton in Ashfield - 6 No columns	Ashfield	≤£10k
Pepper Street, Sutton in Ashfield - 10 No columns	Ashfield	£10k - £25k
Sheepwash Lane, Sutton in Ashfield - 11 No columns	Ashfield	£10k - £25k
Vellus Court, Sutton in Ashfield - 3 No columns	Ashfield	≤£10k
Wrightson Close, Sutton in Ashfield - 3 No columns	Ashfield	≤£10k
Young Crescent, Sutton in Ashfield - 11 No columns	Ashfield	£10k - £25k
A161 Haxey Road / High Street / Station Street, Misterton - 32 No columns	Bassetlaw	£25k - £50k
A631 Bawtry Road / Gainsborough Road, Everton - 22 No columns	Bassetlaw	£25k - £50k
Church Street, South Leverton - 16 No columns	Bassetlaw	£10k - £25k
Croft Way, Everton - 7 No columns	Bassetlaw	≤£10k
Eastgate, Worksop - 12 No columns	Bassetlaw	£10k - £25k
Ranskill Road / Main Street / Mattersey Road, Mattersey - 13 No columns	Bassetlaw	£10k - £25k
Station Road, Ranskill - 14 No columns	Bassetlaw	£10k - £25k
Styrrup Road, Harworth - 8 No columns	Bassetlaw	£10k - £25k
Albany Court, Stapleford - 6 No columns	Broxtowe	≤£10k
Bedford Court, Stapleford - 3 No columns	Broxtowe	≤£10k
Braddon Avenue estate main footpath, Stapleford - 33 No columns	Broxtowe	£25k - £50k
Braddon Avenue, Stapleford - 27 No columns	Broxtowe	£25k - £50k
Denver Court, Stapleford - 3 No columns	Broxtowe	≤£10k
Dryden Court, Stapleford - 4 No columns	Broxtowe	≤£10k
Maryland Court, Stapleford - 4 No columns	Broxtowe	≤£10k
Merton Court, Stapleford - 1 No column	Broxtowe	≤£10k
Montrose Court, Stapleford - 4 No columns	Broxtowe	≤£10k
Moorfield Court, Stapleford - 3 No columns	Broxtowe	≤£10k
Radburn Court, Stapleford - 4 No columns	Broxtowe	≤£10k
Rockford Court, Stapleford - 5 No columns	Broxtowe	≤£10k
Church Street, Carlton - 6 No columns	Gedling	≤£10k
Lambley / Woodborough Ornate replacements	Gedling	£25k - £50k
Mount Pleasant, Carlton - 4 No columns	Gedling	≤£10k
Waterhouse Lane, Gedling - 8 No columns	Gedling	£10k - £25k
Clifton Grove, Mansfield - 4 No columns	Mansfield	≤£10k
Gordondale Road, Mansfield - 13 No columns	Mansfield	£10k - £25k
Nottingham Road, Mansfield - 47 No columns	Mansfield	£75k - £100k
Pump Hollow Lane, Mansfield - 16 No columns	Mansfield	≤£10k
Averham Village Various	Newark and Sherwood	£25k - £50k
Derwent Way, Newark - 8 No columns	Newark and Sherwood	£10k - £25k
East Stoke (Old A46) - 44 No columns	Newark and Sherwood	£75k - £100k
Hatchets Lane, Newark - 10 No columns	Newark and Sherwood	£10k - £25k
Markham Avenue, Newark - 2 No columns	Newark and Sherwood	≤£10k
Stephen Road, Newark - 9 No columns	Newark and Sherwood	£10k - £25k
Trent Way, Newark - 9 No columns	Newark and Sherwood	£10k - £25k
Welland Close, Newark - 1 No column	Newark and Sherwood	≤£10k
Witham Close, Newark - 4 No columns	Newark and Sherwood	≤£10k
Wolsey Road, Southwell - 24 No columns	Newark and Sherwood	£25k - £50k
Branston Gardens, West Bridgford - 2 No columns	Rushcliffe	≤£10k
Fairland Crescent, West Bridgford - 1 No column	Rushcliffe	≤£10k
Lady Bay Bridge, West Bridgford - 32 No columns - advance prep works	Rushcliffe	≤£10k
Lyndhurst Gardens, West Bridgford - 2 No columns	Rushcliffe	≤£10k
Melrose Gardens, West Bridgford - 1 No column	Rushcliffe	≤£10k
Sandringham Avenue, West Bridgford - 2 No columns	Rushcliffe	≤£10k
Stella Avenue, Tollerton - 7 No columns	Rushcliffe	≤£10k
<b>Sub-block total</b>		<b>£1,000</b>

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



Sub-block/scheme	District	Scheme budget (£000)
<b>Traffic signal renewal</b>		
A610 / B600 / A6002 Nuthall Roundabout	Broxtowe	£100k - £150k
Carlton Hill / Standhill Road, Carlton - Pedestrian crossing	Gedling	£10k - £25k
Berry Hill Lane / Jenny Becketts Lane, Mansfield - Pedestrian Crossing	Mansfield	£10k - £25k
A60 Loughborough Road / County Hall access, West Bridgford	Rushcliffe	£75k - £100k
<u>Reserve List</u>		
Coppice Road / Ravenswood Road, Arnold - Pedestrian Crossing	Gedling	£10k - £25k
<b>Sub-block total</b>		<b>£320</b>

Sub-block/scheme	District	Scheme budget (£000)
<b>Safety fencing</b>		
A611 Hucknall By-Pass - Barrier repairs	Ashfield	£10k - £25k
Park Lane, Selston - Barrier repairs	Ashfield	≤£10k
Broxtowe Miscellaneous Barrier repairs	Broxtowe	≤£10k
Newmanleys Road, Eastwood - Barrier repairs	Broxtowe	£25k - £50k
Town Street, Bramcote - Barrier repairs	Broxtowe	£25k - £50k
Rock Valley, Mansfield - Barrier improvements	Mansfield	£50k - £75k
Water Lane, Pleasley - Barrier improvements	Mansfield	£10k - £25k
A617 Spring Wood bends, Upton - Investigation for future works	Newark and Sherwood	≤£10k
A6097 Margidvnm Island, Bingham - Barrier improvements	Rushcliffe	£50k - £75k
<b>Sub-block total</b>		<b>£320</b>

Sub-block/scheme	District	Scheme budget (£000)
<b>Network structural patching</b>		
Works programme developed in-year		
<b>Sub-block total</b>		<b>£1,000</b>



# Appendix 3 - 2017/18 Traffic management revenue schemes

Location/Scheme	District	Scheme budget
Chesterfield Road, Huthwaite – Bend warning sign	Ashfield	≤£5k
Church Lane, Selston – Asphalt area of verge outside church	Ashfield	≤£5k
Derby Road, Hucknall – Signage for EWR / Industrial Estate	Ashfield	≤£5k
Lea Lane/Nottingham Road, Selston – Junction protection markings	Ashfield	≤£5k
Lindleys Lane/King Street and Queen Street, Kirkby in Ashfield – Junction protection markings	Ashfield	≤£5k
Mill Croft/Silk Street, Sutton in Ashfield – Junction protection markings	Ashfield	≤£5k
Nun Brook Road/Blackwell Road, Huthwaite – Junction protection markings	Ashfield	≤£5k
Park Drive/Beardall Street, Hucknall – Junction protection markings	Ashfield	≤£5k
Sutton Road/Common Road, Huthwaite – Sign	Ashfield	≤£5k
Wollaton Road/Abbey Road, Kirkby in Ashfield – Junction protection markings	Ashfield	≤£5k
Long Lane, Carlton in Lindrick – Re-design of Civic Centre/Wallingwells direction sign	Bassetlaw	≤£5k
Main Street, Fledbrough – Warning signing	Bassetlaw	≤£5k
Priorswell Road/Garside Street, Worksop – Junction protection	Bassetlaw	≤£5k
Queen's Walk, Nether Langwith – Dropped kerb	Bassetlaw	≤£5k
Retford Road, Worksop – Pedestrian barrier alterations	Bassetlaw	≤£5k
Stanley Street, Worksop – Installation of concrete bollards	Bassetlaw	≤£5k
Awsorth Lane, Kimberley – Lining measures to prevent parking on the footway	Broxtowe	≤£5k
Blake Road/Toton Lane, Stapleford – Junction protection markings	Broxtowe	≤£5k
Brookhill Street, Stapleford – Introduce junction protections on all junctions without markings including Toton Lane	Broxtowe	≤£5k
Broomhill Road/Nottingham Road, Kimberley – Junction protection markings	Broxtowe	≤£5k
Ryecroft Street/Nottingham Road, Stapleford – Junction protection	Broxtowe	≤£5k
Wadworth Road, Stapleford – Junction protection markings	Broxtowe	≤£5k
Cavendish Rd, Garden City Junction, Carlton – Parking restrictions	Gedling	≤£5k
Fenchurch Close near number 10, Arnold – Handrail	Gedling	≤£5k
Manor Green Walk, adjacent to the length of footway, Carlton – Parking restrictions	Gedling	≤£5k
Norbett Road to Kempton Drive, Arnold – Handrail	Gedling	≤£5k
Pinewood Ave, Pinewood School, Arnold – Dropped kerbs	Gedling	≤£5k
Porchester Road, Haywood Road and Kenrick Road junctions, Mapperley – Parking restrictions	Gedling	≤£5k
Private Road No.1 near junction A612, Colwick – Bollards	Gedling	≤£5k
Redland Grove/Gedling Road junction, Carlton – Parking restrictions	Gedling	≤£5k
Somersby Rd/Plains Rd B684 and Newbury Close, Mapperley – Parking restrictions	Gedling	≤£5k
The Mount, Lancaster Road, Bestwood Village – Handrail	Gedling	≤£5k
Westdale Lane East, Chestnut Grove & Acacia Cres junctions, Carlton – Parking restrictions	Gedling	≤£5k
Westdale Lane, Fernleigh Ave and Roseleigh Ave junctions, Mapperley – Parking restrictions	Gedling	≤£5k
Baums Lane outside Top Tiles, Mansfield – Old dropped crossing removal	Mansfield	≤£5k
Carter Lane adjacent to field access, Church Warsop – Localised footway widening	Mansfield	≤£5k
Kingsley Ave/Ley Lane, Manor entrance, Mansfield Woodhouse – Junction protection	Mansfield	≤£5k
Leeming Street South, King St, Edgehill Grove and Springwood Drive, Mansfield Woodhouse – Junction protection markings	Mansfield	≤£5k
Litton Road, Mansfield Woodhouse – Various pedestrian dropped kerbs and H-Bar markings	Mansfield	≤£5k
Park Hall Road, Worcester Ave and Sycamore Road junctions, Mansfield Woodhouse – Junction protection	Mansfield	≤£5k
Queens St, Queens Walk, Mansfield – Bollard	Mansfield	≤£5k
Southwell Road West, near Reindeer Street junction and Big Barn Lane crossroads, Mansfield – TRO	Mansfield	≤£5k
Vale Close to Jenny Becketts Lane, Mansfield – Steps alteration and handrail	Mansfield	≤£5k
Welbeck Road, Church Street to Turner Hall, Mansfield Woodhouse – Extension of double yellow lines	Mansfield	≤£5k
A612 Brackenhurst, Southwell – Anti-skid surfacing	Newark & Sherwood	£10k - £15k
A617 Micklebarrow Hill, Newark – Signage scheme	Newark & Sherwood	≤£5k
Albert Avenue, Newark – No Through Road sign	Newark & Sherwood	≤£5k
Bowbridge Road, Newark – Knee rail fencing	Newark & Sherwood	≤£5k
Caunton Crossroads, Caunton – Signage scheme	Newark & Sherwood	≤£5k
Edingley Hill, Edingley – Road narrows signs	Newark & Sherwood	≤£5k
Grove Street area, Balderton – Junction protection scheme	Newark & Sherwood	≤£5k
Hallam Road, Southwell – H-Bar marking	Newark & Sherwood	≤£5k
Portland Street, Newark – Signage improvement scheme	Newark & Sherwood	≤£5k
Warsop Lane, Rainworth – Doctors surgery and Library junction protection	Newark & Sherwood	≤£5k
Abbey Rd/Nursery Rd junction, Bingham – Additional bollards	Rushcliffe	≤£5k
Ashworth Ave, St Peters C of E Junior School, Ruddington – Advisory marking for the mobility impaired	Rushcliffe	≤£5k
Butt Lane, old A46 junction, East Bridgford – Marker posts	Rushcliffe	≤£5k
Colston Road, northwest of Swabs Lane, Cropwell Bishop – 30mph roundel and marker posts	Rushcliffe	≤£5k
Kirk Hill (Higgs Corner), East Bridgford – Signing and lining	Rushcliffe	≤£5k
Main Street/Shelford Road, Newton – Direction sign	Rushcliffe	≤£5k



**Appendix 3 - 2017/18 Traffic management revenue schemes**

<b>Location/Scheme</b>	<b>District</b>	<b>Scheme budget</b>
No.17 Queens Road, Radcliffe on Trent – Advisory marking for the mobility impaired	Rushcliffe	≤£5k
Nottingham Road/A46T Roundabout, Cropwell Bishop – No entry signs	Rushcliffe	≤£5k
Stragglethorpe Road, Shepherds PH junction, Cotgrave – Tractor warning signs	Rushcliffe	≤£5k
Trent Lane/A6097 Junction, East Bridgford – No entry/one-way plug TRO	Rushcliffe	£5k - £10k
Upper Broughton – Speed reduction gateway improvements	Rushcliffe	≤£5k
West Bridgford – Combined TRO (various minor parking restriction amendments)	Rushcliffe	≤£5k
Westhorpe, approach to Back Lane crossroads, Willoughby on the Wolds – Advanced give-way sign	Rushcliffe	≤£5k
Wilford Lane, adjacent Bruce Drive, West Bridgford – Advisory parking bay	Rushcliffe	≤£5k
Wilford Rd, Lodge Farm access, Ruddington – Horse warning signs	Rushcliffe	≤£5k



**16th March 2017****Agenda Item: 6****REPORT OF CORPORATE DIRECTOR, PLACE****FLOOD RISK MANAGEMENT UPDATE****Purpose of the Report**

1. To provide an update on the latest position in relation to the Council's duties and responsibilities under the Flood Risk Regulations (2009) and the Flood and Water Management Act (2010).
2. To provide an update on current flood investigations and progress on major flood protection schemes.

**Information and Advice**

3. Following the severe flooding during the summer of 2007, the government commissioned an independent review (the 'Pitt Review') which in 2008 recommended that local authorities should lead on the management of local flood risk, working in partnership with other organisations. Two key pieces of legislation have brought this forward; the Flood Risk Regulations (2009) and the Flood and Water Management Act (2010).
4. The Council is now a Lead Local Flood Authority (LLFA) and has powers and statutory duties to manage and co-ordinate local flood risk management activities. The County Council does this by working together with other organisations including the Environment Agency (EA), who manage flooding from generally larger rivers (known as Main Rivers, such as the River Trent), Internal Drainage Boards managing low lying areas, District, Borough, Parish and Town Councils and infrastructure/ utility providers, such as Severn Trent Water and the Highways Agency. This partnership work is overseen by a joint Strategic Flood Risk Management Board with Nottingham City Council.
5. Local flood risk means flooding from surface water (overland runoff), groundwater and smaller watercourses (known as Ordinary Watercourses).

**General update**

6. Since becoming an LLFA Nottinghamshire County Council has worked in collaboration with colleagues, risk management authorities, partners and local communities to help reduce the risk of flooding in Nottinghamshire. A number of significant flood mitigation measures have been delivered attracting over £2.5 million of external funding investment to support our capital programme. £1.2 million of this from the Trent



Regional Flood and Coastal Committee Local Levy (to which NCC contributes an annual sum of £276k) and £1.3 million from Flood Defence Grant in Aid (FDGiA), together with considerable investment from Districts and other agencies to facilitate mitigation measures and investigations.

7. Working with local communities to develop our understanding of flood risk within their catchments has been fundamental. The communities involved include Hucknall, Southwell, Garton, Walkeringham, Calverton, Newthorpe, Gunthorpe, Lowdham, Normanton on Soar, Egmont and Daybrook. This work is allowing us to develop flood prevention schemes and secure third party funding to support subsequent delivery. Detailed flood studies and hydraulic modelling have been funded to help understand and inform the complicated interaction of drainage catchments. Very importantly these investigations have engaged communities, improved understanding and knowledge and assisted with resilience planning.
8. Currently our capital investment programme is facilitating the delivery of 17 schemes in the County. These include a Flood Relief Culvert under the new Hucknall Town Centre relief road, a major surface water drainage scheme in Walkeringham to protect 45 houses in the community, natural flood management works in the upper catchments in Southwell and bespoke property level protection for properties in Thoresby Dale, Hucknall. We are also supporting a number of communities that are being proactive in their desire to protect themselves from any future flooding that may occur and colleagues in delivery of highway flooding schemes such as those related to remedial works related to the NET project.
9. Recently Severn Trent Water have confirmed that they are working with Taylor Woodrow and the Highway Authority to resolve the foul flooding of Number 82 Lower Road that has occurred since the construction of the Tram track. Initial evidence suggested that additional surface water has been drained into the combined sewerage system within Lower Road and Fletcher Road and during storm conditions the system surcharges and ultimately floods from gully connections installed as part of the Tram work. Initial proposals discussed by all parties are to remove the gullies in the area of Number 82 from the combined system and connect them to an adjacent surface water system. It is also proposed to reinstate a connection between the combined system within Lower Road and the combined system within Fletcher Road. Severn Trent will be monitoring the situation and advocating the removal of any additional surface water discharges that may have been connected to the combined sewerage system in other locations.
10. Most parts of the Flood and Water Management Act 2010 have now been implemented. The major exception to this is the establishment of a Sustainable Drainage Approval Body (SAB) responsible for approving SUDS (Sustainable Drainage Systems) where there is no clear timeline for implementation.
11. Following the government consultation on LLFA's becoming a statutory consultee on planning matters which ran from Dec 2014 to the end of January 2015, NCC took on a new statutory consultee role, implemented in April 2015, The County Council as LLFA has proactively engaged with all local planning authorities to develop procedures to support the planning process. To date since we became a Statutory Consultee we have responded to 1024 planning applications, ensuring a balance between the need for new housing and mitigating for flood risk. Our performance in relation to responding to these applications within 21 days is 98% over the last three quarters of this year.



12. In December 2016 the County Council published its Local Flood Risk Management Strategy which it is required to under the Flood and Water Management Act 2010. The Strategy picks up flood risk locations across the County, prioritises these and puts forward appropriate actions for both high risk locations with complex flood risk issues, and longer-term schemes which require investigation to be developed. For areas where the risk is much lower we are working with communities to improve resilience. Over the last four years around 300 localised flooding investigations have been undertaken with colleagues from Highways, and Severn Trent Water.
13. As LLFA we deal with applications for Land Drainage Consents. If you wish to build a culvert or structure such as a weir on an ordinary watercourse which may affect flow or flood risk you need permission from NCC before starting the works. Consents are required for both permanent and temporary works. Over the last four years over 200 applications have been considered in line with the Land and Drainage Act 1991. Not all of these applications result in consents being necessary but some do require advice and investigation.
14. Another of the County Council's duties as LLFA is to report on flooding incidents under Section 19 of the Flood and Water Management Act (2010). At Transport and Highways Committee on 31 Oct 2013 it was approved that Section 19 Reports should be undertaken where the County Council is aware that five or more properties in a locality have been affected by internal flooding (over the threshold [doorstep level] of the property). As LLFA we have taken a view to bring Section 19 Reports to Committee once NCC have investigated the events and have a more mature understanding of the catchments rather than immediately after the event. The extended time period is used proactively to support communities, develop understanding and work collaboratively with other RMA's, partner organisations and local communities to progress from the event to a position of understanding and possible action.
15. All outstanding events requiring a Section 19 report have been completed and presented at Committee. These concerned flooding in Hucknall on the 23<sup>rd</sup> July 2013, Cropwell Butler on the 6 July 2012, Thurgarton on 23 July 2013, Mansfield on 10 June 2016 and Gotham on 15 June 2016.

## **National flood risk management**

16. On 24 April 2014 Transport and Highways Committee approved bids for FDGiA from central government. Nottinghamshire County submitted 3 bids: Hucknall Town Centre, Hucknall Titchfield Park and Southwell, to form part of the 6 year national programme. Potential financial contributions to bids led by other risk management authorities were also agreed on this date. (see Appendix 1).
17. The government's approach to partnership funding means that the more external funds that can be found, the better a scheme 'scores' and the more likely it is to be delivered and prioritised against other schemes nationally. Officers have collaborated with relevant District Councils, Severn Trent Water, the EA, local communities and Trent Valley Internal Drainage Board to pull together partnership funding to support schemes for the County and obtain an initial 'in principle' contribution where suitable. The potential Nottinghamshire County Council financial contributions to the schemes that are included in the programme will come from the County Council's flood risk management capital programme (£600k per annum). This also includes contributions toward schemes led by other RMAs.



18. Schemes in Hucknall and Southwell which were successful in attracting funding from government and now form part of the nationally agreed 6 year programme are only a small part of a wider range of flood risk management actions and schemes being taken forward across the County (see Appendix 1). It is the intention that the Local Flood Risk Management Strategy will bring all flood mitigation actions and schemes together, including those that may be funded through means other than FDGiA.

## **Update on Flood Investigations and Schemes**

### **19. Walkeringham**

Phase one of a major scheme to protect this community who are at risk of flooding completed in November 2016. Phase two is due to commence March 2017 and complete in the summer and will see a significant number of properties removed from the risk of flooding.

### **20. Egmanton**

Phase one of the proposals to protect the village completed December 2016 with phase two still under development, due to difficulties concerning land ownership. This scheme is being led by the Trent Valley Internal Drainage Board with the County Council supporting the work. A substantial amount of negotiation with land owners and the community has been undertaken to enable this scheme to come to fruition.

### **21. Southwell**

The County Council is working closely with JBA consultants and other key partners including the Southwell Flood Forum to develop flood mitigation measures to protect both the Potwell Dyke and Halam Hill catchments of the town. A number of drop in community events have been undertaken and possible options are nearing completion. Scheme consultation is programmed to be concluded by summer 2017. Working collaboratively with a number of agencies has enabled this scheme to endure the difficult processes associated with scheme development of a complex catchment and assisted with maintaining confidence in the work undertaken.

### **22. Hucknall - Town Centre Scheme and Titchfield Park Brook Scheme**

A flood relief culvert has been installed as part of the Hucknall Town Centre Improvement scheme. This culvert is designed to divert surcharge flows in the Baker Lane Brook away from vulnerable residential and commercial areas and reduce the risk of flooding. Detailed design is being carried out on surface water management schemes that will further reduce the risk of flooding in the catchment with delivery of the proposals currently under negotiation. Feasibility into solutions for the Titchfield Park Brook catchment is programmed to start in Q3 of 17/18 with construction in 18/19. Both the Town Centre and Titchfield Park Brook schemes attract significant external funding through Local Levy.

### **23. Lowdham**

This EA led scheme is in the national 6 year programme and recently secured 1 million pounds of local levy funding to progress the scheme. This EA have recently appointed consultants to develop the Outline Business Case (OBC) for a future Lowdham scheme. The project team established includes RMA representatives, including NCC. The OBC will determine a preferred flood risk solution and take this to a design stage as well as costing the potential scheme. Along with contributions from NCC, local levy, the local



community and FDGiA, approximately £3.75m is available to fund a future scheme. A future scheme will need to address the primary source of flood risk from the Cocker Beck, as well as surface water flooding. Severn Trent Water are currently looking at the relationship between foul sewer flooding and fluvial flooding to identify any potential opportunities of working in partnership should a scheme become favourable.

#### **24. Boundary Brook, Stapleford**

The FDGiA allocation for this scheme has been maximised. In order for the scheme to progress, partnership contributions will be required. Potential contributions have been identified from NCC and private development and the EA are currently attempting to verify sources of funding from potential partners.

#### **25. Thurgarton**

Trent Valley Internal Drainage Board (TVIDB) are currently finalising the preferred option prior to pursuing the next (FDGiA) funding stage. Development of the preferred option has been carried out with support from NCC's Flood Risk Management (FRM) team and Thurgarton Parish Council as partners and builds on the Section 19 flood investigation report completed by NCC.

#### **26. Gunthorpe**

The County Council is working with the EA (who have the lead role) to develop proposals to protect the village from flooding. The County Council have supported the EA in taking forward the flood risk problems in Gunthorpe to an OBC. The consultants will be simultaneously developing the OBC along with the Lowdham project. The primary source of flood risk is from the River Trent and it is likely that an effective flood relief scheme will require a significant length of flood embankment. A preferred solution will be taken to design stage and costed accordingly.

#### **27. Calverton**

NCC and STW have carried out joint investigations into flooding within the Calverton catchment over the last two years and have liaised closely with the Parish Council during the investigations. The work to date has resulted in STW taking the project on as part of their AMP6 capital investment programme with feasibility programmed for completion towards the end of 2017. Further progression for the project is dependent on meeting their investment criteria which includes securing a partnership contribution from NCC. Should these criteria be met STW's current programme anticipates a construction start date in late 2018.

#### **28. Cropwell Butler**

The formal Section 19 study for this catchment is complete and was presented to Transport and Highways Committee in January 2017. It is now published as a public document. The study concluded that the majority of the issues experienced were due to the extreme nature of the rainfall. NCC worked with the Parish Council and helped clarify roles and responsibilities as well as assisting with localised watercourse maintenance issues.

#### **29. Newthorpe**

The County Council are working in partnership with the community and other RMA.s. Consultants have been appointed to develop a hydraulic model for the catchment to identify and cost a feasible solution that can protect a number of low lying properties from the risk of surface water flooding.



### **30. Girton**

The County Council formed a partnership with the local parish council, Lincolnshire County Council, Newark and Sherwood District Council, TVIDB and the Environment Agency to produce an initial assessment report for Girton. Following on from this report consultants have been appointed to develop the detailed design for a flood defence for Girton to protect this village which suffers from Main River flooding. Significant community engagement has taken place to assist progress and understanding.

### **31. Arnold**

Flooding in the Front Street area of Arnold has been an issue for many years with STW investing significant sums of money in upgrading their assets in the area. The area is prone to flooding primarily due to the topography of the area however in an endeavour to ensure all drainage assets are operating efficiently Gedling Borough Council are leading on a detailed, localised investigation on the interaction and ownership of the various drainage assets that serve the area. These works are being carried out with support from NCC FRM and Severn Trent Water and are due to be concluded late 2017. Outputs from this work will be included in the wider Upper Daybrook Catchment study (see below).

### **32. Upper Day Brook Catchment**

NCC has secured £110k of local levy funding to work with Severn Trent Water and rationalise the understanding of the complex network of surface water assets in the catchment. This should help ensure the assets are maintained and operated efficiently and ultimately reduce flood risk within the catchment. An Initial Assessment has been undertaken to consider flood risk options and this work has indicated that there is no one solution that will resolve the range of flood risk issues in the catchment. To reduce the risk of flooding to property across the catchment will require an improved understanding of the Upper Day Brook catchment. This is being led by NCC and improvements to the Day Brook and its floodplain connectivity along the Valley Road. Nottingham City Council have successfully bid for ERDF on a green blue infrastructure project that includes the Valley Road section of Day Brook. These two pieces of work are vital to understanding what potential engineering requirements are required to reduce flood risk.

## **Conclusions**

33. The County Council is taking a very proactive role across all partner organisations in pushing forward flood investigations and developing flood reduction schemes. We have been successful in gaining financial support and investment to protect a number of communities and have made a good start in delivering schemes on the ground and understanding the complexities of the catchments in Nottinghamshire.

34. The complexities of flooding are challenging but offer many opportunities to work collaboratively with others to make a real difference to Nottinghamshire residents and businesses. We are actively pursuing solutions to manage flood risk and increase levels of awareness to enable communities to become more resilient and understand their land drainage responsibilities. We are proactively engaging with developers, districts and other RMA's to better integrate local flood risk into the planning process and support sustainable growth opportunities wherever possible.



## **Statutory and Policy Implications**

35. The County Council has a number of new statutory duties and powers under the Flood and Water Management Act (2010) and Flood Risk Regulations (2009). Flooding investigations are legally required under the Flood and Water Management Act.

36. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health 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**

The costs of these studies and contributions to flood risk management schemes will be contained within existing budgets.

## **Reason for Recommendation**

It is RECOMMENDED that the contents of the report be noted.

**Adrian Smith**

**Corporate Director - Place**

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

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## **Constitutional Comments (SJE – 02/03/2017)**

As this report is for noting only by Committee, Constitutional Comments are not required.

## **Financial Comments (SES 03/03/2017 )**

The financial implications are set out in the report.

## **Background Papers**

None

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

All

## **Background Papers**

None







## APPENDIX 1

**Table 1 Ongoing schemes**

Lead RMA	District	Location	About	Properties protected	Bid costs	Agreed NCC contribution	Other funders
BDC	Bassetlaw	Walkeringham	Flood relief channel to alleviate watercourse flooding.	45	£598k	£177k	Grant in Aid BDC Local Levy A1 Homes
TVIDB	Newark and Sherwood	Egmanton	Channel improvements.	20	£236k	£79k	TVIDB Parish meeting Local Levy
NCC	Broxtowe	Newthorpe – Daisy Brook	Flood Alleviation Scheme.	22	£400k	£50k	Broxtowe BC £100k STW Local Levy £250k
NCC	Newark and Sherwood	Girton	Flood Defence, detailed design.	29	£130k	£70k	NSDC £10k Local Levy £50k



**Table 2 Schemes in Years 1 to 6 (2015-2021) National Programme**

<b>Lead RMA</b>	<b>District</b>	<b>Location</b>	<b>About</b>	<b>Potential properties protected</b>	<b>Bid costs</b>	<b>Potential NCC contribution</b>	<b>Other potential funders</b>
NCC	Newark and Sherwood	Southwell	Scheme to manage flooding from the Potwell Dyke, Halam Hill watercourse and surface water.	236	£1,875k	£600k	Grant in Aid Local community via Flood Forum NSDC Town Council Local Levy £350k
NCC	Ashfield	Hucknall Town Centre	Scheme to manage flooding from the Baker Lane Brook, Ordinary Watercourses and surface water linked to opportunities provided through the Hucknall Town Centre Improvement scheme.	36	£760k	£310k	Grant in Aid ADC Severn Trent Water Local Levy £480k
NCC	Ashfield	Hucknall Titchfield Park Brook	Scheme to manage flooding from Titchfield Park Brook and surface water.	30	£500k	£100k	Grant in Aid ADC Local Levy £500k
EA	Gedling	Daybrook (extending into Notts. from City)	Scheme to manage flooding from the Day Brook and surface water (most properties at risk are in the City but a catchment wide approach is needed).	233	£2,350k	£100k	Grant in Aid D2N2, Local Enterprise Partnership £1,166,609 (bid) Local Levy £110k



EA	Newark and Sherwood	Lowdham	Scheme to manage flooding from the Cocker Beck and surface water.	286	£2,100k	£500k	Grant in Aid Local Levy NSDC
EA	Broxtowe	Boundary Brook	Scheme to manage flooding from the Boundary Brook and a tributary.	340	£1,489k	£275k	Grant in Aid Parish Local Levy
EA	Bassetlaw	Isle of Axholme Catchment Strategy (Idle)	Strategy to identify opportunities to reduce flood risk by taking a catchment based Approach.	28,000	£150k	£10k	Local Levy
EA	Ashfield, Gedling, Newark and Sherwood	East Notts. Tributaries Catchment Strategy	Strategy to identify opportunities to reduce flood risk by taking a catchment based approach.	3,000	£100k	£10k	Local Levy
BDC	Bassetlaw	Retford	Scheme to reduce flood risk from the Retford Beck at Grove Lane and Blackstope Lane.	111	£1,000k	£150k	Grant in Aid Local Levy (confirmed) BDC A1 Homes, STW
BDC	Bassetlaw	Clarlborough	Scheme to manage flooding from the Clarlborough Beck.	23	£336k	£100k	Grant in Aid BDC A1 homes



**Table 3 Longer term schemes or where contribution may be sought from NCC**

<b>Lead RMA</b>	<b>District</b>	<b>Location</b>	<b>About</b>	<b>Potential Properties Protected</b>	<b>Bid costs</b>	<b>Potential NCC contribution</b>	<b>Other potential funders</b>
TVIDB	Newark and Sherwood	Thurgarton	Ordinary Watercourse, surface water.	25	£330k	£65k Includes £15k In 2014/15 for study work	Grant in Aid TVIDB District Council
EA	Newark and Sherwood	Carlton-on-Trent Level Protection) (Property	Property level protection scheme.	43	£137.5k	£27.4k	Grant in Aid Local Levy
EA	Newark and Sherwood	Gunthorpe	Scheme to reduce flood risk from the River Trent/ tributaries.	82	£1,200k	£240k	Grant in Aid Local Levy

Acronyms used: ADC (Ashfield District Council), BDC (Bassetlaw District Council), EA (Environment Agency), NCC (Nottinghamshire County Council), NSDC (Newark and Sherwood District Council), STW (Severn Trent Water), TVIDB (Trent Valley Internal Drainage Board)





**16<sup>th</sup> March 2017**

**Agenda Item: 7**

## **REPORT OF CORPORATE DIRECTOR, PLACE**

### **GEDLING ACCESS ROAD – SCHEME UPDATE, COMPULSORY PURCHASE ORDER AND SIDE ROADS ORDERS**

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

1. To seek approval to take all necessary steps to make, advertise, obtain confirmation and implement a Compulsory Purchase Order to acquire land and rights required to deliver the Gedling Access Road under sections 239, 240, 246, 249 and 250 of the Highways Act 1980 and the Acquisition of Land Act 1981;
2. To seek approval to take necessary steps to make, advertise, obtain confirmation and implement a Side Roads Order under section 14 and 125, and in accordance with Schedule 1 of the Highways Act 1980 for the proposed Gedling Access Road.

#### **Information and Advice**

3. Nottinghamshire County Council (NCC) has been safeguarding proposals for a Gedling village bypass for over 50 years. This scheme forms part of proposals for the A612 Nottingham Eastern Outer Loop Road which has, with the exception of the eastern most section around Gedling village, been successfully completed by NCC. The Gedling Access Road (GAR) is currently the largest infrastructure scheme that NCC is delivering and will connect directly to the most recently constructed phase (the Gedling Major Integrated Transport Scheme) which opened to traffic in 2007. The construction of the GAR will have wide positive impacts to the transport network by improving connectivity of the local road network and reducing traffic flows along the Arnold Lane corridor thereby reducing congestion in Gedling village. The GAR also facilitates the redevelopment of the former Gedling Colliery / Chase Farm site (Gedling Colliery site).
4. The redevelopment of the Gedling Colliery site and adjoining land remains a priority for all the public-sector partners. This priority is supported by the government with the announcement on 8<sup>th</sup> January 2015 that the Gedling Housing Zone (comprising the GAR, former Gedling Colliery and Teal Close developments) was one of 10 housing zones outside of London selected to help provide thousands of new homes across the country.
5. Due to the limited availability of public funding the construction of GAR has not previously featured in any delivery programme. However, the redevelopment of the Gedling Colliery site has provided a catalyst for delivering the project with a significant financial contribution being secured from the Homes and Communities Agency (HCA) through a Development Agreement with Keepmoat Homes Limited (Keepmoat) who have been appointed as developer for the site.



6. NCC has the overall responsibility for land acquisition, design, procurement, construction and delivery of the GAR working in partnership with the HCA, Gedling Borough Council (GBC) and Keepmoat. Via East Midlands Limited (Via) on behalf of NCC, will be responsible for managing the land acquisition process and the design and project management of the road construction. The Compulsory Purchase Order (CPO) and Side Roads Order (SRO) (together the "Orders"), will be made by NCC as these powers are not delegated to Via.
7. At the Transport and Highways Committee meeting on 21st September 2016, it was resolved that the NCC would in principle compulsorily acquire the land and rights required to deliver the GAR and to progress documents required to make a Side Road Order.
8. Since that approval further work has been undertaken including a re-evaluation of the land required following completion of key detailed design stages and continued negotiations with land owners. As a result, NCC is now in position to progress formally with the making of the Orders.
9. Both statutory procedures are to be undertaken concurrently. Procedurally the SRO needs to be made before the CPO and an indicative programme for key tasks is included in this report. Together, the Orders will ensure the achievement of NCC's objectives for the Scheme and the provision of a new key access road comprising part of a wider package of improvements to the highway network to the east of Nottingham City Centre. In order to ensure proper process specialist advice has been sought throughout.

## **Compulsory Purchase Order**

10. The making and confirmation of the CPO will enable NCC to acquire the land and rights necessary for the construction and maintenance of the Scheme and ensure the necessary improvements are made to the local highway network. In NCC's view, delivery of the Scheme cannot be achieved within a realistic timescale, if at all, without the use of statutory powers to compulsorily acquire the requisite land. The CPO will be made under sections 239, 240, 246, 249 and 250 of the 1980 Highways Act and the Acquisition of Land Act 1981.
11. The land acquired will be for highway purposes to construct the new road and its connections, to divert watercourses and provide water storage to control and attenuate flow, provide landscaping and other ecological measures and mitigation.
12. The CPO schedule of land interests, statement of reasons and notices are currently being finalised in advance of making the Order. The attached drawings 1699-7744 / 00230 (Plans 1 to 5) show the land and rights to be acquired and there is a corresponding schedule that is updated regularly following the receipt of responses to statutory requisitions for Information circulated to affected landowners pursuant to the powers contained in section 16 of the Local Government (Miscellaneous Provisions) Act 1976. Parcels of land to be acquired permanently are shaded pink and land over which rights are to be acquired shaded blue, together these areas make up the Order Land. The numbers shown on the plans are allocated to each plot of land and will correspond with the final CPO schedule. The County Council is in negotiation with relevant landowners and where agreement for sale is reached, the plot of land will be removed from the CPO confirmation.



13. Before the County Council as acquiring authority submits the CPO for confirmation, a notice will be published in a local newspaper and fixed on or near to the land covered by the Order. Individual notices are also served on every owner, leaseholders, tenant, and occupier of land comprised in the CPO and any person who may have right to claim compensation.
14. There is also potential that a Public Inquiry may be generated in respect of compulsory land acquisition if objections are received and not withdrawn. If this is the case the Secretary of State will either arrange for a public local inquiry or – where all the remaining objectors agree to it – arrange for the objections to be considered through the written representation procedure. In the case of a public inquiry, or, during the written representation procedure the County Council will seek to negotiate with objectors. Objections usually fall into three categories, these are:
- The objector agrees with the purpose of the scheme, but would like to see minor amendments to minimise the impact on them; or
  - The objector agrees with the purpose of the scheme, but feels that it should be located elsewhere; or
  - The objection is to the scheme completely.
15. If no objections are made and the Secretary of State is satisfied that the proper procedure has been observed the CPO may be confirmed, modified or rejected. If objections are considered through an inquiry or by written representation, then the confirmation of the CPO will be done by the Secretary of State following consideration of the Inspector's report.

## **Side Roads Order**

16. The making and confirmation of the SRO will enable NCC to make the changes to side roads affected by the GAR scheme and private means of access to premises needed to facilitate the Scheme. The provisions of the SRO will ensure that adequate, convenient and safe access and egress is available to and from the public highway and private premises, providing means of access for both pedestrians and vehicular traffic using the highway network. Where necessary, alternative means of access will be provided.
17. The SRO will be made under section 14 and 125, and in accordance with Schedule 1, of the Highways Act 1980. The SRO will facilitate the following:
- Improve, raise, lower, direct or otherwise alter highways;
  - Construct new highways;
  - The stopping up of areas of existing public highway (by reference to the highways map);
  - The stopping up of existing private accesses (as noted below where a highway is stopped up the private access to that highway should also be stopped up in addition);
  - Provision of reasonably convenient alternative means of access; and
  - Diversion of public footpath number 2 (Carlton).
18. Section 14 of the 1980 Highways Act allows highway authorities to rely upon the SRO as being a definitive purpose removing the need to repeat all of the SRO works as individual purposes in the CPO. To depend upon the SRO in this way, the SRO must



have legal foundation evidenced by its making and sealing prior to the making and sealing of the CPO. If confirmed by the Secretary of State, the SRO will facilitate the construction and safe ongoing operation of the Scheme.

19. The SRO schedule, statement of reasons (incorporated with the CPO) and notices are currently being finalised in advance of making the Order. The attached drawings GAR/SRO (Key and Plans 1 to 6) represent the sites of improvements, stopping up and sites of new accesses and the route of new highways (but not the widths or construction details).
20. The SRO is made by the County Council as local highway authority and submitted to the Secretary of State for confirmation. The Secretary of State will not confirm a SRO stopping up access to the public highway unless satisfied that there will be alternative reasonably convenient access to the highway. The SRO plan shows alternative reasonably convenient routes are available or will be provided.

## **Planning**

21. Planning permission was granted for the construction of the GAR on 23<sup>rd</sup> December 2014 (ref. 2014/0915). There are a number of planning conditions related to the GAR that will need to be discharged before the Secretary of State will confirm the Orders. A revision to the planning permission was approved in May 2016, removing the conditions associated with phasing included in the original application.
22. NCC will construct the GAR pursuant to the planning permission granted and will be responsible for the discharge of planning obligations. NCC has been working closely with key landowners as required under these obligations, which has resulted in land acquisition, rights and mitigation works being agreed in principle. These acquisitions will be subject to separate reports to the NCC's Finance and Property Committee.

## **Scheme Details and Objectives**

23. The purpose of this section is to provide members with a summary of the scheme to justify the use of the powers to make the Orders. More details will be provided in the Statement of Reasons (this document sets out the authority's reasons for seeking to acquire the land and rights, and will accompany the Orders). Information is also available within the Transport Assessment that was submitted as part of the application that secured planning permission. Key objectives that will be achieved by the Scheme include:
  - Facilitating the full redevelopment of the Gedling Colliery site;
  - Improving connectivity of the local road network;
  - Reducing traffic flows along the A6211 Arnold Lane corridor thereby reducing congestion in Gedling Village;
  - Delivering an element of a wider package of sustainable transport measures for the area.
24. The scheme as shown on drawing GAR/NCCL01 (Scheme) involves the construction of 3.8km of new single carriageway road that follows a southern route from a new junction with the B684 at Mapperley Plains, running parallel with the A6211 Arnold Lane, through the centre of the former Gedling Colliery site, to the east of which is the Gedling Country Park. From the former colliery site, the GAR will cross a number of fields, Glebe



Farm and a section of the walled garden at Gedling House, which is a Grade II Listed Building, and a section of the Carlton-le-Willows Academy grounds. The route will terminate at a new junction created with the A612 Trent Valley Way, Gedling.

25. The Scheme will incorporate seven key junctions along its length to integrate the new road with the existing highway network and provide accesses to the proposed mixed-use development at the former Gedling Colliery site. These include:
- Two new traffic signal controlled junctions including pedestrian crossing facilities at either end of junctions with the B684 Mapperley Plains Road and A612 Trent Valley Way that ties into Burton Road and Whitworth Drive;
  - A new 5-arm roundabout connecting GAR with Arnold Lane and the Gedling Colliery site;
  - A new 4-arm roundabout connecting GAR with the Gedling Colliery and future employment site;
  - Two new T-junctions providing links with the northern and southern sections of Lambley Lane with the GAR;
  - A new 3-arm mini-roundabout on Lambley Lane connecting the southern section of Lambley Lane to GAR, with the option of a fourth arm to serve potential development land immediately to the east of Lambley Lane (the land required for the fourth arm is in NCC ownership).
26. In addition, there is a requirement for a number of private access points off the GAR to serve land, property and drainage balancing ponds. A new 3.0m wide shared use footway / cycleway will be provided along the entire length of GAR with signal controlled TOUCAN crossings located at key points to assist pedestrian and cycle crossing movements. There is also a requirement to divert an existing public footpath across the GAR (Public Footpath Number 2 – Carlton).
27. The road will have a 40mph speed limit except for the section immediately adjacent the Gedling Colliery site which will have a lower 30mph limit, the route will also have street lighting along its entire length.
28. A principle objective of the GAR is to facilitate the redevelopment of the Gedling Colliery site as proposed in the Broxtowe, Gedling and Nottingham City Aligned Core Strategies. The GAR is an essential component in the planning of this part of Gedling Borough, providing access to land to facilitate major residential and employment development proposals incorporating community facilities and amenities including the Gedling Country Park.
29. The residential development on the former Gedling Colliery / Chase Farm site will be delivered in three phases. Keepmoat (housing developer) submitted a full planning application (with the first two phases applied for in detail and the third phase in outline only) that GBC planning committee resolved to grant planning permission for in May 2016. This was subject to completion of an agreement containing planning obligations entered into pursuant to the powers in Section 106 of the Town and Country Planning Act 1990 (the purpose of this is to secure provision for public health, libraries, education, sustainable transport and public transport). This agreement is now completed enabling the issuing of the planning permission. The delivery of the first phase (1a) includes 315 dwellings and it is intended that this phase will start on site during early Spring 2017 and this is the maximum number of dwellings that can be constructed without the GAR being constructed. The second phase (1b) will take the



number of dwellings up to 506. The final phase (2) has outline permission and requires additional planning approvals through reserved matters and will see the site completed with almost 1,000 dwellings and associated facilities in place.

30. The GAR will also provide a 'bypass' around Gedling that is on the eastern side of the conurbation of Nottingham, providing improved connectivity to the wider local road network. In doing so, GAR will ease traffic congestion on other roads surrounding the Gedling Colliery site that at present are either at or nearing capacity. It is forecast that the GAR will reduce traffic flows on the current A6211 (Arnold Lane) corridor in all scenarios tested as traffic reassigns to make use of the new route. The forecast flow reductions are expected to have an overall beneficial effect on road safety along the current A6211 corridor and the operation of existing junctions will also benefit from the general reduction in traffic with fewer delays and queues experienced in the peak hours. Arnold Lane will be declassified upon completion of the GAR which will become the A6211.
31. A range of complementary traffic management measures will be developed to effectively integrate the road Scheme and redevelopment proposals into the existing transport network. It is anticipated that some complementary measures will be delivered in parallel with the road Scheme, whereas others will be considered following a period of monitoring. A reduction in the speed limit along Arnold Lane will be implemented once the GAR is open and Arnold Lane realigned to the new 5-arm roundabout. Other measures may include a vehicle weight restriction along Arnold Lane, pedestrian crossing facilities and other sustainable transport measures to integrate new infrastructure into wider cycling and pedestrian routes.
32. The operation of the proposed junctions on GAR has been tested and demonstrated to operate within acceptable parameters at the 2034 design year (15 years post completion) assuming full redevelopment of the Gedling Colliery site. The proposed junction layouts are therefore considered appropriate to accommodate forecast traffic flows.
33. GAR is also part of a wider package of sustainable transport measures for the area. There is provision for non-motorised users by means of a shared footway / cycleway facility for pedestrians and cyclists along the entire length of the Scheme. Pedestrian crossing points will be provided to enable the public to access land to the Gedling Country Park.
34. The GAR will also be complemented by the proposals of Nottingham City Council for a series of bus based improvements along a 'southern growth corridor' linking Beeston and the Boots Enterprise Zone on the west of Nottingham to Gedling in the east, including additional bus services and proposed bus priority measures along the A612 through Colwick and Netherfield. The Section 106 Agreement for the Gedling Colliery site includes a £600,000 commuted sum for bus service provision based on residential occupancy to ensure a suitable, affordable and sustainable service is provided to complement and link into the southern growth corridor.
35. Overall, provision of GAR is considered to be beneficial in terms of impacts on the local highway network and acceptable on transport grounds.

## **Funding Background**



36. The total project cost is estimated at £40.899 million, split £7 million for land and £33.899 million for design and construction of the GAR. A cost summary for the design and construction of the whole road was previously reported to Committee on 21<sup>st</sup> September 2017 and summarised in table 1. The construction costs produced include a contingency set at 5%, inflation is based on current BCIS (Building Cost Information Service) All In Tender Prices. It should be noted that these costs have been developed using the best information available at the time of review.

**Table 1: Scheme Costs**

<b>Costs (millions)</b>	<b>Comments</b>
£26.427	Construction costs (2016 prices)
£1.581	Diversion works to services during main construction works
£0.273	Diversion works to services outside of main construction works (including diversion of gas services already done on Arnold Lane)
<b>£28.281</b>	<b>Construction Total</b>
£1.755	Inflation (assumed 7.35%) – based on current BCIS All In Tender Prices
£0.061	Advanced Works
£1.273	Contingencies (5%) on construction costs and services during construction
£0.478	Testing (2%) including ground investigation works
£2.051	Design, Project Management and Site Supervision
<b>£33.899</b>	<b>Design and Construction Total</b>
£7.000	Land & Rights Acquisition, Compulsory Purchase Order, compensation (including blight and Part 1 claims) and costs relating to Unilateral Undertaking
<b>£40.899</b>	<b>TOTAL PROJECT COSTS</b>

37. A funding package has been assembled totalling the £40.899 million required to deliver GAR. Details of the funding agreements were reported to and approved at the Finance and Property Committee meeting on 19<sup>th</sup> September 2016.
38. The Gedling Colliery site now has approvals from the HCA that will enable all legal agreements to be completed and the main construction works to start on the housing development. It is anticipated that Keepmoat will start advanced work on the former Gedling Colliery site under licence during March 2017. This key milestone will enable the funding agreements linked to the GAR to be signed by all parties. The funding stream contributed to by each development partner is as follows:

- Land and Enabling Works
  - HCA - £7.17 million;
- Construction (including design)
  - NCC Capital - £5.4 million;
  - D2N2 - £10.8 million (outline business case approval obtained, full approval required as discussed below);



- Housing Developer (Keepmoat) - £17 million including Community Infrastructure Levy (CIL) liabilities of £4.488 million via GBC;
- Section 106 contributions - £0.529 million (£0.436 from Teal Close development).
  - Total: £40.899 million

39. The following sections provide a summary on each of the main funding strands to provide an up to date position and links to the CPO. The agreements that require completion prior to making the CPO are:

- Variation to the Enabling Works agreement with the HCA; and
- Payment and Escrow Account with the HCA and the developer (Keepmoat); and
- Deed of Agreement for CIL Funding with GBC.

40. Each of the agreements seek to protect NCC from significant risk through conditions linked to planning, statutory procedures, timescales and funding. The completion and execution of these agreements are required prior to making of the CPO to demonstrate that funding is in place to deliver GAR. No applications for draw-down of funding from the Payment and Escrow Account or Deed of Agreement for CIL funding can be made until the CPO is confirmed by the Secretary of State and construction contracts are procured and in place by NCC. The CPO would not be implemented until the funding agreements were ready to go unconditional and all conditionality would be addressed accordingly prior to substantial liability being triggered. Costs of the scheme up until this point will be met from NCC Capital (construction / design) or through the HCA Grant Funding (land acquisitions / CPO).

## Funding - Land

### 41. Homes and Communities Agency (Grant Funding Enabling Works)

This agreement provides a maximum capped contribution of £7 million from the HCA for the acquisition of land required to deliver GAR. NCC can draw-down funds for land acquisitions and cost incurred in preparing the Orders under this existing agreement. The agreement is currently being varied to reflect the planning permission granted including the requirements contained in the section 106 Unilateral Undertaking, however this does not affect the ability to draw-down funds for land acquisitions or costs incurred on the Orders.

42. The revised agreement includes a range of qualifying expenditure including costs associated with Orders and any acquisition by agreement. Work has been undertaken to validate land acquisition costs and whilst these are subject to potentially fluctuating land values it is considered that this element of work can be delivered within the funding available.

## Funding - Construction

43. The funding agreements linked to the construction works (apart from the NCC Capital) have conditions attached as pre-requisites. The key conditions that need to be discharged prior to the main construction works commencing are:

- Confirmation that all funding is in place; and
- Confirmation of the CPO from the Secretary of State; and



- Works contracts in place for the construction of the GAR.

**44. Nottinghamshire County Council – County Capital**

At its Full Council meeting in February 2014 NCC resolved to incorporate funding of £5.4 million into its capital programme to support GAR split 50:50 into the 2017/18 and 2018/19 financial years. Currently part of this funding is being brought forward to facilitate detailed design, procurement and site investigation works which enable the road to be delivered subject to the completion of statutory processes. The latest profile for NCC funding is £95,000 in 2016/17, £500,000 in 2017/18, £800,000 in 2018/19 and £4.005 million in 2019/20. Any further changes to this profile including additions from external funding will be included in capital budget monitoring reports taken to the Finance and Property Committee and reviewed annually as part of the budget review. There are no specific requirements in the funding stream linked to the CPO.

**45. D2N2**

At its board meeting of July 22<sup>nd</sup> 2013 the D2N2 Local Transport Body (LTB) agreed to allocate £10.8 million towards the cost of the GAR from the £31.2 million available to it for that period. The GAR is one of only six schemes supported by the LTB Board across the D2N2 area and is the largest single scheme it is supporting representing 35% of the allocation.

46. The scope for the Full Business Case (FBC) has been agreed and final reports are being prepared before formal submission later this year, currently programmed for April 2017. The County Council will be seeking conditional FBC Approval during 2017 and this is expected in advance of any CPO inquiry. The approval would then become unconditional upon demonstrating that all land has been acquired either by negotiation or through confirmation of a CPO, which would then facilitate the draw-down of funding.

**47. Payment and Escrow Account with the HCA and the developer (Keepmoat)**

The parties to this agreement include the HCA, NCC, Keepmoat Limited, Keepmoat Homes Limited and their legal representatives. The agreement facilitates the deposit of £17 million from Keepmoat into an Escrow Account towards the delivery of the GAR. This is a requirement of the development agreement between the HCA and Keepmoat. Payments will be made in instalments into the Escrow account and the full £17 million be paid in full by the 1<sup>st</sup> of February 2020 which is largely in advance of the housing development, but before the planned end date for the road construction. Monies paid into the Escrow account will be drawn-down by NCC in accordance with the agreement as the GAR is delivered. Conditions as pre-requisites to the draw-down funding include confirmation of the CPO and a requirement for contracts in place to deliver the GAR.

48. The value of £17 million includes a maximum value of CIL liability for the three phases estimated at £4,448,120 (to take into account indexation). Any additional CIL liability over and above this amount will be dealt with outside of the Escrow account and is not the responsibility of NCC.
49. In addition, the developer will fund the Section 106 Agreement with contributions totalling almost £5.1 million and covers a range of items. Those specific to NCC include land and a £3.6 million contribution towards a new primary school plus contributions to public health, libraries, public transport and sustainable transport.
50. It is likely that due to timings of the Gedling Colliery site that the CIL liability for Phase 1a will be paid by the developer to GBC prior to construction contracts being in place to



deliver the GAR. Repayment of Phase 1a CIL monies back to NCC by GBC is to be covered in a separate agreement intended to be entered soon into between the two authorities and before making of the Orders.

**51. Community Infrastructure Levy – Gedling Borough Council**

The Community Infrastructure Levy (CIL) is a method for collecting financial contributions from developers towards the provision of infrastructure needed as a result of development. A revised charging schedule was issued by GBC after consultation following the Community Infrastructure Levy (Amendment) Regulations 2014 coming into force and a review of housing supply in the Aligned Core Strategy. The revised charging schedule sets out where CIL would be levied and how much will be charged, it also included the Regulation 123 list. The Regulation 123 list provides for contributions from CIL received by GBC to be allocated to the GAR, Gedling Colliery Country Park visitors centre and secondary school contributions at Gedling Colliery and Top Wighay Farm.

52. The Deed of Agreement to be entered into for CIL Funding between NCC and GBC has a value of £4.448 million which is the capped CIL figure for the purposes of the agreements. The agreement will facilitate the payment of CIL from GBC to NCC for infrastructure and costs directly incurred on the construction of GAR when required. The CIL contributions have GBC Full Council approval and the final terms of the Deed of Agreement are being agreed. The agreement is linked to the CPO as NCC will be unable to enter into a contract for the main construction works until confirmation of the CPO has been confirmed.

**53. Teal Close – section 106**

This site is not subject to CIL as planning permission was granted before GBC adopted its CIL charging schedule. However, the Section 106 Agreement includes a contribution of £436,000 towards the construction of the GAR. The site currently has outline planning permission and reserved matters are due to be submitted by the developer and once these are approved would enable funding to be obtained subject to contracts being in place to deliver the GAR. There is considered to be sufficient funding available in the event that this development does not proceed for any reason.

## **Update on Land Acquisitions**

54. Due to the number of land interests involved it is considered that it will be necessary to make the CPO in order to deliver the scheme. Whilst every endeavour is made to acquire land via negotiation, in order to ensure scheme delivery, it is standard practice that CPO powers are progressed simultaneously with land acquisition. In addition, to reduce the amount of land acquisitions required, a review of the design resulted in a reduction of land parcels needed to deliver the GAR.

55. Letters were sent to all land / lease holders in August 2016 to provide an update on the possibility of a CPO, stating that wherever possible rights will be acquired by negotiation and agreement and providing details of key contacts with whom to discuss details of the Scheme. This has prompted contact from a number of key land owners and detailed discussion / negotiations are underway.

56. In January 2017, Land Interest Questionnaires (LIQs) were sent out to all affected parties. To date, there has been a return rate of 76.6%, which is considered high; this provides the opportunity to ensure the CPO schedule is accurate and up to date.



Currently there are 53 plots of land to be acquired permanently and 28 plots where rights of access are required to facilitate construction and maintenance of the GAR. Plots are currently in a mixture of public and private sector ownership as summarised in table 3, and does not include land that forms part of the existing public highway. For information, the plots under third party ownership comprise 14 individual landowners.

**Table 3: Number of Land Parcels**

Ownership	Number of Land Parcels		
	Land to be Acquired	Rights to be Acquired	Total
Third Party	21	13	34
Homes and Communities Agency	8	3	11
Gedling Borough Council	8	7	15
Nottingham City Council	1	0	1
The Crown Estate	1	0	1
Nottinghamshire County Council	5	1	6
Unknown	9	4	13
<b>TOTAL</b>	<b>53</b>	<b>28</b>	<b>81</b>

#### 57. **NCC Land**

This is land owned by NCC within the planning boundary that has formed part of the safeguarded route for the GAR. This land will be appropriated for highway purposes.

#### 58. **HCA Land**

The enabling works agreement details the transfer of land owned by the HCA to NCC that is required to deliver the road and meet obligations under the Unilateral Undertaking. Negotiations are underway to include the areas of land where rights are to be acquired in a voluntary agreement, once agreed then these can be removed from the CPO schedule. The transfer of land from the HCA will take place on confirmation of the CPO and the enabling works agreements includes access to HCA land under licence to carry out advanced works if required, subject to submission of method statements and risk assessments.

#### 59. **Gedling Borough Council**

Discussions are underway with GBC to acquire all land and rights required for GAR by agreement. When this acquisition is finalised these plots are likely to be removed from the CPO schedule. However, it is important to note that at this stage there are two plots of land that fall within Gedling Country Park and therefore contain open space (within the definition of 'special category land' in section 19 of the Acquisition of Land Act 1981 (1981 Act)).

Accordingly, in order for the CPO to be confirmed and compulsory purchase powers be acquired over the "special category land" plots, the CPO will be subject to special



parliamentary procedure unless the Secretary of State provides a certificate under section 19 of the 1981 Act indicating his satisfaction that either:

- Exchange land is being given which is no less in area and equally advantageous as the land taken (section 19(1)(a) of the 1981 Act);
- That the land is being purchased to ensure its preservation or improve its management (section 19(1)(aa) of the 191 Act); or
- That the land is 250 sq. yards or less in area or is for the widening and/or drainage of an existing highway and that the giving of exchange land is unnecessary (section 19(1)(b) of the 1981 Act).

Works at this location are required to re-profile the existing ground to be sympathetic with the Gedling Country Park and GAR. As noted above it is expected that these plots will be removed from the CPO schedule once agreement is reached with GBC prior to confirmation of the CPO.

#### **60. Listed Buildings**

Listed Building Consent for the works to the walled garden at Gedling House, a Grade II Listed Building of special historic or architectural interest, was granted by GBC on 12 December 2014.

#### **61. Land Ownership Unknown**

The County Council has commissioned a Land Referencing Agent (TerraQuest) to act on its behalf to research land ownership and undertake Land Referencing work. TerraQuest are making enquiries that will help to inform the County Council's understanding of the third-party interests in land that will be affected by GAR including determination of ownership that is currently unknown.

62. Where land remains unknown ownership, NCC must make diligent inquiries into the land's ownership, such inquiries to include examining the electoral roll and reviewing GBC's housing department's records.

63. If the owner of land remains untraced, a specific form of statutory notice must be fixed in a prominent position on the relevant land when the CPO is made.

64. If the CPO is confirmed and the owner of the land is still unknown, a further notice of confirmation must be affixed on the land.

65. If the owner remains untraced the land will vest in NCC when NCC execute a general vesting declaration that includes the land or when NCC serve Notice to Treat and Notice of Entry on the land. Again, Notices will need to be affixed in a prominent position on the relevant land.

## **Consultation**

66. The HCA were the planning applicant for the GAR and carried out extensive consultation during the application process with the opportunity being given for interested parties to make representations regarding the proposals. Statutory Consultees were also contacted in the course of undertaking the Environmental Impact Assessment by the HCA's representatives and as part of the pre-application process and feedback has been disseminated. Comments received



were addressed and incorporated in the EIA and planning application process where possible.

67. Public exhibitions formed the main element of the consultation strategy for the planning in order to enable as many local people as possible to view the plans and have opportunity to make comments and discuss any concerns with members of the team. 10,000 properties in the area were sent a leaflet advising of the exhibitions. In total three events were held in June and July 2014 that were very well attended with approximately 1,000 people viewing the proposals over the three events. Approximately 200 written responses were received. Overall, there was considerable support for the proposals, with many people recognising the need for, and benefits of, the new road.
68. A number of issues and queries were raised, the main concerns relate to the potential increases in traffic in Mapperley Plains, the close proximity of the new road to existing properties, issues relating to the selected route and the design and arrangement of junctions. Noise and pollution were also raised as concerns, together with the impact on the local environment and use of greenfield land. Comments were considered in the report presented to the GBC's planning committee on 27<sup>th</sup> November 2014. GBC subsequently resolved to grant planning permission
69. Objections can be raised following the making of the Orders and these will be considered by the Secretary of State, including at a public inquiry should the Secretary of State determine to hold one in connection with the Orders. Those directly affected by the Orders will be entitled to statutory compensation in accordance with the Compensation Code.
70. Throughout the process it is encouraged that any interested party contacts the County Council or Via East Midlands with queries relating to the GAR.

## Timescales

71. The indicative timetable for the next key steps is set out below. These are challenging targets and whilst negotiations are underway to obtain land by agreement it is expected that a CPO will be required to obtain to acquire all the residual land and rights necessary for the construction and maintenance of the Scheme. This means the key milestones are the making of the Orders and subsequent confirmation of the Orders by the Secretary of State. The timing of these depend upon objections received and if a public inquiry is required.
- 16<sup>th</sup> March 2017 - Nottinghamshire County Council Approvals
    - Transport and Highways – Approve the making of the Orders including confirmation of land requirements
  - Ongoing to April 2017
    - D2N2 Funding Full Business Case (Preparation of documentation)
    - CPO and SRO Process (Preparation of Orders)
    - Procurement - Contractor selection from framework for Early Contractor Involvement
  - April 2017
    - **CPO and SRO Process (Making of the Orders)**
    - Submission of D2N2 Funding Full Business Case (FBC)



- May 2017
  - CPO and SRO Process - Notification and Publicity of the Orders and includes period for comment from interested parties
- June 2017
  - CPO and SRO Process - Consideration / Review of Objections
- August 2017
  - D2N2 Funding FBC - Obtain Condition Approval, will be dependent upon CPO confirmation
- Summer 2017
  - Discharge of pre-commencement of planning conditions
- October 2017
  - CPO and SRO Process - Public Inquiry if required (this is the earliest anticipated time as it is usually 4 to 6 months after making of CPO) and will be dependent on allocation of an Inspector
  - Completion of target cost negotiations for construction works
- December 2017
  - GAR advanced works
- January 2018
  - **Orders confirmed by Secretary of State – (this is an estimate as depends upon report from Inspector if public inquiry required))**
- February 2018
  - Completion of Special Parliamentary Procedures (it is anticipated that this will not be required, estimated date)
  - Award of works package to contractor for construction of GAR
- Spring 2018
  - GAR onsite (main contract works)
- Summer 2020
  - GAR complete – Spring 2020

## Circular Guidance

72. Although not specifically related to highways CPOs the Circular entitled “*Guidance on Compulsory Purchase Process and The Crichel Down Rules for the disposal of surplus land acquired by, or under the threat of, compulsion*” issued in October 2015 confirms that “compulsory purchase powers are an important tool for local authorities to use as a means of assembling land needed to help deliver social and economic change. Used properly they can contribute towards effective and efficient urban regeneration, the revitalisation of communities and the promotion of business – leading to improvements in quality of life”.
73. Making the CPO in respect of the current proposals for the Scheme would clearly support this approach given the benefits that will accrue should the Scheme be delivered. As set out above there are clear problems with the highway network around Gedling village and a failure to deliver the Scheme will exacerbate current problems and prevent the wider redevelopment of the Gedling colliery site.
74. The benefits identified cannot be achieved without delivery of the Scheme and this requires the land identified to come forward for development. Whilst negotiations to acquire the land by agreement will continue, the acquisition cannot be guaranteed within the program timeframe (if at all) without the support of CPO powers.



75. Department of Transport Circular 02/97 remains the relevant guidance in respect of CPOs for major road schemes. It provides that the Secretary of State for Transport must be satisfied in every case that the land included within the CPO can reasonably be regarded as required for the purposes of the acquisition as stated in the CPO. Where the Scheme is one for the construction and improvement of highway, this will normally mean that the only land to which the CPO should relate will be land falling within the highway as newly constructed or improved.
76. The Scheme has been carefully designed to minimise the amount of land that needs to be acquired and where working space has been identified this has been kept to a minimum. The CPO and CPO schedule therefore conform to this guidance.
77. Paragraph 2 to the Circular also identifies that the Secretary of State would “always wish to be sure that Scheme for which he was authorising the compulsory purchase of land would go forward as proposed in the Order. Consequently, it is his practice not to confirm CPO until he is satisfied that the planning permission of aspect of the Scheme to which the Order relates has been granted”. In this case the works underpinning the Scheme benefit from planning permission. This may be subject to variations which the local planning authority are supportive of in principle. There is no realistic planning impediment to the Scheme being delivered.
78. Department of Transport Circular 01/97 contains the guidance on the SRO procedure. This Circular confirms that where planning permission is required for a classified road or its side road highway works, the Secretary of State for Transport will not confirm an SRO until the planning application has been determined. The position therefore is the same as that for the CPO however as noted there is no realistic planning impediment to the Scheme being delivered.

## **Statutory Powers of the Local Authority**

79. A CPO is required for the Scheme which will, subject to Confirmation by the Secretary of State for Transport, empower NCC to acquire land and rights required for the construction and maintenance of GAR and associated works, and to enable the new road to be linked into the existing highway network pursuant to the SRO.
80. The CPO is made under sections 239, 240, 246, 249 and 250 of the 1980 Act and the 1981 Act. The powers in the Act enable the NCC to acquire land compulsorily and acquire rights compulsorily for the following purposes: -
- (i) the construction of new highway and the improvement of existing highway;
  - (ii) to carry out works authorised by an order under section 14 of the 1980 Act;
  - (iii) use of land in connection with the construction of a highway and with the carrying out of works authorised by an order under section 14 of the 1980 Act;
  - (iv) to mitigate the adverse effect of the existence or use of the highway on its surroundings; and
  - (v) for the acquisition of new rights required in association with the Scheme.
81. An SRO is required for the GAR Scheme to enable NCC to exercise powers under section 14 and 125 of the Highways Act 1980. Section 14 authorises the Council, in relation to the classified road, to:



- (i) to stop up, improve, divert, raise or lower or otherwise alter a highway that crosses or enters the route of the road or is or will be otherwise affected by the construction of the road; and
- (ii) to construct a new highway for purposes concerned with any such alteration as aforesaid or for any other purpose connected with the road or its construction and to close after such period as may be specified in the Order any new highway so constructed for temporary purposes.

82. Section 125 of the Act provides that any order made by the Council under section 14 may authorise the Council to:

- (i) stop up each private means of access to premises adjoining or adjacent to land comprised in the route of the classified road, or forming the site of any works authorised by the order; and
- (ii) to provide new private means of access to any such premises.

83. Pursuant to section 14(6) of the 1980 Act no order authorising the stopping up of a highway shall be made or confirmed by the Secretary of State unless he is satisfied that another reasonably convenient route is available or will be provided before the highway is stopped up. For the GAR Scheme, a reasonably convenient alternative route is either available or is being provided in all instances where stopping up is proposed.

84. Section 125(3) of the 1980 Act provides that no order authorising the stopping up of a means of access to premises shall be made or confirmed by the Minister unless he is satisfied that no access to the premises is reasonably required or that another reasonably convenient means of access to the premises is available or will be provided. For GAR, a reasonably convenient alternative means of access is either available or is being provided in all instances where stopping up of private means of access is proposed.

85. In determining whether to confirm the CPO, the Secretary of State will need to be satisfied that:

- There are no impediments to delivery of the Scheme underpinned by the CPO;
- Land included in the CPO can reasonably be regarded as required for the purposes of the acquisition as stated in the CPO;
- The statutory procedures have been correctly followed;
- The purposes for which the CPO is made justify interfering with the human rights of those with an interest in the land affected;
- There is a compelling case in the public interest for confirmation of the CPO; and
- Officers consider that the above requirements are satisfied and will be met.

## **Other Options Considered**

84. There have been numerous options surrounding the alignment and route details which have been considered through the design and planning process. A collaborative approach has been taken to the project and key partners have met regularly throughout the planning process and this has been formalised into revised governance arrangements for the Gedling Housing Zone delivery. Extensive consultation has been undertaken on the GAR.



85. The detail in each legal agreement has been through various iterations as a result of ongoing negotiations and is designed to reflect the interdependencies between the projects and meet the needs of all parties, whilst meeting all relevant financial and legal requirements. For NCC this has been done to protect the authority and minimise risk through pre-requisites that have to be met and link with key milestones to provide project assurance as the project develops.

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

86. The GAR will enable a key development site to be realised and unlock much needed development land. The former Gedling Colliery / Chase Farm site is identified as an area of future housing development in the Aligned Core Strategy (ACS), as it is a key strategic site on the urban edge of Nottingham and viewed as a priority for GBC. The site has a status of strategic location.

87. The delivery of GAR will also complete the long-awaited bypass of Gedling village and achieve strategic transport objectives in keeping with the Nottinghamshire Local Transport Plan.

88. It is considered that there is a compelling case in the public interest for making the Orders, and that the benefits of the Scheme justify interference with private property rights. The legal and policy test set out above are considered to be satisfied.

### **Statutory and Policy Implications**

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

### **Finance Implications**

90. The delivery of both the GAR and Gedling Colliery development are linked as a result of the complex funding arrangements as set out in this report.

91. NCC will ensure that all conditionality aspects are addressed before the CPO is implemented and substantial liability under construction contracts is triggered. Before the Secretary of State can confirm any CPO required, they must first be satisfied that the Scheme is fully funded.

92. Based on current Scheme estimates and work previously undertaken the Scheme is deliverable with sufficient funding streams to cover anticipated costs. Details of financial implications and risk were included and approved in the Finance and Property Committee meeting on 19<sup>th</sup> September 2016.

### **Human Rights Implications**



93. The Human Rights Act 1998 incorporated the European Convention on Human Rights (Convention) into UK Law. The Convention includes provisions which aim to protect the rights of the individual (including companies and similar bodies). In resolving to make the CPO and SRO the Council must consider the rights of the property owners affected by the Orders, should they be confirmed generally and in particular, under the following Articles of the Convention:

Article 1 of the First Protocol

Every natural or legal person is entitled to the peaceful enjoyment of his possessions. No one shall be deprived of his possessions except in the public interest and subject to the conditions provided for by law and by the general principles of international law. The preceding provisions shall not, however, in any way impair the right of a State to enforce such laws as it deems necessary to control the use of property in accordance with the general interest or to secure the payment of taxes or other contributions or penalties.

Article 8 – Right to respect for private and family life

1 Everyone has the right to respect for his private and family life, his home and his correspondence.

2 There shall be no interference by a public authority with the exercise of this right except such as is in accordance with the law and is necessary in a democratic society in the interests of national security, public safety or the economic well-being of the country, for the prevention of disorder or crime, for the protection of health or morals, or for the protection of the rights and freedoms of others.

94. It is acknowledged that the compulsory acquisition of land required to deliver the Scheme could engage the above Articles and amount to an interference with the human rights of those with an interest in the relevant land. In this instance, NCC considers that there is a compelling case in the public interest for the compulsory acquisition of the land required for the Scheme that outweighs any interference with such rights and therefore the use of compulsory purchase powers in this matter is proportionate. Without the use of these powers, it is possible that all of the land necessary to deliver the Scheme may not be made available within a reasonable timescale, which would compromise the delivery of GAR and the extensive benefits for both travellers and local residents that the Scheme provides.
95. Furthermore, the compulsory purchase process clearly provides for those affected to have a right to object to any Orders being confirmed and this objection will be considered by an independent inspector appointed by the Secretary of State for Transport. Any objection may also be considered at a public inquiry held to consider the confirmation of the Orders. Notwithstanding this, any person affected by the proposed Orders will be entitled to compensation pursuant to and subject to the Compensation Code.

## **RECOMMENDATION/S**

It is **RECOMMENDED** that Committee:

- 1) Authorise the making of a Compulsory Purchase Order under sections 239, 240, 246, 249 and 250 of the Highways Act 1980 and the Acquisition of Land Act 1981 required to compulsorily acquire land and rights within the site shown edged red on the attached



drawings 1699-7744 / 00230 (Plans 1 to 5) that are needed to deliver the Gedling Access Road;

- 2) Authorise and delegate authority to the Corporate Director, Place in consultation with the Chair (or Vice-Chair) of Transport and Highways Committee to:
  - a. Take all necessary steps to secure the making, submission to the Secretary of State for confirmation and implementation of the Compulsory Purchase Order including (but not limited to) drafting and publishing the Statement of Reasons, the publication, advertisement, notification and service of all notices, the investigation of and response to objections, and the presentation of the NCC's case at any public inquiry;
  - b. Negotiate and acquire interests in land and new rights set out in the Compulsory Purchase Order either by agreement or compulsorily; and
  - c. Make minor amendment, modifications and deletions to the plan should this be considered appropriate.
- 3) Authorise the making of Side Roads Orders under section 14 and 125, and in accordance with Schedule 1, of the Highways Act 1980 for highway improvements and modifications needed for the construction of the proposed new highway, Gedling Access Road on the attached drawings GAR/SRO (Key and Plans 1 to 6); and
- 4) Authorise and delegate authority to the Corporate Director, Place in consultation with the Chair (or Vice-Chair) of Transport and Highways Committee to:
  - a. Take all necessary steps to secure the making, submission for confirmation and implementation of the Side Roads Order including (but not limited to) drafting and publishing the Statement of Reasons, the publication, advertisement, notification and service of all notices, the investigation of and response to objections, and the presentation of the Council's case at any public inquiry; and
  - b. Make minor amendment, modifications and deletions to the plan should this be considered appropriate.

**Adrian Smith**  
**Corporate Director – Place**

**For any enquiries about this report please contact: Mike Barnett 0115 977 3118**

### **Constitutional Comments (SLB 21/02/2017)**

96. The recommendations fall within the remit of the Transport and Highways Committee by virtue of their terms of reference.

### **Financial Comments (PH 24/02/2017)**

97. The financial implications are set out in paragraphs 90 to 92 in the report.



## Background Papers and Published Documents

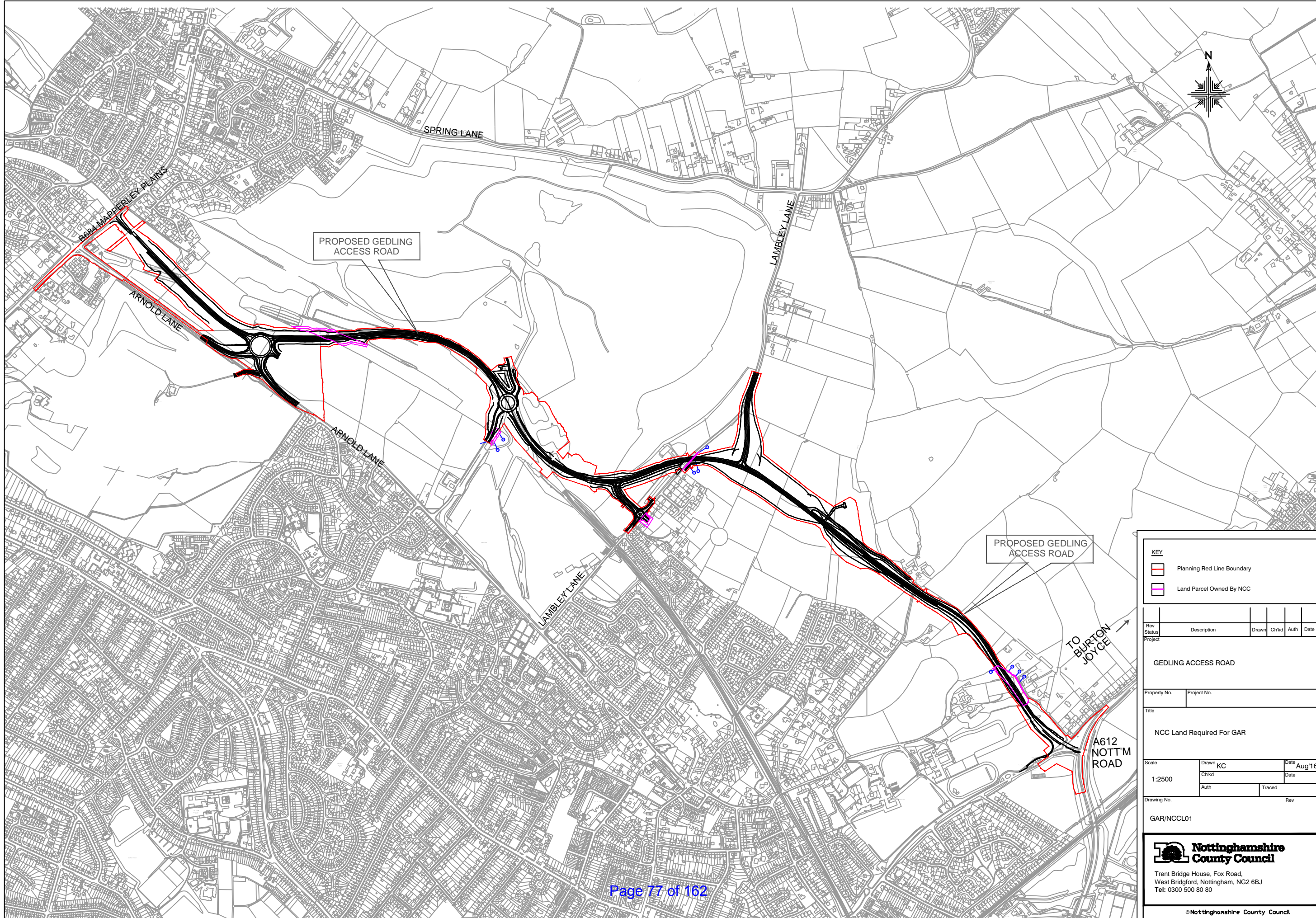
Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- Finance and Property Committee Report dated 24<sup>th</sup> March 2014  
Gedling Access Road, Scheme Development and Funding Agreements
- Report to County Council dated 27<sup>th</sup> February 2014  
Capital Programme 2014/15 to 2017/18
- Greater Nottingham (Broxtowe Borough, Gedling Borough, Nottingham City) – Aligned Core Strategies Part 1 Local Plan – Adopted September 2014
- D2N2 Local Growth Fund – Local Assurance Framework – Available at:
- [http://www.d2n2lep.org/write/Local\\_Assurance\\_Framework\\_final\\_version.pdf](http://www.d2n2lep.org/write/Local_Assurance_Framework_final_version.pdf)
- Finance and Property Committee Report dated 19<sup>th</sup> September 2016  
Gedling Access Road - Scheme Update and Funding Agreement
- Transport and Highways Committee Report dated 21<sup>st</sup> September 2016  
Gedling Access Road – Scheme Update, Compulsory Purchase Orders and Side Roads Orders

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

Arnold North	Councillors Pauline Allan and Michael Payne
Arnold South	Councillors Roy Allan and Muriel Weisz
Carlton East	Councillors Nikki Brooks and John Clarke
Carlton West	Councillors Darrell Pulk and Jim Creamer
Calverton	Councillor Boyd Elliott





KEY					
		Planning Red Line Boundary			
		Land Parcel Owned By NCC			

Rev	Description	Drawn	Chkd	Auth	Date
Project					

GEDLING ACCESS ROAD

Property No.	Project No.
--------------	-------------

Title

NCC Land Required For GAR

Scale	Drawn	KC	Date	Aug'16
1:2500	Chkd		Date	
	Auth		Traced	

Drawing No. Rev

GAR/NCCL01

**Nottinghamshire  
County Council**

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

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# THE GEDLING ACCESS ROAD (SIDE ROADS) ORDER 2017

FOR COMMITTEE PURPOSES

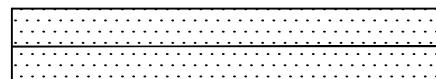
This site plan shows the sites of improvement,  
stopping up and the sites of new accesses  
and the routes of new highways  
but not the widths or construction details

## KEY FOR PLANS 1 TO 6

Route of new classified road



New highway



Highway to be improved, diverted,  
raised, lowered and otherwise altered



Highway to be stopped up



Private means of access to be  
stopped up



New private means of access



New highway boundary



The Common Seal of  
Nottinghamshire County  
Council was hereunto  
affixed in the presence of:-

Authorised Signatory

Dated this                      day of                      2017

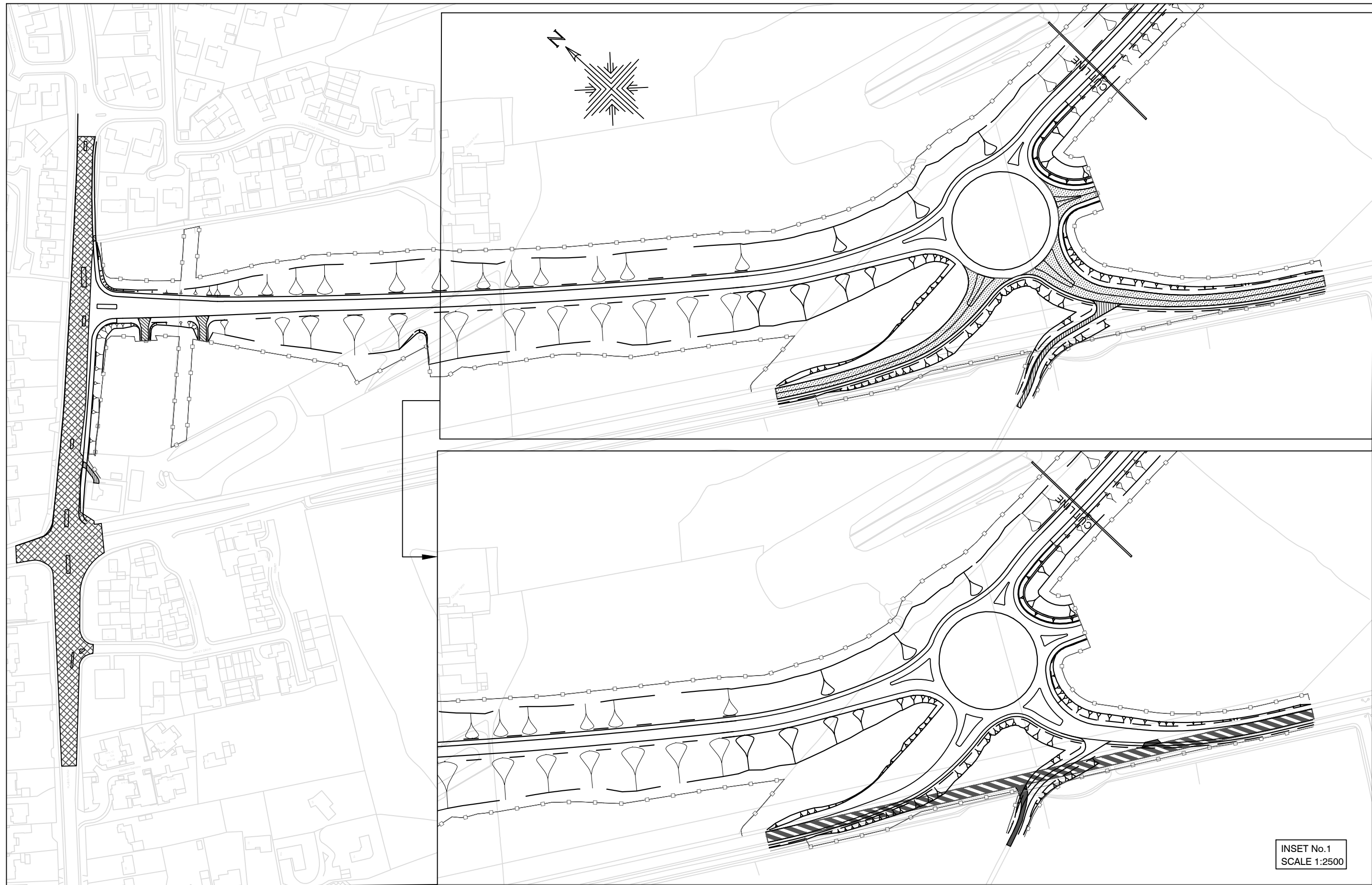


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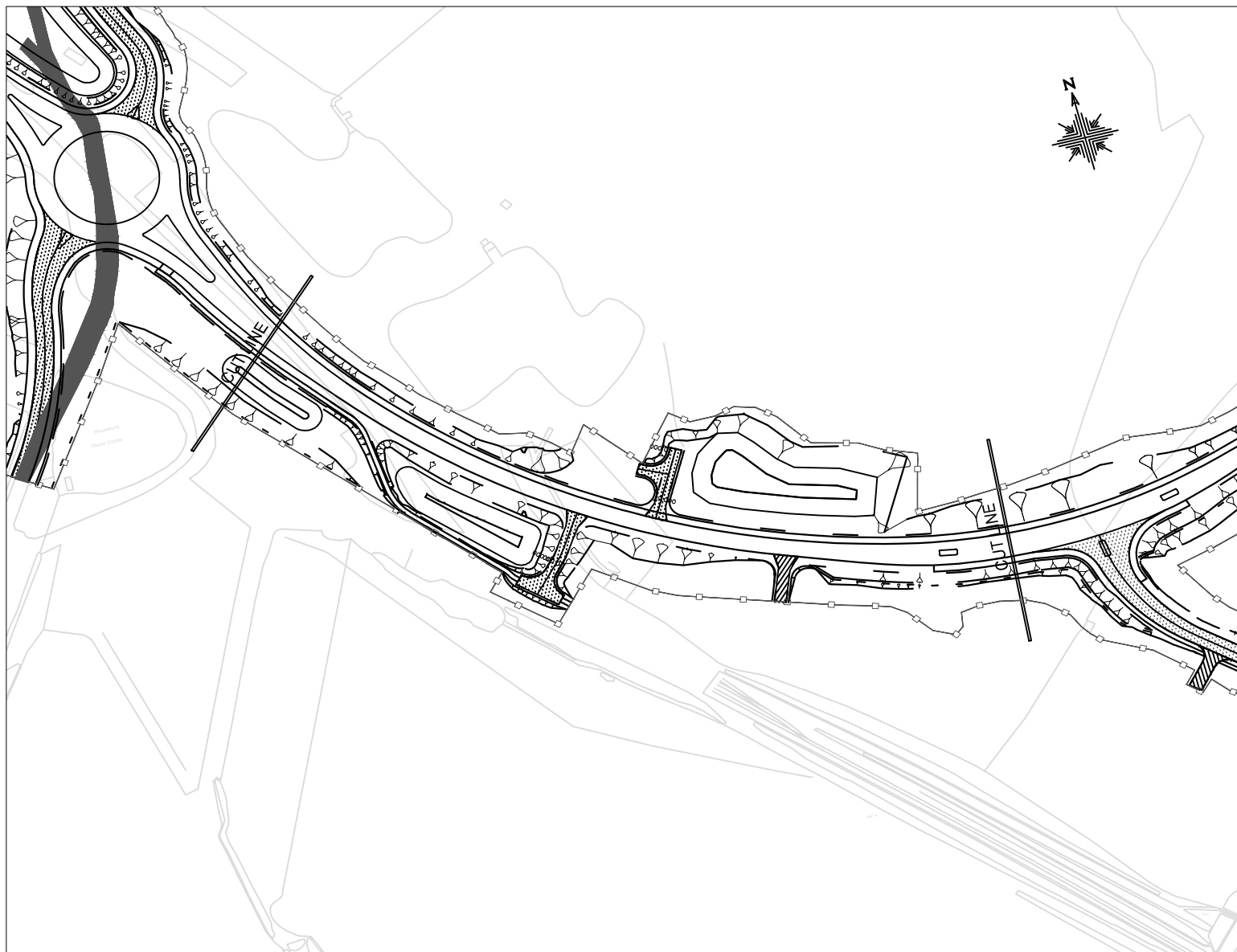










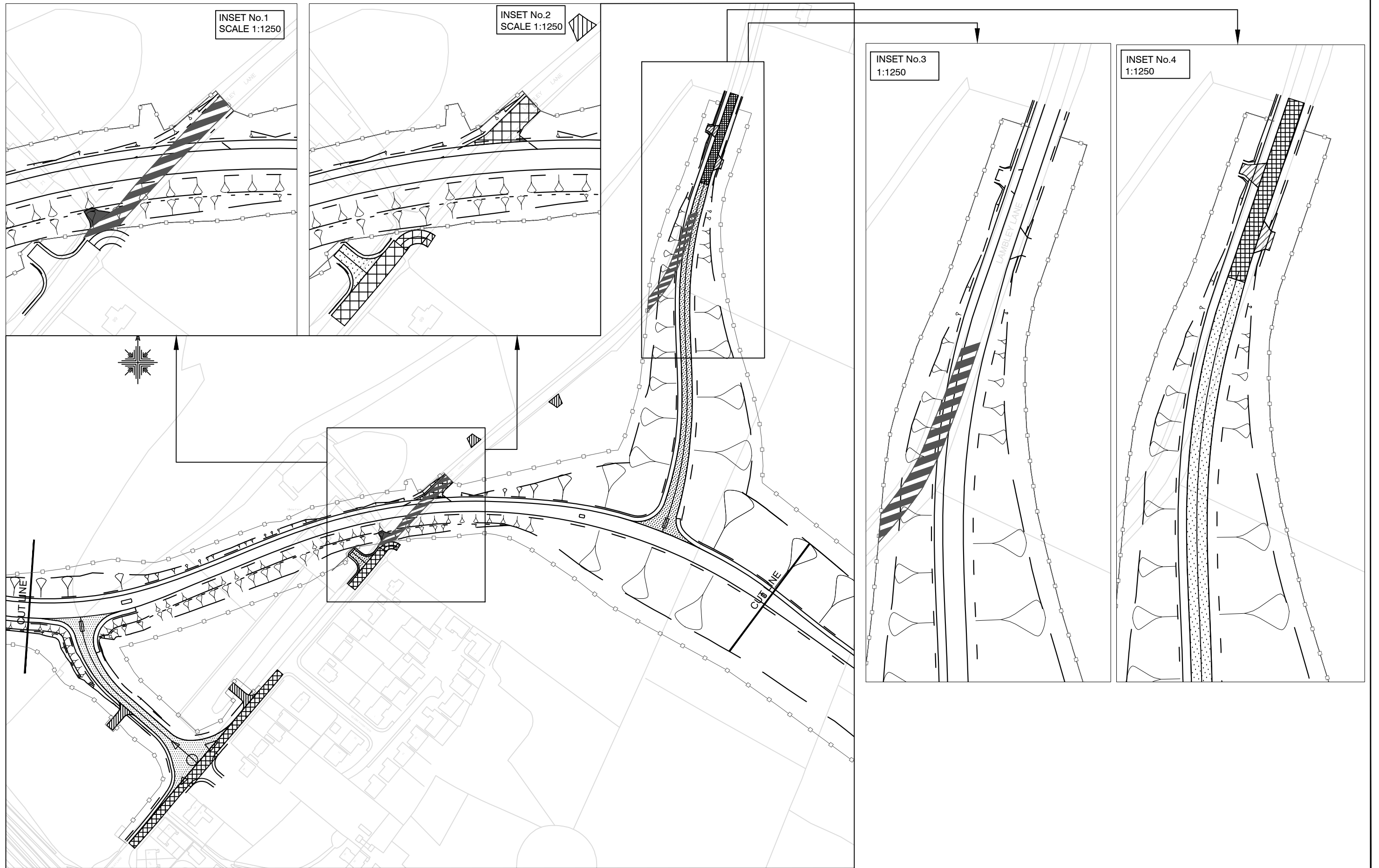


Page 85 of 162





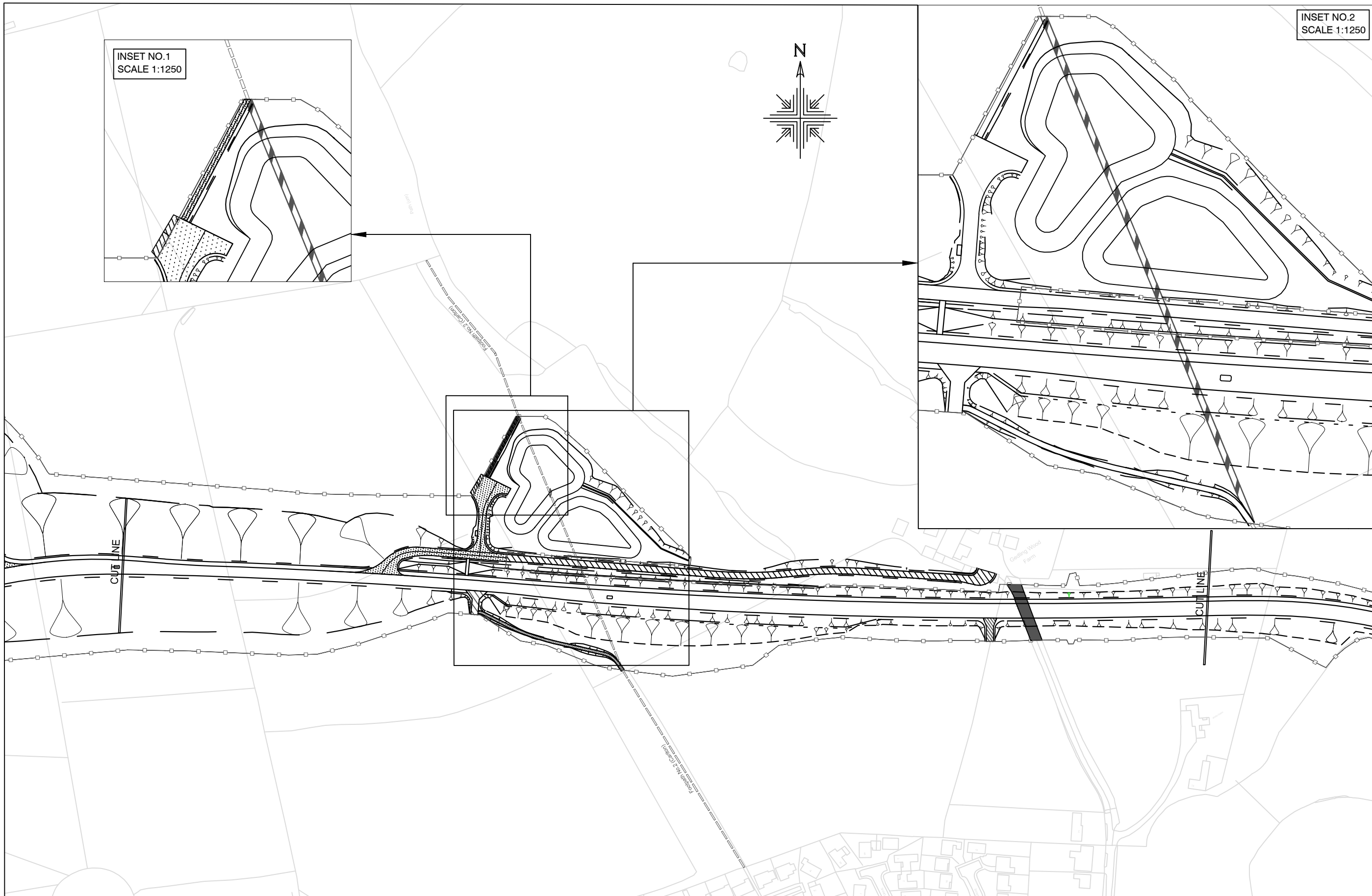












INSET NO.1  
SCALE 1:1250

INSET NO.2  
SCALE 1:1250



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THE GEDLING ACCESS ROAD  
(SIDE ROADS) ORDER 2017

FOR COMMITTEE PURPOSES

The Common Seal of The Nottinghamshire County Council was hereunto affixed in the presence of:-

Authorised Signatory

Date this day of 2017

DRAWING REFERENCE:

GAR/SRO

PLAN No.5 of 6

GEDLING WOOD FARM AND CARLTON LINK

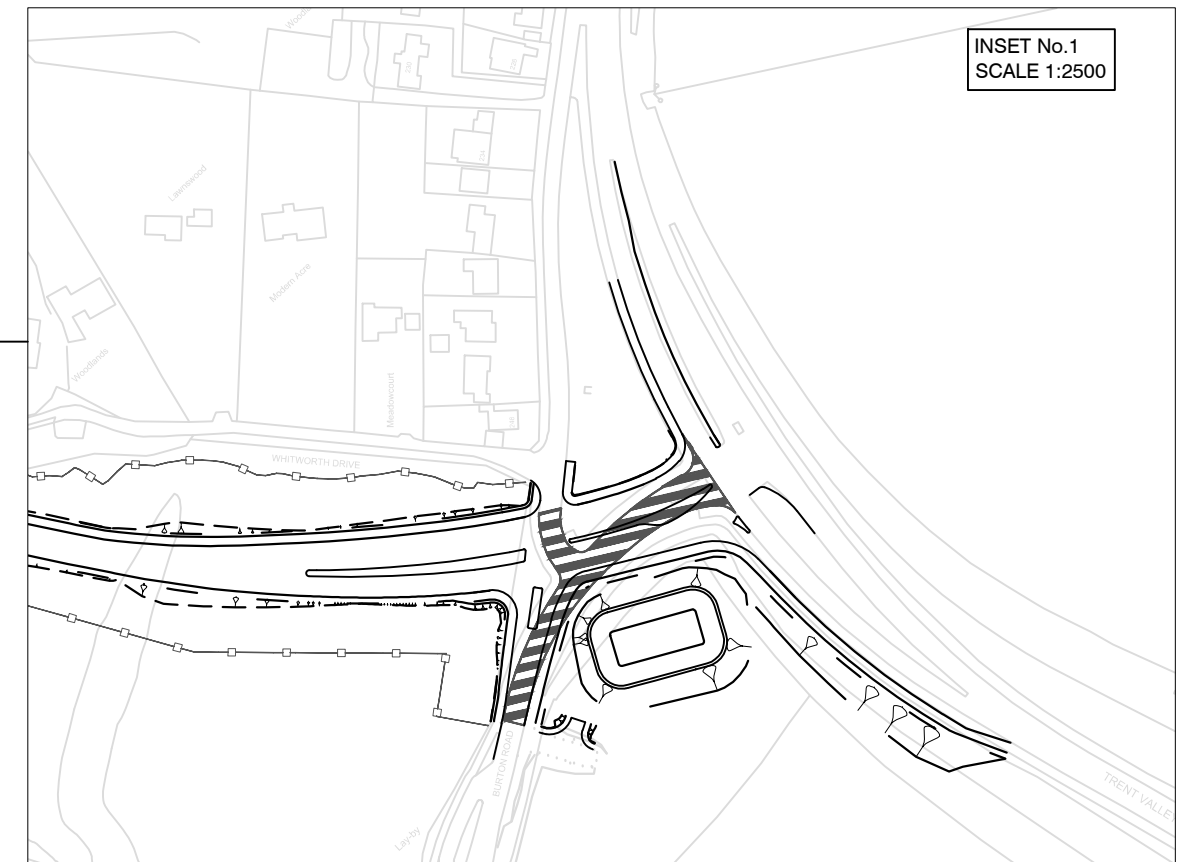
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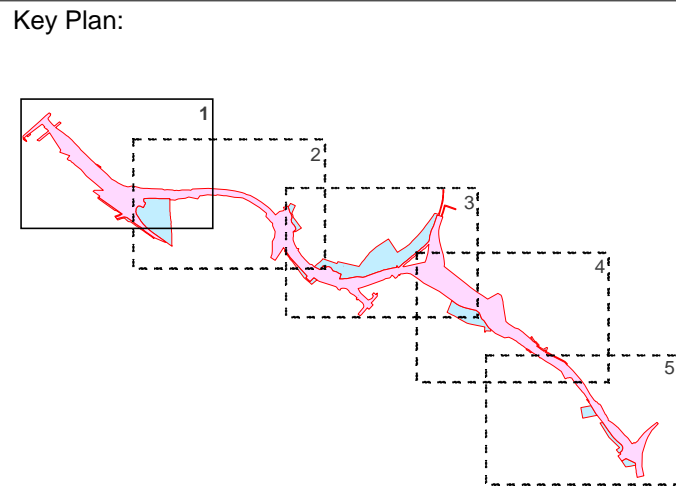
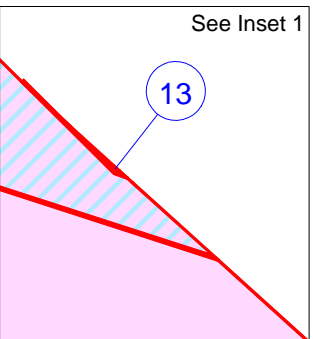
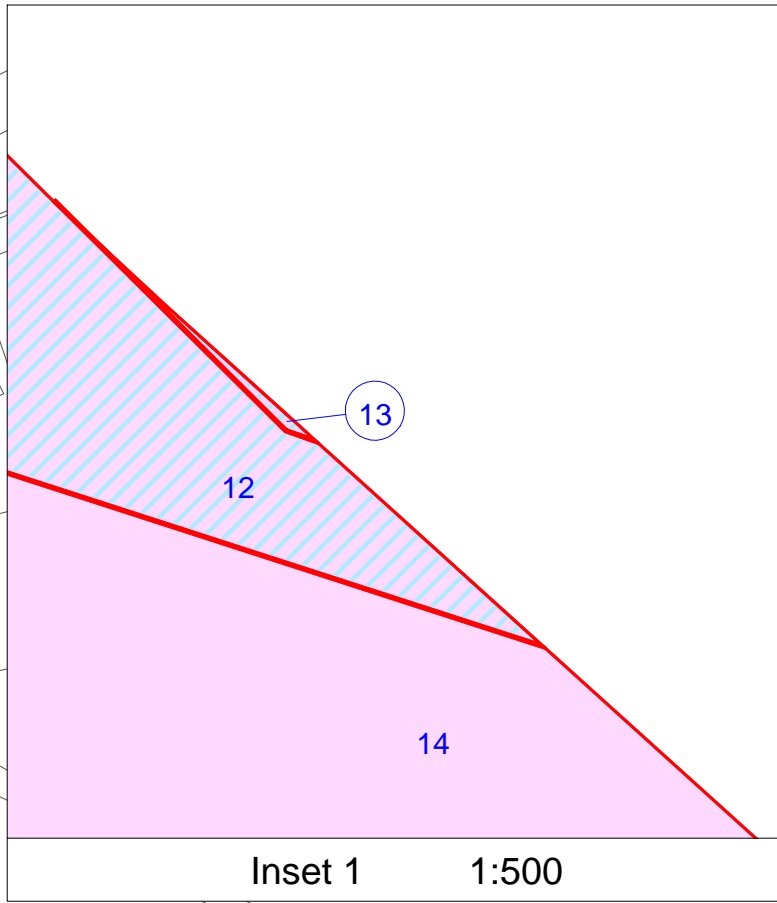
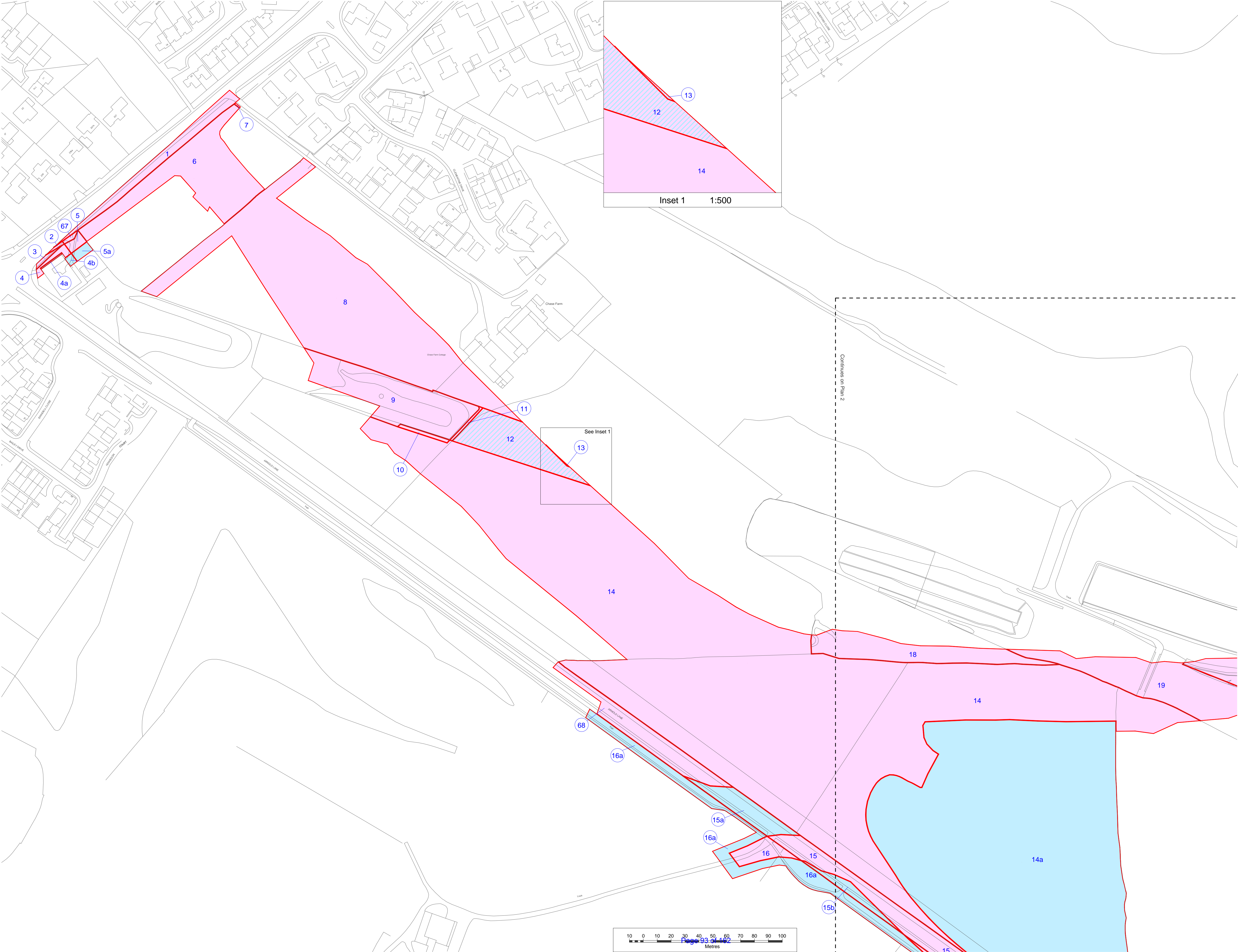








Map referred to in The Proposed Nottinghamshire County Council (Gedling Access Road) Compulsory Purchase Order 2017



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- Land to be acquired
- New rights to be acquired
- Land to be acquired (except Mapperley Tunnel), and new rights to be acquired (over Mapperley Tunnel)

Business Unit:				Status:		
Land Referencing				For Committee Purposes		
Approved By	Date Approved	Checked By	Date Checked	Drawn By	Date Drawn	
PM	06/03/17	SAN	16/02/17	JHO	16/02/17	

Title:

Map referred to in The Proposed Nottinghamshire County Council (Gedling Access Road) Compulsory Purchase Order 2017 - Plan 1 of 5

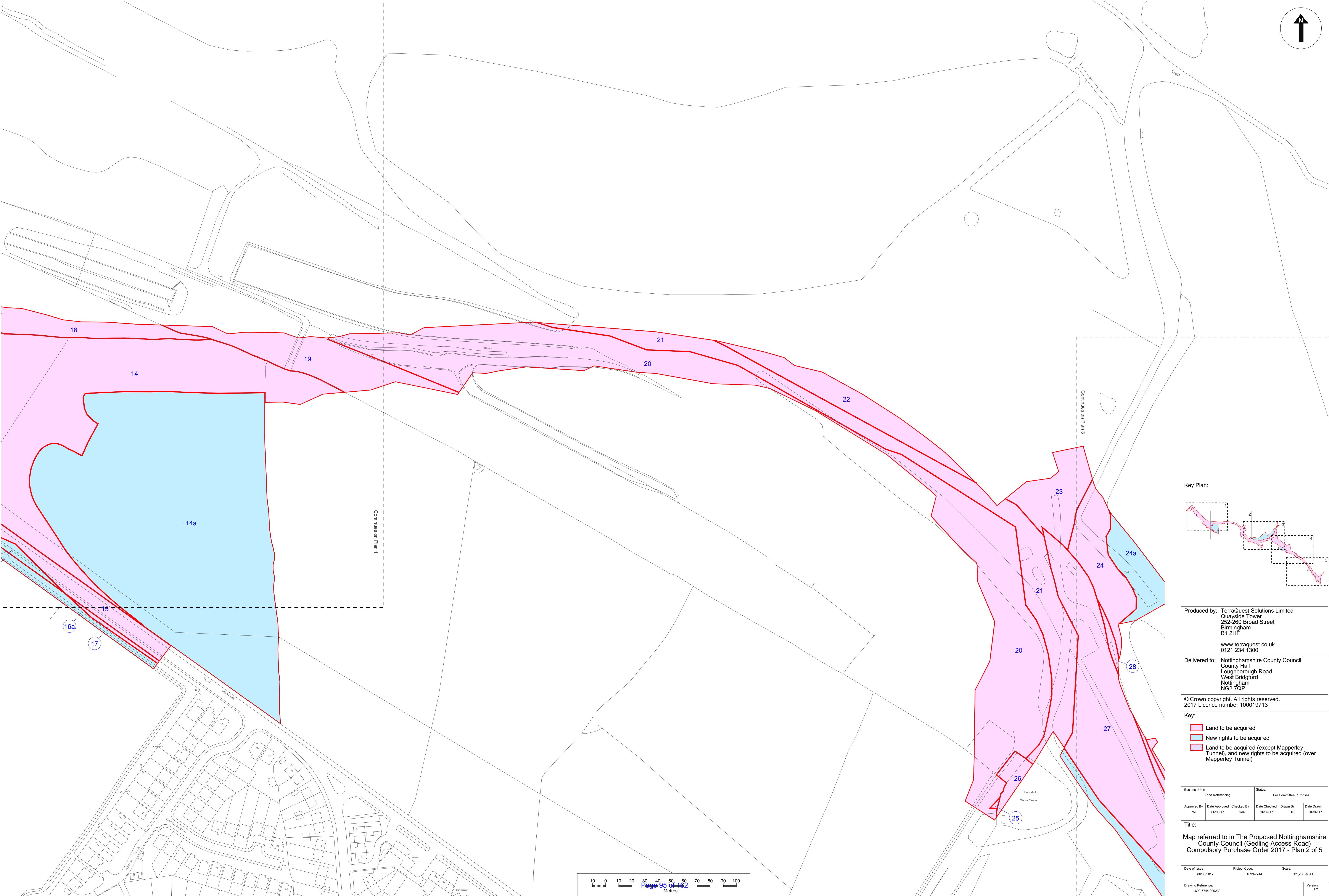
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06/03/17	1699-7744	1:1,250 @ A1
Drawing Reference:		Version:
1699-7744 / 00230		1.2







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Business Unit:			Status:		
Land Referencing			For Committee Purposes		
Approved By	Date Approved	Checked By	Date Checked	Drawn By	Date Drawn
PM	06/03/17	SAN	16/02/17	JHO	16/02/17

**Title:**

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Date of Issue:	Project Code:	Scale:
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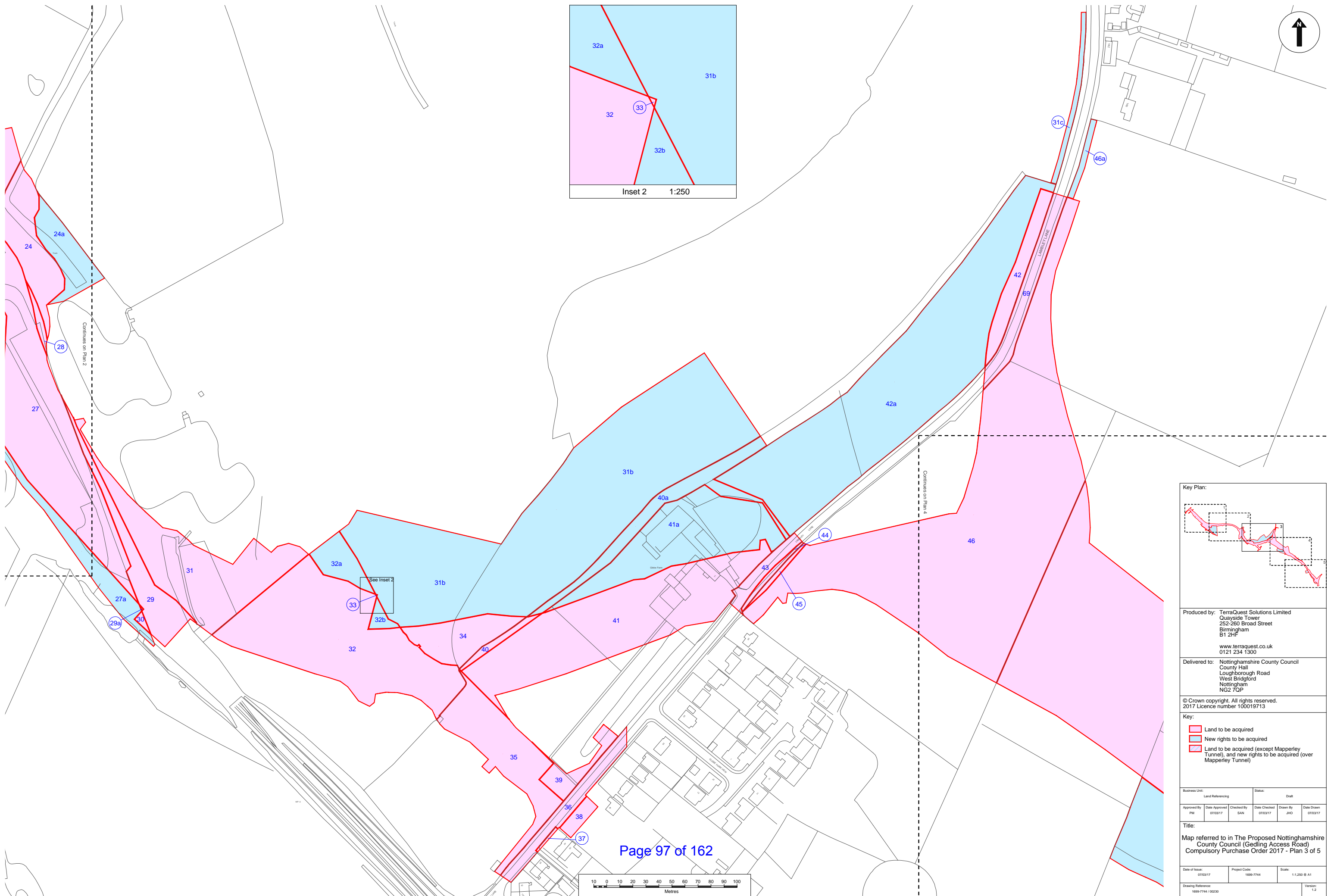
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1699-7744 / 00230	1.2







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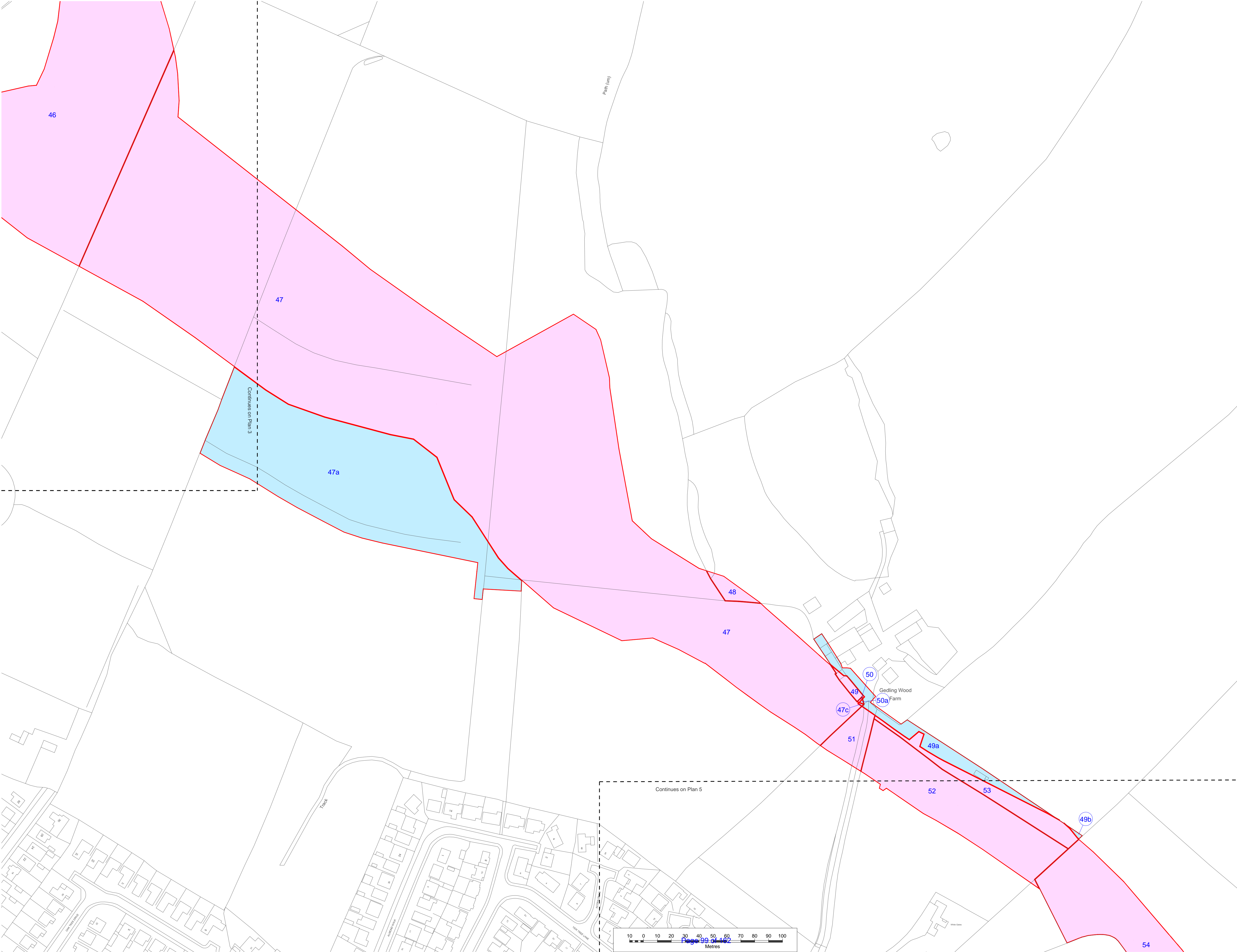
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<p>Drawing Reference: 1699-7744 / 00230</p>					<p>Version: 1.2</p>	







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Land Referencing			For Committee Purposes		
Approved By	Date Approved	Checked By	Date Checked	Drawn By	Date Drawn
PM	06/03/17	SAN	16/02/17	JHO	16/02/17

Title:

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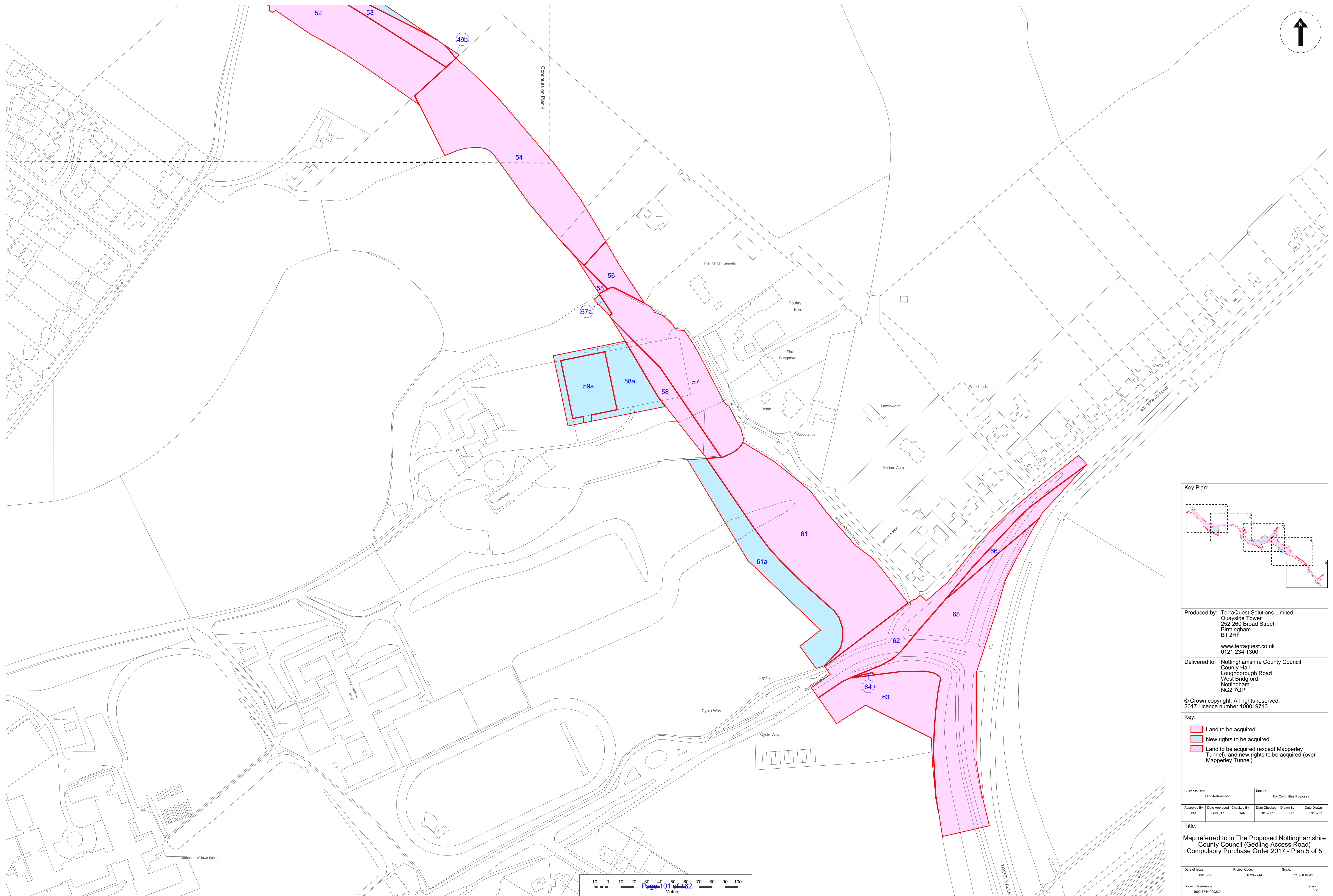
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<p><b>Approved By:</b> PM</p>	<p><b>Date Approved:</b> 06/03/17</p>	<p><b>Checked By:</b> SAN</p>	<p><b>Date Checked:</b> 16/02/17</p>
<p><b>Drawn By:</b> JHO</p>		<p><b>Date Drawn:</b> 16/02/17</p>	
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<p><b>Drawing Reference:</b> 1699-7744 / 02300</p>			<p><b>Version:</b> 1.2</p>







**16<sup>th</sup> March 2017****Agenda Item: 8****REPORT OF CORPORATE DIRECTOR - PLACE****THE NOTTINGHAMSHIRE COUNTY COUNCIL (MILL BAULK ROAD,  
WALKERINGHAM) (30 M.P.H. SPEED LIMIT) RESTRICTED ROAD ORDER  
2017 (1202)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider the objection received in respect of the above Speed Limit Order and whether it should be made as advertised.

**Information and Advice**

2. Walkeringham is a small village in Bassetlaw located close to the Lincolnshire border, approximately 14km north-east of Retford. Mill Baulk Road is a rural road, just under 500m in length, which runs between the A161 Stockwith Road and the village High Street. The High Street and the section of the A161 Stockwith Road which passes through the village are both subject to 30mph speed limits. Mill Baulk Road is undeveloped along its length; except for the village school which is located at its junction with High Street. The road has a footway, is street lit and is subject to a 40mph speed limit for most of its length; a 65m section on its western end is directly outside Walkeringham Primary School and is subject to a 30mph speed limit.
3. At the Nottinghamshire County Council Transport and Highways Committee on 17th September 2013 Members considered a report on 'Implementing 20mph Speed Limits in Nottinghamshire'. Committee members agreed to implement advisory 20mph speed limits on roads outside all schools in Nottinghamshire to improve safety at these locations. As part of the implementation of this decision an advisory 20mph speed limit has been designed for Walkeringham Primary School.
4. The current 30mph speed limit on Mill Baulk Road begins adjacent to the property line of the school site. The close proximity of the start of the 30mph limit to the school means there is insufficient space left to position 20mph advisory signs within the 30mph limit but in advance of the school site. Installing the zone at this location without moving the terminal point of the 30mph limit would create an anomaly; having 30mph speed limit signs located after the 20mph signs. As such, a slight alteration to the extents of the existing 30mph limit was proposed to remove this anomaly and enable an advisory school speed limit area to be correctly signed.



5. The proposed alteration was to move the terminus of the 30mph a further 45m east to allow for the siting of the advisory 20mph speed limit signs. The statutory consultation and public advertisement of the proposals, detailed on the attached drawing H/04078/2361/01, was carried out between 14th October 2016 and 18th November 2016. The document packages were held at Retford Library and County Hall with copies of the notice erected at a number of locations in the area.
6. Three responses were received to the consultation; comments include:
  - County Councillor Yates noted her support of the advisory 20mph speed limit proposal and the extension to the 30mph limit; however, she requested that the 30mph limit be extended to the full length of Mill Baulk Road for safety reasons;
  - Walkeringham Parish Council requested that the whole length of Mill Baulk Road be subject to a 30mph speed limit.
7. Following further correspondence with respondents, Walkeringham Parish Council confirmed that they wished their response to be treated as an objection. This was on the basis that the proposed extension to the 30mph speed limit did not extend to the full length of Mill Baulk Road.

## Objections Received

8. Objection – Walkeringham Parish Council  
Walkeringham Parish Council object to the proposed 45m extension of the 30mph limit on the basis that it should, in their view, extend the whole length of Mill Baulk Road.
9. Response – Walkeringham Parish Council  
Nottinghamshire County Council use a number of factors when determining appropriate speed limits; these are based on current Department for Transport's guidance "Setting Local Speed Limits" and include existing traffic speeds (the Department for Transport states that the 50th%ile speed should be used as a guide to setting appropriate speed limits), history of collisions (including frequency, severity, types and causes), road purpose/function (strategic, through traffic, local access etc.) population size, expected vulnerable road users (cyclists, pedestrians) and environmental effect (i.e. whether the site is in an air quality management area or within an identified noise area).

An assessment of these factors determines that a speed limit of 40mph is appropriate for Mill Baulk Road; which is rural in character. The road is street-lit and therefore Department for Transport rules prohibit 30mph repeater signs; this means that a driver would receive no reinforcement of the speed limit from the existing 30mph terminal signs on the A161 nearly half a kilometre away. The nature of the road; being straight and undeveloped, combined with a lack of vehicle accesses does not visually reinforce the lower 30mph speed limit. Drivers associate lower speed limits with adjacent roadside development, which is not the case at this location. Department for Transport guidance suggests that 40mph is an appropriate speed limit for a road of this type which is used by motor traffic for local access.

Where speed limits are set at an inappropriately low level driver compliance is generally low. It can also lead to an increase in accidents as drivers make unsafe overtaking manoeuvres to pass what they perceive as vehicles driving 'too slowly'. Mill Baulk Lane does not align with official guidance for a 30mph speed limit and as such it is considered inappropriate to extend the proposed limit along the undeveloped part of Mill Baulk Road.



## **Other Options Considered**

10. Other options considered were to install the advisory 20mph speed limit on High Street only, or to apply it to both High Street and Mill Baulk Road but without relocating the 30mph terminal signs. This would create an anomaly where drivers proceeding along Mill Baulk Road passed signs informing them of the advisory 20mph and then immediately after more signs advising of the statutory 30mph speed limit. It was considered that this approach may have confused drivers and lowered compliance.

## **Comments from Local Members**

11. County Councillor Yates noted her support of the advisory 20mph speed limit proposal and the extension to the 30mph limit; however, she requested that the 30mph limit be extended to the full length of Mill Baulk Road for safety reasons.

## **Reason for Recommendation**

12. The proposed scheme is consistent with Department for Transport guidance on setting speed limits and will enable the new advisory 20mph speed limit to be implemented and clearly signed.

## **Statutory and Policy Implications**

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

## **Financial Implications**

14. This scheme is being funded through the Local Transport Plan Integrated Transport Measures budget for 2016/17 with a total budget for the programme of £50,000. The estimated cost to implement the works and traffic order at this location is £3,000.

## **Crime and Disorder Implications**

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

## **RECOMMENDATION/S**

It is **recommended** that:

- 1) The Nottinghamshire County Council (Mill Baulk Road, Walkeringham) (30 M.P.H. Speed Limit) Restricted Road Order 2017 (1202) is made as advertised and objectors notified accordingly.



**Adrian Smith**  
**Corporate Director – Place**

**Name and Title of Report Author**

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

**Constitutional Comments (SJE – 30/01/2017)**

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

**Financial Comments (GB – 21/02/2017)**

17. The financial implications are set out in paragraph 14 of the report.

**Background Papers**

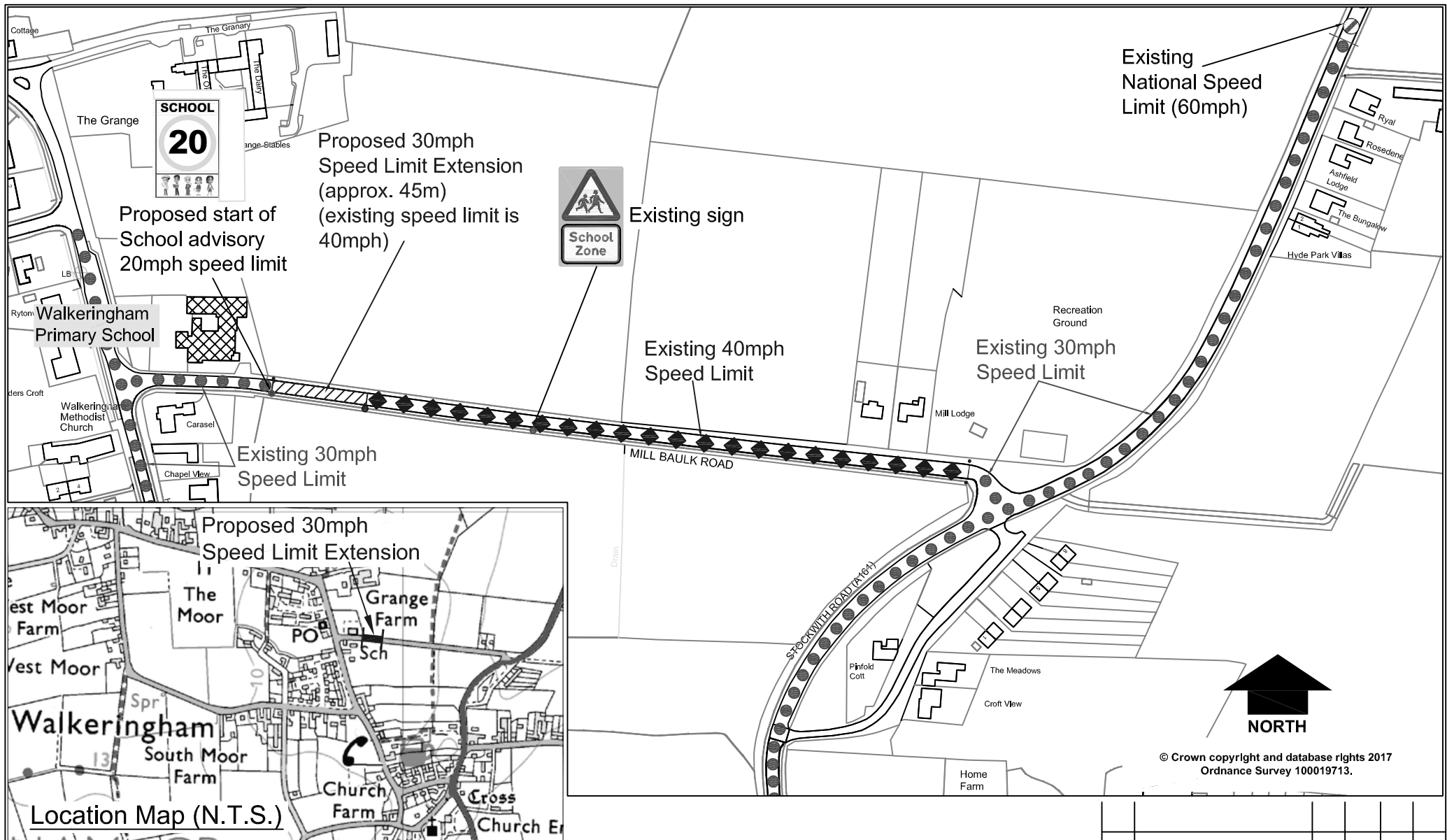
Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

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

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

Misterton ED          County Councillor Liz Yates











**16<sup>th</sup> March 2017****Agenda Item: 9****REPORT OF SERVICE DIRECTOR, HIGHWAYS****THE NOTTINGHAMSHIRE COUNTY COUNCIL (A6007 ILKESTON ROAD  
AND MELBOURNE ROAD, STAPLEFORD) (PROHIBITION OF WAITING)  
TRAFFIC REGULATION ORDER 2017 (5218)****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. Ilkeston Road is a local distributor road on the northern edge of Stapleford, the road is currently developed on the southern side only and comprises a mixture of residential properties; flats and detached houses. On the part of Ilkeston Road between Melbourne Road and Pasture Lane, all the houses and around half of the flats have provision for off-street parking. Melbourne Road leads directly off Ilkeston Road and is the main spine road through a large 1960s housing estate. There are currently no parking restrictions along either road.
3. On 4 November 2014 outline planning approval was granted by Broxtowe Borough Council for a residential development for up to 450 dwellings on the northern side of Ilkeston Road (application reference 11/00758/OUT). The outline approval included the access arrangements for the site, whilst other matters, such as the detailed housing design remained a reserved matter, to be decided upon as part of the full planning application.
4. The full planning application submission was subsequently refused in April 2016 by Broxtowe Borough Council due to concerns with the housing design. The applicant appealed to the Secretary of State with the decision published on 13<sup>th</sup> February 2017, which found for the applicant and over-turned the refusal decision made by Broxtowe Borough Council.
5. The approved outline planning decision notice stated that the development will be accessed from Ilkeston Road, via a new junction. To accommodate this new access, alterations to Ilkeston Road are required; including two new ghost island right-turn lanes, roundabout improvements (Ilkeston Road / Trowell Road / Pasture Road) a new footway and pedestrian crossing refuge. The layout of this road and the number and location of the crossing points all formed part of the approved plans for the development.



6. The proposed alterations to Ilkeston Road were subject to detailed design approval by the Planning Authority working in partnership with the Local Highway Authority (Nottinghamshire County Council). This process included a safety audit of the proposed design; which highlighted that the presence of parked vehicles restricted visibility at junctions and would cause conflict between drivers overtaking parked vehicles and those entering the right turn lanes. The safety audit recommended that parking restrictions should be included either side of the junction to reduce the visibility obstruction and improve side road visibility. Further discussions were held with the developer and road safety representatives regarding likely parking migration and its effect in obstructing vehicle flow around the pedestrian refuges, the safe operation of the right-turn ghost island into Melbourne Road and the efficient and safe operation of the Melbourne Road / Ilkeston Road junction. As a result waiting restrictions were proposed for the northern side of Ilkeston Road and a short distance into Melbourne Road.
7. The proposed scheme comprises “No Waiting At Any Time” (Double Yellow Lines) on Ilkeston Road from its junction with Trowell Road / Pasture Road; on its northern side for approximately 188m and approximately 253m along the southern side. “No Waiting At Any Time” (Double Yellow Lines) are also proposed for Melbourne Road, for a distance on average 22m from its junction with Ilkeston Road. The proposed restrictions will facilitate the safe operation of the junctions, the two ghost-island right-turn lanes and facilitate the free-flow of traffic around the pedestrian refuge. The scheme layout is shown on the attached drawing number H/04078/2191/01.
8. The initial consultation was carried out between 29<sup>th</sup> January 2016 and 29<sup>th</sup> February 2016. Six responses were received; including one from Stapleford Town Council and District Councillor MacRea. Of the responses received, one was a comment and the other five were objections to the scheme. A range of comments were received from all respondents; these include:
  - That residents and their visitors would have nowhere to park;
  - Why should residents have to pay for vehicle dropped kerbs to their properties;
  - Questioned the number and location of the pedestrian refuges;
  - That the proposals will displace parked vehicles onto the pavements at the Ilkeston Road / Trowell Road / Pasture Road junction;
  - Suggesting that a daytime waiting restriction (single yellow line) on the southern side of Ilkeston Road would be more appropriate.
9. The comments and objections were all considered and responded to. However, no material change to the proposal could be achieved to mitigate the objections and the proposal was statutorily advertised unchanged.
10. The statutory consultation and advertising were carried out between 30<sup>th</sup> March 2016 and 30<sup>th</sup> April 2016. The document packages were held at Stapleford Library and County Hall with copies of the notice erected at a number of locations in the area.

## **Objections Received**

11. There were no additional responses during the advertisement period; the initial five objections are considered to be outstanding.



12. Objection – Stapleford Town Council

Stapleford Town Council made various comments regarding the proposal and requested changes. They were concerned that residents and their visitors would have nowhere to park, as some did not have off-street car parking or the opportunity to create it. They questioned why residents were required to pay for vehicle dropped kerbs to their properties and the need for two crossing points. Additionally, the Town Council suggested that the waiting restrictions on the southern side of Ilkeston Road should be a daytime only restriction.

13. Objection – Loss of on-street parking for residents

All objections, including that from District Councillor MacRea, related to the loss of on-street parking.

14. Objection – Position of western pedestrian refuge

One objector also stated that the pedestrian refuge would obstruct access to their driveway.

15. Response – Loss of on-street parking for residents

The demand for on-street parking is understood, however the provision of this facility must be secondary to maintaining the safe and efficient movement of traffic and pedestrians on the Highway. There is always a balance to be struck between competing demands for a finite resource; it is recognised that the loss of on-street parking on this section of Ilkeston Road will inconvenience some residents. However, unrestricted on-street parking is available along Melbourne Road. It should be noted that loading is permitted on double yellow lines, so deliveries to residents' homes are unaffected. This includes private vehicles stopping to load and unload, so residents will still be able to briefly park outside their premises while they are loading or unloading (such as bringing in their shopping from the car) or picking up goods or passengers. The waiting restrictions will prohibit parking on the footway at the Ilkeston Road / Trowell Road / Pasture Road junction.

16. Response – Charges for Vehicle dropped kerb access

It is illegal for a vehicle to drive over the pavement where a vehicle access is not in place, this is to prevent damage to the pavement and/or verge and protect underground pipes and cables. Dropped kerbs must be properly constructed and not represent a safety hazard on the highway. A resident requesting a dropped kerb outside their property must obtain the approval of the Local Highway Authority and in some case, planning permission from the District Council. The County Council will advise applicants on their proposal and provide a quote for the work.

The installation of a vehicle dropped kerb of this nature benefits only the individual property that it serves, not the wider highway network. Therefore, it is County Council policy that all private vehicle accesses are subject to approval from NCC and must be undertaken at the applicant's own expense, either by a private approved contractor or by the County Council.

17. Response – Pedestrian crossing points

There is one pedestrian refuge and one pair of dropped kerbs in the area covered by the proposed Order. The crossing points are located where the new footway on the northern side of Ilkeston Road terminates and provide a safe facility for pedestrians to cross Ilkeston Road to the existing footway on the southern side. The location and number of crossing points were included within the planning consent and considered appropriate.



18. Response – Requirement for ‘At All Times’ waiting restriction

The finding of the safety audit and subsequent consideration regarding the design recognised that the presence of parked vehicles restricted the safe operation of the junctions, would cause conflict between drivers overtaking parked vehicles and those entering the right turn lanes and would obstruct vehicle flow around the pedestrian refuge. These hazards would be present at all times of day and so the restrictions are proposed to operate ‘At All Times’.

19. Response – Position of western pedestrian refuge

The objector does not have a lawful vehicle access (dropped kerb) and illegally drives their vehicle over the footway to park it on the frontage to the property. The position of the crossing points was included within the planning consent for the development.

## **Other Options Considered**

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

## **Comments from Local Members**

21. County Councillors Jacky Williams and Stan Heptinstall MBE did not comment on the proposals.

## **Reason for Recommendation**

22. The recommendations represent the most appropriate action to reduce / prevent danger to highway users, and for facilitating the safe passage of traffic, incorporating the majority view and having had regard to all feedback received.

## **Statutory and Policy Implications**

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

## **Financial Implications**

24. The Traffic Regulation Order process will cost £4,200 and is funded by the developer, who will also deliver the highway works at their own expense.

## **Crime and Disorder Implications**

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



## **RECOMMENDATION/S**

It is **recommended** that:

- 1) The Nottinghamshire County Council (A6007 Ilkeston Road and Melbourne Road, Stapleford) (Prohibition Of Waiting) Traffic Regulation Order 2017 (5218) is made as advertised and objectors notified accordingly.

**Adrian Smith**  
**Corporate Director, Place**

### **Name and Title of Report Author**

Mike Barnett - Team Manager (Major Projects and Improvements)

### **Constitutional Comments (SJE – 23/05/2016)**

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

### **Financial Comments (RWK 19/05/2016)**

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

### **Background Papers**

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

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

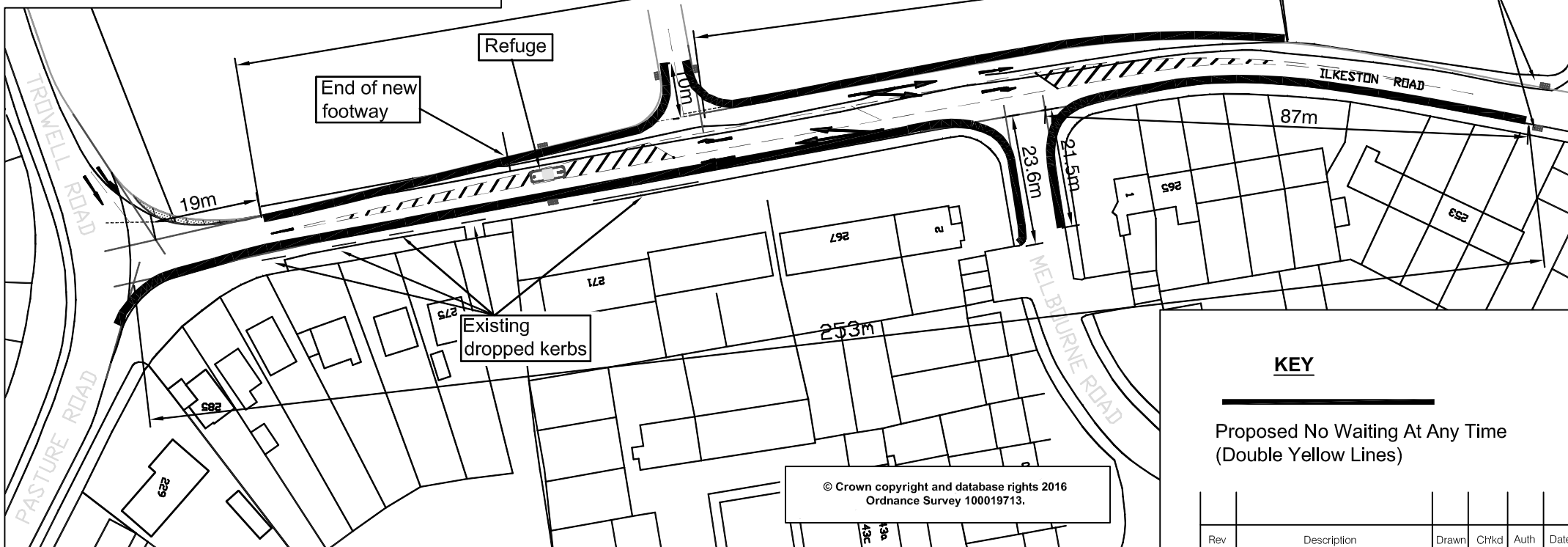
### **Electoral Division(s) and Member(s) Affected**

Stapleford and Bramcote ED	County Councillor Jacky Williams
Stapleford and Bramcote ED	County Councillor Stan Heptinstall MBE









### KEY

Proposed No Waiting At Any Time  
(Double Yellow Lines)

Rev	Description	Drawn	Ch'kd	Auth	Date
		SLW			Jan '16
		HRN			May '16
					Traced
					Scale
					1:1000



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

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Project **A6007 Ilkeston Road, Stapleford**  
Property No. Project No. **TRO 5218**

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**Proposed Double Yellow Lines**

**H/04078/2191/01**









**16<sup>th</sup> March 2017**

**Agenda Item: 10**

**REPORT OF CORPORATE DIRECTOR, PLACE  
OBJECTIONS TO PERMANENT TRAFFIC REGULATION ORDERS –  
UPDATE ON GROUP MANAGER APPROVALS**

**Purpose of the Report**

1. To provide Transport and Highways Committee with an update on operational decisions made when considering objections received through the consultation and advertisement of Permanent Traffic Regulation Orders.

**Information and Advice**

2. A Traffic Regulation Order (TRO) is a legal order, which allows the County Council to regulate the speed, movement and parking of vehicles. Nottinghamshire County Council as Local Highway Authority has a responsibility to consider all objections received before making a TRO permanent.
3. Under the committee system officers have authority to take day to day operational decisions and it is considered that many decisions on TRO's where objections are received fall within this definition. On 12<sup>th</sup> July 2012, Transport and Highways Committee approved an approach that permitted officers to deal with these matters for 3 objections or less with the following exception that are referred to the Committee for consideration, these exceptions include:
  - those which have received significant objections from consultees – more than 3 objections from separate properties that cannot be resolved by amendments to the scheme;
  - those which have received objections from the local County Councillor/s, formal decisions of District or Parish Council/s or another local authority;
  - those which have received objections from Public Transport Operators or Associations, Road Haulage Association, Freight Transport Association, Highways Agency, Traffic Commissioner or emergency service;
  - those which have received objections by petition;
  - those which have been the subject of a public inquiry.
4. The process for considering objections is by a report from Team Manager, Major Projects and Improvements (Via East Midlands) to the Group Manager, Environment and Highways. These are presented in a similar format to committee reports. This approach was agreed at the Transport and Highways Committee on 21<sup>st</sup> September 2016 following the establishment of Via East Midlands Limited.



## Group Manager Reports

5. The last update report to Committee with operational decisions was on 21<sup>st</sup> September 2016 with details of reports approved in quarter 1 of 2016-17. All operational decisions made for the remainder for quarter 2 and 3 of 2016-17 are as follows:

Title	Number of Objections	Year (Quarter)	Sign-off Date
Proposed Bus Stop Clearway (Gotham Road, East Leake – stop RU0349) – Consideration of Objections	2	2016/17 (Q3)	04/10/2016
Dawber Street and Gateford Road, Worksop (Prohibition of Waiting) Traffic Regulation Order 2016 (1195) – Consideration of Objections	2	2016/17 (Q3)	07/11/2016
Gotham Road, East Leake (Prohibition of Waiting) Traffic Regulation Order 2016 (8228) – Consideration of Objections	2	2016/17 (Q3)	07/11/2016
Tattershall Drive and Queens Road East, Beeston (Prohibition of Waiting and Residents' Controlled Zone) Traffic Regulation Order 2016 (5221)	1	2016/17 (Q3)	10/11/2016
Burntstump Hill, Arnold, Calverton and Papplewick (50 mph Speed Limit) Order 2016 (7185) – Consideration of Objections	2	2016/17 (Q3)	13/12/2016
Meadowbank Way and Victoria Street, Eastwood and Nottingham Road, Kimberley (Prohibition of Waiting and No Loading Restrictions) Traffic Regulation Order 2016 (5225) – Consideration of Objections	3	2016/17 (Q3)	13/12/2016

6. For information the table below summaries the approximate numbers of TROs and bus stop clearways that were processed in the last three years together with the number of objection reports considered by either Transport and Highways Committee or the Group Manager for Environment and Highways.

Year	Number of TROs and Bus Stop Clearways	Reports Considered by Delegated Officer	Reports Considered by Transport and Highways
2016/17	120 (Q1-Q3)	10 (Q1-Q3)	11 (Q1-Q3)
2015/16	135	27	28
2014/15	165	18	19

## Other Options Considered

7. No other options were considered; the process was agreed at Transport and Highways Committee on 12<sup>th</sup> July 2012 and 21<sup>st</sup> September 2016.

## Reasons for Recommendations



8. To ensure that objections to permanent TRO's are appropriately and efficiently considered.

## **Statutory and Policy Implications**

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

## **Financial Implications**

10. The majority of TRO's are funded by the Local Transport Plan capital programme with a small number funded through revenue budgets or charged to third parties if development related. There are no direct financial implications for this report.

## **RECOMMENDATION/S**

It is **recommended** that:

1) The Committee note all TROs where objections have been considered by officers.

**Adrian Smith**  
**Corporate Director Place**

### **Name and Title of Report Author**

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

## **Constitutional Comments (SJE 07/03/2017)**

11. As this report is only for noting by Committee, Constitutional Comments are not required.

## **Financial Comments (PH 06/03/2017)**

12. There are no direct financial implications arising from this report.

## **Background Papers**

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

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.

Specific reports include:



- Proposed Bus Stop Clearway (Gotham Road, East Leake – stop RU0349) – Consideration of Objections
- The Nottinghamshire County Council (Burntstump Hill, Arnold, Calverton and Papplewick) (50 mph Speed Limit) Order 2016 (7185) – Consideration of Objections
- The Nottinghamshire County Council (Dawber Street and Gateford Road, Worksop) (Prohibition of Waiting) Traffic Regulation Order 2016 (1195) – Consideration of Objections
- The Nottinghamshire County Council (Gotham Road, East Leake) (Prohibition of Waiting) Traffic Regulation Order 2016 (8228) – Consideration of Objections
- The Nottinghamshire County Council (Tattershall Drive and Queens Road East, Beeston) (Prohibition of Waiting and Residents' Controlled Zone) Traffic Regulation Order 2016 (5221)
- The Nottinghamshire County Council (Burntstump Hill, Arnold, Calverton and Papplewick) (50 mph Speed Limit) Order 2016 (7185) – Consideration of Objections
- The Nottinghamshire County Council (Meadowbank Way and Victoria Street, Eastwood and Nottingham Road, Kimberley) (Prohibition of Waiting and No Loading Restrictions) Traffic Regulation Order 2016 (5225) – Consideration of Objections

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

All



**16 March 2017****Agenda Item: 11****REPORT OF DIRECTOR OF PLACE DEPARTMENT****RAIL ISSUES UPDATE REPORT****Purpose of the Report**

1. The purpose of this report is to update Committee regarding ongoing rail consultation responses.

**Information and Advice****High Speed 2 (HS2)**

2. On 15<sup>th</sup> November 2016 the government announced the preferred route for the HS2 Phase 2b route from the West Midlands to Leeds; which includes sections of the route in Ashfield and Broxtowe. Royal Assent has now been granted for phase 1 (to Birmingham), with the Hybrid Bill for phase 2a (to Crewe) drafted and scheduled to be deposited this summer (2017). The Hybrid Bill for phase 2b (to Leeds) is then expected to be deposited by end of 2019.
3. The preferred route includes a number of refinements to the route previously consulted on in 2013. A number of these refinements are not subject to further consultation. This is because they are considered to reflect earlier feedback, including two local refinements at:
  - East Midlands Hub Station – whilst the configuration of the hub station has not changed and it remains in the same general area, it has been moved approximately 150m south to enable the route to fit between Stapleford and Sandiacre. The route north out of the station has moved approximately 50m west and has reduced in height when passing over the Erewash Canal and existing rail line
  - Strelley – whilst the route follows the same corridor, it has moved several metres east.
4. The government are undertaking consultation on seven refinements to the route, including:
  - East Midlands Hub approach around Long Eaton – amended vertical alignment to address local concerns about the creation of a physical barrier, highway impacts and flood risk from the extended viaduct. This refinement includes a short section in Stapleford, where the route will move slightly further west (away from existing properties)
  - The route close to Huthwaite (but actually within Derbyshire) – amended alignment on the section close to the county boundary near Huthwaite, where the route will move slightly closer to the county boundary
  - Route along A42 around East Midlands Airport (Leicestershire) – this section of the route now runs alongside (east of) the A42 and M1 rather than a tunnel under the airport.



5. The consultation on the seven route refinements closed on 9<sup>th</sup> March 2017.
6. As part of the process, now that a preferred route has been announced, there was also a consultation on property compensation. This property compensation and assistance scheme consultation was available for comment by homeowners and businesses affected by the plan and reflects the Government's commitment to providing property compensation to those affected by the scheme.
7. Whilst none of the seven route refinements is within the Nottinghamshire Local Authority boundary, it was considered important that the County Council still responded to support the overall project. Our response has thus first and foremost re-iterated our strong support for Toton as the location for the HS2 Hub Station to serve the East Midlands.
8. Other comments have been limited to strategic issues including the importance of classic compatible services, welcoming the safeguarding to allow affected property owners compensation, welcoming the alternative vertical alignment options for consideration at Long Eaton, the need for suitable access from A52, the need for the tram to extend to the Toton site (as well as improved access via other sustainable transport modes), consideration of access from Mansfield/Ashfield via the existing rail freight line and support for the proposed Eastern leg as the most economically effective route to serve Scotland by HS2.
9. The HS2 consultation events in the East Midlands were well attended and provided valuable information to allow local groups / organisations to respond directly to the formal consultation exercise.

### **East Midlands Trains franchise**

10. On 16 November the Government announced the East Midlands Rail Franchise Prospectus setting out the aspirations for the franchise and providing bidders interested in the Franchise with details of the competition process and early guidance. East Midlands Council (EMC) with the support of Nottinghamshire County Council has employed David Young of SCP consultancy to coordinate a response on behalf of the East Midlands and to work with the Department for Transport (DfT) on the franchise process. Formal consultation is due to commence in March for a 12 week period before Invitation To Tender (ITT) documents are submitted. The framework for the EMC response is detailed below.
11. The strategic objective for the new East Midlands Rail Franchise is to support the drive for economic growth across the East Midlands by increasing connectivity, for people and businesses, in three ways:
  - **Intercity** connectivity from the East Midlands to the air and sea ports and major cities in the UK, especially London, Birmingham, Manchester and Liverpool, Leeds and Sheffield, Cambridge and Scotland;
  - Between Derby, Leicester, Lincoln and Nottingham which are the four **Regional Hub** cities within the East Midlands; and,
  - **Local services** providing access for outlying communities into the key towns and Regional Hub cities of the East Midlands.



12. This requirement to improve intercity, regional hub and local rail services is consistent with both the Midlands Engine and Midlands Connect initiatives.
13. Locally the requirement to improve intercity, regional hub express and stopping local rail services, means that each *service type* has its own needs, but common across each service type is the need to:
- **Ensure sufficient capacity** is provided to address the existing problems of over-crowding, adequately meet today's needs and be able to accommodate the anticipated growth of each town/City throughout the life of the franchise;
  - **Provide the right quality of train** that is attractive to existing and potential customers and importantly meets the travelling needs appropriate to the intercity, regional or local trip being made and branded accordingly, and allowing customers to make best use of their time whilst travelling;
  - **Minimise journey time, improve connectivity and increase frequency;** and
  - **7 day railway serving a 7 day economy by providing services meeting peoples needs**, meeting the diverse economic, retail and leisure needs of the East Midlands region.
14. Key Nottinghamshire service options under consideration include:
- Nottingham in 90 minutes (from London)
  - An hourly limited stop service between Lincoln and Birmingham
  - Restoring two trains per hour between Lincoln and Nottingham
  - Increased service frequency/capacity between Nottingham and Derby
  - Increased service frequency/capacity between Nottingham and Leicester
  - Increased service frequency/capacity between Nottingham and Lincoln
  - Increased stopping services between Nottingham and Grantham
  - Enhanced Sunday services and
  - Consideration of opening new lines to passengers such as Mansfield to Ollerton.

## Other Options Considered

15. The consultation documents detail the processes undertaken to date.

## Reason/s for Recommendation/s

16. The proposals will support sustainable economic growth.

## Statutory and Policy Implications

17. 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 note the content of this report and that further consultation responses regarding East Midlands Rail Franchise be reported to a future Committee.

**Adrian Smith - Corporate Director Place Department**

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

Kevin Sharman: Team Manager – Transport Planning and Programme Development

### **Constitutional Comments (SLB 20/02/17)**

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

### **Financial Comments (GB 20/02/17)**

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

### **Background Papers and Published Documents**

None.

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

All



**REPORT OF CORPORATE DIRECTOR, PLACE  
PERFORMANCE REPORT – HIGHWAYS****Purpose of the Report**

1. This report provides information to the Committee on the performance of the Highways Service provided by Via EM and the County Council – updated to the end of quarter 3 2016/17.

**Information and Advice**

2. The Highways Service is delivered primarily through a joint venture company Via EM to the County Council for the benefit of the County's residents, visitors, businesses and highway users, with some key strategic functions retained by NCC e.g. development control.
3. There is a range of performance measures which support performance management for the company and County Council and these cover the large range of services provided, including road maintenance, casualty reduction, congestion and traffic management, street lighting and development control. This report covers Q3 of 2016/17 which is the second quarter of Via's operation.
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)
  - Highway Development Control Indicators (Appendix 4)
  - Road Condition Indicators (Appendix 5)
  - NHT Customer Satisfaction Data (Appendix 6)

**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 continues to reflect good performance. At Q3 the figure for the average Street Lighting repair rate was 6.93 days compared against a target of 7 days.
- b. *DNO Street Lights* – Additional data was requested on the average time taken by the District Network Operator to rectify faults under its control. That figure for Q3 was 30.24 days, which is within the target of 35 calendar days. Discussions with the DNOs are ongoing to reduce these repair times.
- c. *Potholes and Repairs* – For Q3 there were 4447 defects repaired compared with 3626 in the same quarter in 2015/16. The average repair time for all categories of repair is well within the target timescales.
- d. *Highways Recorded Complaints* – A breakdown of complaints is contained in Appendix 1B and compares the number of complaints (47) to the number of service enquiries (12,958). A large proportion of complaints are not upheld as they relate to dissatisfaction in policy or factors out of the service's control.

With regards to the number of enquiries received, since the first quarter of 2016/17 the NCC public website has provided online details of enquiries already received. This service allows users to link to an existing enquiry and obtain updates on the status change through automated messaging. This improvement appears to have resulted in a reduction in the number of enquiries as the service is not receiving as many multiple enquiries about the same matter. This change was expected but will continue to be verified over the coming months. The knock on effect of the number of enquiries reducing is that the proportion of enquiries that are complaints has increased.

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

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

*Highway Safety* - Despite 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% from the 2005-09 average (the baseline). Overall the figures for 2016/17 indicate an in year 42% reduction has been achieved, i.e. a reduction to 228, from the baseline figure of 392.

The 2020 target is also to reduce the number of children killed or seriously injured in road accidents by 40% from the 2005-09 average (the baseline). Overall the figures for 2016/17 indicate an in year 62% reduction has been achieved, i.e. a reduction to 16, from the baseline figure of 42.

## 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 may change as further claims 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 2016/17 appears to show a reduction in the number of claims.

#### **Highway Development Control & Flood Risk Management Indicators (Appendices 4A & 4B)**

- f. *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 94% and 95% respectively.
- g. *Flood Risk Management* - These quarterly indicators monitor the processing of flood risk management planning applications with the targets set at 95% of all enquiries being dealt with within 21 days. At Q3 the figures are 97.2% for all applications and 96.9% for major and bespoke applications.

#### **National Road Condition Indicators (Appendix 5)**

- h. *Road Condition* – These are annual indicators which are produced utilising condition data for the highway network collated from a number of sources. The condition of the A road network has shown a steady improvement since 2012 due to ongoing maintenance. The results show that 1.3% of the A Road Network should be considered for repair compared with a target of 4%. The condition of the B & C road network shows that 3.2% should be considered for repair compared with a target of 9%. Given the good performance on these road types, an element of funding has been redirected into preventative treatments on the unclassified network. The marginal increase in the condition indicator this year suggests that this has not had a significantly adverse effect.

The condition of the unclassified road network results shows that 20.5% should be considered for repair compared with a target of 19%. This is a slight improvement since last year, but it will take an additional two or three years for the preventative maintenance treatments referred to above to have any significant impact on these figures.

#### **NHT Customer Satisfaction Data (Appendix 6)**

- i. *Customer Satisfaction Survey* – The County Council participates in the National Highways and Transport Customer Satisfaction Survey. The results for 2016 have been released and the national data for Shire Counties has been calculated. The results show that the service is generally in line with, or above, the national mean for Shire Counties. In particular, overall satisfaction is the joint national highest for a Shire County.

#### **Via EM Performance Management**

- j. A suite of key performance management indicators is being prepared for the management of the contract between Via EM and the County Council. Many of these indicators are existing ones that have been reported to this committee previously with the addition of specific measures for service standards. This draws on extensive work with the Midland Highway Alliance and other authorities and introduces a set of indicators that focus on the delivery of the whole service. These measures also review



the collaborative health of the contractual relationship between Via EM and the County Council and include the option to introduce a set of service credits, where the achievement criteria have not been met. This system is being introduced by agreement of all parties involved including the target values.

### **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.

**Gary Wood**  
**Group Manager, Environment & Highways**

For any enquiries about this report please contact:  
Gary Wood Group Manager Environment and Highways 0115 9774270

### **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	Q4	Q1	Q2	Q3	Target	Status	Trend from Q3 last year	Trend from previous quarter	
	15/16	15/16	16/17	16/17	16/17					
The average number of days taken to repair a street light fault, which is under the control of the Local Authority	7.44 Days	6.77 Days	6.74 Days	5.25 Days	6.93 days	7 days				The figure of 6.93 days is below the Authority's target figure of 7 days and represents a good performance for the 3 <sup>rd</sup> quarter period. The changes of the clocks and longer duration of darkness around commuting/travelling periods exposes faults and results in an increase of reporting. Along with the wintery weather conditions and the increase volume of faults has resulted in slightly increased repair times, however this remains within the target of 7 days. It has also been identified the higher volume of faults are located within areas where minimal replacement of lanterns to LED have been carried out.
The average number of days taken by the District Network Operator (DNO) to rectify street light faults under the DNO's control, following notification of the fault to the DNO	-	-	-	-	30.24	35 days		N/A	N/A	The national target is 25 working days, equating to 35 calendar days.
Number of defects identified/reported	3,626	5,852	5,243	4,308	4,447	N/A	N/A	N/A	N/A	The number of defects raised for the quarter 3 period is 4,447.



Average number of days to repair a category 1 (urgent) defect	2 Days	1 Day	1 Day	<1 Day	<1 day	1Day				The repair time for Category 1 urgent defects is <1 day. The number of repairs completed in Q3 is 661. A large proportion of these defects are 'filled when found' as part of our first time fix approach by the highways Inspectors and Assistants at the time of inspection. This approach was established just over 12 months ago and is now embedded in our working practices.
Average number of days to repair a category 2 (high) defect	17 Days	13 Days	11 Days	4 Days	16 Days	28 Days				The repair time for Category 2 high defect is 16 days. The number of repairs completed in Q3 is 1875. The repair time for Category 2 (high) defects has increased although the overall performance is still well within the target of 28 days.
Average number of days to repair a category 2 (low) defect	16 Days	37 Days	18 Days	11 Days	21 Days	90 Days				The repair time for Category 2 Low defect is 21 days. The number of repairs completed in Q3 is 1564. This is the lowest Category of defect and, like the Category 2 (high) defects, repair time has increased although the overall performance is still well within the target.

**Key symbols table:**

Status	Indicators	Trend	
	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 Period

## Appendix 1B

Highways Complaint Outcomes	Q3 2015/16	Q4 2015/16	Q1 2016/17	Q2 2016/17	Q3 2016/17	Trend from same quarter last year	Trend from previous quarter
Upheld or Partially Upheld	18	17	25	36	18	▬	↑
Not Upheld or Still Active	31	32	38	53	29	↑	↑
Total for Period	49	49	63	89	47	↑	↑

Number of Enquiries received by Highways Services	Enquiries Received & Percentage Related to Highways						
	Q3 2015/16	Q4 2015/16	Q1 2016/17	Q2 2016/17	Q3 2016/17	Trend from same quarter last year	Trend from previous quarter
Total no. of Highways related enquiries	15,870	16,113	13,648	13,389	12,958	↑	↑
Proportion of enquiries that are highways complaints related	0.3%	0.3%	0.5%	0.7%	0.4%	↓	↑

Trend	
↑	Improving trend
↓	Deteriorating trend
▬	No change







## Road Safety Performance Indicators

## Appendix 2A

Indicator description	Actual Value	Target	Status	Chart	Comments																								
Reduce the number of people killed or seriously injured in road traffic collisions	320	414		<p>Progress on Nottinghamshire County 2020 target for a 40% reduction in KSI casualties</p>  <table border="1"><thead><tr><th>Year</th><th>Value</th><th>Target</th></tr></thead><tbody><tr><td>05-09 AVG</td><td>517</td><td>517</td></tr><tr><td>2011</td><td>454</td><td>485</td></tr><tr><td>2012</td><td>443</td><td>470</td></tr><tr><td>2013</td><td>345</td><td>445</td></tr><tr><td>2014</td><td>343</td><td>420</td></tr><tr><td>2015</td><td>320</td><td>395</td></tr><tr><td>2020 TARGET</td><td>310</td><td>310</td></tr></tbody></table>	Year	Value	Target	05-09 AVG	517	517	2011	454	485	2012	443	470	2013	345	445	2014	343	420	2015	320	395	2020 TARGET	310	310	In 2015 there were 320 people killed or seriously injured. This is a reduction of 38% compared with the 2005-9 average of 517 and puts us on target to meet the 40% reduction required by 2020.
Year	Value	Target																											
05-09 AVG	517	517																											
2011	454	485																											
2012	443	470																											
2013	345	445																											
2014	343	420																											
2015	320	395																											
2020 TARGET	310	310																											
Reduce the number of children killed or seriously incurred in road traffic accidents	32	43		<p>Progress on Nottinghamshire County 2020 target for a 40% reduction in child KSI casualties</p>  <table border="1"><thead><tr><th>Year</th><th>Value</th><th>Target</th></tr></thead><tbody><tr><td>05-09 AVG</td><td>54</td><td>54</td></tr><tr><td>2011</td><td>41</td><td>48</td></tr><tr><td>2012</td><td>43</td><td>45</td></tr><tr><td>2013</td><td>28</td><td>42</td></tr><tr><td>2014</td><td>20</td><td>39</td></tr><tr><td>2015</td><td>32</td><td>36</td></tr><tr><td>2020 TARGET</td><td>32</td><td>32</td></tr></tbody></table>	Year	Value	Target	05-09 AVG	54	54	2011	41	48	2012	43	45	2013	28	42	2014	20	39	2015	32	36	2020 TARGET	32	32	In 2015 there were 32 children killed or seriously injured. This is a reduction of 40% compared with the 2005-9 average of 54 and puts us on target to meet the 40% reduction required by 2020.
Year	Value	Target																											
05-09 AVG	54	54																											
2011	41	48																											
2012	43	45																											
2013	28	42																											
2014	20	39																											
2015	32	36																											
2020 TARGET	32	32																											




















## 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 from same quarter last year	Trend from previous quarter	
		15/16	15/16	16/17	16/17	16/17					
People killed or seriously injured in road traffic collisions	% Change	44.4%	38%	32.5%	40.3%	42%	40%				The figures at the end of the third quarter of 2016 show a reduction of 42% (from 392 to 228) against the equivalent baseline average figure for 2005 – 2009. This keeps us on course to meet our national casualty reduction target of 40% by 2020.
	Baseline Value	392	517	123	248.6	392					
	Quarterly Value	218	320	83	148	228					
Number of children killed or seriously injured in road traffic accidents	% Change	57.5%	40%	59%	73%	62%	40%				The figures at the end of the third quarter of 2016 show a reduction of 62% (from 42 to 16) against the equivalent baseline average for 2005 -2009. This keeps us on course to meet our national target of 40% by 2020.
	Baseline Value	42	54	12.2	26	42					
	Quarterly Value	18	32	5	7	16					

### Key symbols table:

Status	Indicators	Trend	
	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	Highways Claims				
	2012-2013	2013-2014	2014-2015	2015-2016	2016-17
<b>(A)</b> Number of claims received <b>(C+D+E)</b>	671	705	577	491	242
<b>(B)</b> Number of claims settled <b>(C+D)</b>	665	691	549	432	86
<b>(C)</b> Number of above claims Defended / Repudiated	510	505	434	336	46
<b>(D)</b> Number of claims finalised/settled	155	186	115	96	40
<b>(E)</b> Active claims	6	14	28	59	156
<b>(F)</b> Percentage Repudiation Rate <b>(C/B x 100)</b>	<b>77%</b>	<b>73%</b>	<b>79%</b>	<b>78%</b>	<b>*53%</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.

**\*Repudiation rate is calculated up to the third quarter.**




















## Highways Development Control Indicators Q3 Period

## Appendix 4A

Highway Development Control	Performance Measures									Comments
	Q3	Q4	Q1	Q2	Q3	Target	Status	Trend from same quarter last year	Trend from previous quarter	
	15/16	15/16	16/17	16/17	16/17					
Development Control Applications	95.0%	86.75%	87.0%	93.0%	94.0%	95.0%				There have been a total of 727 formal applications received in Q3 with 94% responded to within the 21 day deadline with the target being 95%.
Development Control Pre-applications	98.0%	93.7%	91.0%	95.0%	95.0%	90.0%				There have been total of 143 informal applications received in Q3 with 95% responded to within the 21 day deadline, this is above the target of 90%.

### Key symbols table:

Status	Indicators	Trend	
	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 Flood Risk Management Indicators Q3 Period

## Appendix 4B

Highway Flood Risk Management	Performance Measures						Comments
	Q1	Q2	Q3	Target	Status	Trend from previous quarter	
	16/17	16/17	16/17				
Flood Risk Management (total) Planning Application Consultations	98.5%	98.3%	97.2%	95.0%			There have been a total of 396 formal applications received so far in 2016/17 with 98% of these responded to within the 21-day deadline with the target being 95%.
Flood Risk Management Major and Bespoke Planning Application Consultations	98.2%	98%	96.9%	95.0%			There have been total of 257 formal applications received so far in 2016/17 with 97.7% of these responded to within the 21-day deadline, this is above the target of 95%.

### Key symbols table:

Status	Indicators	Trend	
	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		


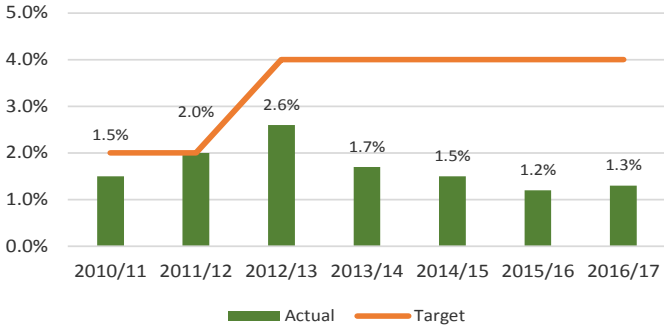



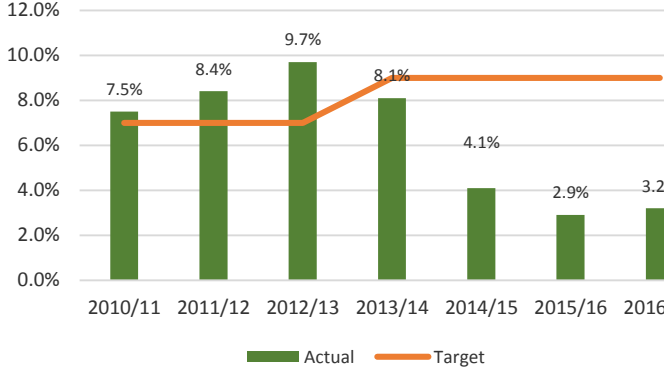





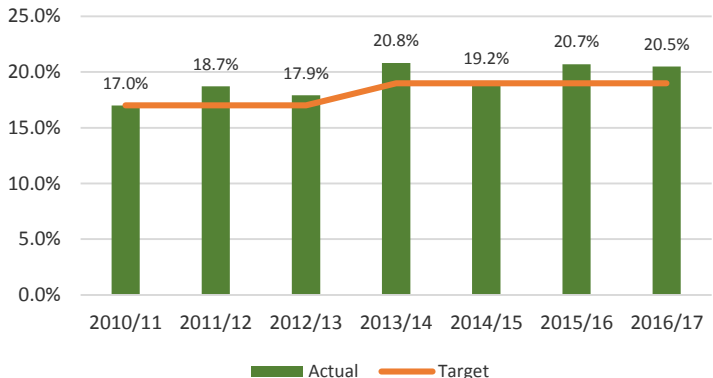
## National Road Condition Indicators (Annual Measures)

## Appendix 5





Indicator	Maximise or Minimise	Actual Versus Target	Trend Chart	Comments																								
Roads where maintenance should be considered – principal (KPI)	Aim to Minimise	<div><div>Actual</div><div>1.3%</div><div>Target</div><div>4.0%</div><div></div></div>	 <table><thead><tr><th>Year</th><th>Actual</th><th>Target</th></tr></thead><tbody><tr><td>2010/11</td><td>1.5%</td><td>2.0%</td></tr><tr><td>2011/12</td><td>2.0%</td><td>2.0%</td></tr><tr><td>2012/13</td><td>2.6%</td><td>4.0%</td></tr><tr><td>2013/14</td><td>1.7%</td><td>4.0%</td></tr><tr><td>2014/15</td><td>1.5%</td><td>4.0%</td></tr><tr><td>2015/16</td><td>1.2%</td><td>4.0%</td></tr><tr><td>2016/17</td><td>1.3%</td><td>4.0%</td></tr></tbody></table>	Year	Actual	Target	2010/11	1.5%	2.0%	2011/12	2.0%	2.0%	2012/13	2.6%	4.0%	2013/14	1.7%	4.0%	2014/15	1.5%	4.0%	2015/16	1.2%	4.0%	2016/17	1.3%	4.0%	The condition of the A road network has shown a steady improvement since 2012 due to ongoing maintenance. Due to our survey cycle (direction of travel in alternating years) and tolerances between different TRL accredited survey companies of +/- 1%, there can be variation in the outrun figure.
Year	Actual	Target																										
2010/11	1.5%	2.0%																										
2011/12	2.0%	2.0%																										
2012/13	2.6%	4.0%																										
2013/14	1.7%	4.0%																										
2014/15	1.5%	4.0%																										
2015/16	1.2%	4.0%																										
2016/17	1.3%	4.0%																										

Indicator	Maximise or Minimise	Actual Versus Target	Trend Chart	Improvements																								
Roads where maintenance should be considered – non principal	Aim to Minimise	<div><div>Actual</div><div>3.2%</div><div>Target</div><div>9.0%</div><div></div></div>	 <table><thead><tr><th>Year</th><th>Actual</th><th>Target</th></tr></thead><tbody><tr><td>2010/11</td><td>7.5%</td><td>7.0%</td></tr><tr><td>2011/12</td><td>8.4%</td><td>7.0%</td></tr><tr><td>2012/13</td><td>9.7%</td><td>7.0%</td></tr><tr><td>2013/14</td><td>8.1%</td><td>9.0%</td></tr><tr><td>2014/15</td><td>4.1%</td><td>9.0%</td></tr><tr><td>2015/16</td><td>2.9%</td><td>9.0%</td></tr><tr><td>2016/17</td><td>3.2%</td><td>9.0%</td></tr></tbody></table>	Year	Actual	Target	2010/11	7.5%	7.0%	2011/12	8.4%	7.0%	2012/13	9.7%	7.0%	2013/14	8.1%	9.0%	2014/15	4.1%	9.0%	2015/16	2.9%	9.0%	2016/17	3.2%	9.0%	The condition of the B & C road network continues to be well inside the target of 9%. Due to our survey cycle (direction of travel in alternating years) and tolerances between different TRL accredited survey companies of +/- 1%, there can be variation in the outrun figure.
Year	Actual	Target																										
2010/11	7.5%	7.0%																										
2011/12	8.4%	7.0%																										
2012/13	9.7%	7.0%																										
2013/14	8.1%	9.0%																										
2014/15	4.1%	9.0%																										
2015/16	2.9%	9.0%																										
2016/17	3.2%	9.0%																										



Indicator	Maximise or Minimise	Actual Versus Target	Trend Chart	Improvements																								
Roads where maintenance should be considered – unclassified KPI	Aim to Minimise	<div><div><div>Actual</div><div>20.5%</div><div>Target</div><div>19.0%</div></div><div></div></div>	 <table><thead><tr><th>Year</th><th>Actual (%)</th><th>Target (%)</th></tr></thead><tbody><tr><td>2010/11</td><td>17.0%</td><td>17.0%</td></tr><tr><td>2011/12</td><td>18.7%</td><td>17.0%</td></tr><tr><td>2012/13</td><td>17.9%</td><td>17.0%</td></tr><tr><td>2013/14</td><td>20.8%</td><td>18.5%</td></tr><tr><td>2014/15</td><td>19.2%</td><td>18.5%</td></tr><tr><td>2015/16</td><td>20.7%</td><td>18.5%</td></tr><tr><td>2016/17</td><td>20.5%</td><td>18.5%</td></tr></tbody></table>	Year	Actual (%)	Target (%)	2010/11	17.0%	17.0%	2011/12	18.7%	17.0%	2012/13	17.9%	17.0%	2013/14	20.8%	18.5%	2014/15	19.2%	18.5%	2015/16	20.7%	18.5%	2016/17	20.5%	18.5%	The condition of the Unclassified road network showed a spike in the percentage of roads requiring maintenance in 2013. Prior to this, the condition had remained steady over 3 years. The result for this year is a slight improvement compared to the previous year. The current survey cycle for U/C roads has each road surveyed once every 3 years on a district by district basis so there will always be a lag in the overall RCI data for the whole country.
Year	Actual (%)	Target (%)																										
2010/11	17.0%	17.0%																										
2011/12	18.7%	17.0%																										
2012/13	17.9%	17.0%																										
2013/14	20.8%	18.5%																										
2014/15	19.2%	18.5%																										
2015/16	20.7%	18.5%																										
2016/17	20.5%	18.5%																										

#### Key Symbols table:

Status	Indicators
	Below target by more than 10%
	Below target by up to 10%
	On or above target
	No reported data or no target



# NHT Customer Satisfaction Data (% of population satisfied)

# Appendix 6

NHT Customer Satisfaction Indicators	Performance Measures									Comments
	2013	National Mean*	2014	National Mean*	2015	National Mean*	2016	National Mean*	National Highest*	
NHT - Overall Highways & Transport	55.4%	54.1%	56.0%	53.6%	54.9%	53.6%	57.0%	53.3%	57.0%	Overall satisfaction with Nottinghamshire Highways & Transport is the joint national highest for a Shire County, 3.7% above the national mean
NHT - Highways Maintenance	46.5%	47.0%	45.5%	46.0%	49.9%	49.8%	48.3%	48.5%	51.9%	0.2% below the national mean for Shire Counties
NHT - Walking & Cycling Facilities	53.1%	53.9%	52.9%	52.6%	55.8%	55.5%	56.8%	55.2%	58.3%	1.6% above the national mean for Shire Counties
NHT - Tackling congestion	56.0%	54.9%	54.9%	54.5%	54.1%	54.2%	55.2%	53.8%	56.4%	1.4% above the national mean for Shire Counties
NHT - Road Safety	52.0%	53.8%	52.2%	53.0%	54.6%	54.1%	55.1%	54.7%	56.9	0.4% above the national mean for Shire Counties

\* National Data for Shire Counties







**16<sup>th</sup> March 2017****Agenda Item: 13****REPORT OF CORPORATE DIRECTOR PLACE****CHARGES FOR HIGHWAYS SERVICES 2017/18****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 2017/18.

**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 July 1<sup>st</sup> 2016, Via East Midlands was tasked with delivering the majority of the services related to the charges outlined in Appendix A on behalf of the Authority. Where these charges cannot be transferred to the company for legal reasons, they continue to be co-ordinated by the retained Client.
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 changed, the new description is highlighted using italics. Charges have increased by inflation, except where charges are set by statute.

**Changes to Charging Mechanisms**



5. The requirement for charging statutory undertakers for closing a zebra, to ensure they are able to carry out their works safely, has been identified. This service will be provided at cost to these bodies. Where there has been a national directive to add VAT to the provision of a service, such as land searches, this has also been reflected in the charging mechanism.

## **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. If the proposals are confirmed, charges to the public for some of the Highway Services will be increased. The increases have been kept to a minimum and reflect and reflect the current financial climate and 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.

### **Equalities Implications**

9. None

### **Crime and Disorder Implications**

10. None

### **Human Rights Implications**

11. None

### **Safeguarding of Children Implications**

12. None

### **Human Resources Implications**

13. None

### **Implications for Sustainability and the Environment**



14. None

## **RECOMMENDATION/S**

- 1) Approval be given for the proposed charges for highways services, documents and data for the financial year commencing 1 April 2017, as detailed in the appendix to the report.
- 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:**

Gary Wood, Group Manager Environment and Highways

### **Constitutional Comments [SLB 07/02/2017]**

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

### **Financial Comments [ RWK 09/02/2017]**

16. 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 2017

CATEGORY	Publication, Information or Service	Charge		VAT Chargeable	Comments
		2016/17	2017/18		
DOCUMENTS	Street Lighting Guide / Code of Practice	£14.00+£1.65p&p	£14.25 + £1.65p&p	Yes	
	Local Transport Plan	£50.50 +£1.50p&p	£51.50 +£1.50p&p		
DATA	Paper Copies of plans	Cost	Cost		Charge covers copying, admin and postage costs.
	Traffic Counts	£74*	£75*	Yes	Commercial organisations only, £75 charge for first information + £13 for each additional figure. Provided at cost to litigants.
	Traffic Counts - copy of raw data	£74/arm	£75.18/arm	Yes	Commercial organisations only, provided at cost to litigants.
	Information to Map producers	Cost	Cost		Charge covers copying, admin and postage costs.
	Traffic Control & UTC information	£103*	£105*		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*	£44		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)	£81*	£82		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.
	<i>Accident Data- Major concise crash report (more than 60 collisions)</i>	Cost*	Cost*		
	Accident Data – Full crash report ((up to and including 60 collisions)	£146.50*	£149*		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 (up to and including 60 collisions). Charge includes full details.	£219*	£223*		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.
	<i>Accident Data – Major Severity Plot showing location and severity only (more than 60 collisions). Charge includes full details.</i>	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 (up to and including 60 collisions)	£243.50*	£248*		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*	Yes	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*	£16.25*	Yes	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	£10	Yes	Rights of way question now compulsory on the CON29 form.
	Property Searches – Search of the Greens and Common Registers	£16	£30	Yes	Question now in three parts (optional question on CON29 form). Additional £16 for a copy of the Common/TVG register and £16 for a copy of the documents contained within the Statutory Statement and Declaration Register.
	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. Cost recovery set by regulations under NRSWA



**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)**

† One combined licence will be issued for concurrent activities in a single area. The fee payable is the highest applicable for a single activity included in the licence. All TM costs are the responsibility of the promoter.

CATEGORY	Publication, Information or Service	Charge		VAT Chargeable (Note **)	Comments
		2016/17	2017/18		
SERVICES (Continued)	NRSWA - Remedial Works	Cost	Cost		Works cost + staffing and admin costs if defect found. Cost recovery set by regulations under NRSWA
	NRSWA - Remedial Works	Cost	Cost		Works cost + staffing and admin costs if defect found. Cost recovery set by regulations under NRSWA
	NRSWA - Improvement Plan Inspections	Cost	Cost		Associated costs determined by Codes of Practice made under NRSWA 1991
	NRSWA – Section 50 Street Works Licence	£481	£331 + £150 per inspection unit		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 for each inspection unit (as defined in NRSWA)
	NRSWA – Section 50 Consent	£308	£158 + £150 per inspection unit		To work on existing apparatus in the highway - £158 for Admin and £150 for inspections for each inspection unit (as defined in NRSWA)
	Signal Switch Offs	Cost	Cost		Cost is set by maintenance contract costs
	Zebra Crossing switch off	Cost	Cost		New service
	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	£52	£68 Includes stats plan		Charge covers cost of initial inspection 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	£15.25		
	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.)	£61/hour/ £242 (min charge)	£62/hour £248 (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	£180	£185		Approval for such provisions will at all times be at the Highway Authority's or its agent's discretion. Approval of Highway Managers is required. Cost covers design health & safety, admin and works costs and maintenance. In order to keep the price at a reasonable level it may be necessary to delay individual sites until there is a viable number of markings to deliver in that area.
	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)	£163 min. See comments	£166 See comments		For each installation, NCC will contribute a maximum of £250 towards costs in excess of £166. A Street Works Licence is required – commuted sum fees do not apply for installation of fixed term not exceeding 3 months
	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	£2	£2		
	1 Week Virtual Visitor Parking	£10	£10		
	2 Week Virtual Dispensation	£15	£15		For non-resident parking



CATEGORY	Publication, Information or Service	Charge		VAT Chargeable (Note **)	Comments
		2016/17	2017/18		
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>£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.	<b>£150</b>  Note: For applications to register a parcel greater than 500ha, applicants will need to ask NCC for a quote and the actual cost will be charged.		Changes in charges are as a result of the new regulations introduced in December 2016 for Highways HA80 Section 31(6) statements and declarations. There is now a requirement to post S31(6) notices on site.
	Dedication of Highways and village Greens HA80 Section 31(6) and Commons Act 2006 15A (1) statements and declarations	<b>£154</b> for first two notices / parcels. <b>£26</b> per extra notice / parcel of land.  Note: For applications to register a parcel greater than 500ha, applicants will need to ask NCC for a quote.	<b>£156</b> for first two notices/parcels <b>£26</b> per extra notice/parcel of land.  Note: For applications to register a parcel greater than 500ha, applicants will need to ask NCC for a quote and the actual cost will be charged.		
LOCAL AUTHORITIES (TRANSPORT CHARGES) REGULATIONS 1998 (continued)	Skip License	£31	£32		The licence fee for skips covers staffing and admin costs. An unlicensed skip will incur a fee for Investigatory Inspection (£68 as NRSWA regulation) and licence fee for retrospective licence which will have a maximum period of 7 calendar days from the day of inspection or to date by which obstruction needs to be removed (whichever sooner)
	Access Scaffold less than 5 metres in length - initial license for 2-week period	£93	£94		See note †
	Access Scaffold less than 5 metres in length - additional 1-week period	£72	£73		See note †
	Access Scaffold over 5 but less than 10 metres in length - initial license for 2-week period	£154	£156		See note †
	Access Scaffold over 5 but less than 10 metres in length – additional 1-week period	£72	£73		See note †
	Access Scaffold over 10, up to 20 metres in length - initial license for 2-week period	£205	£208		See note †
	Access Scaffold over 10, up to 20 metres in length - additional 1-week period	£72	£73		See note †
	Access Scaffold over 10, up to 20 metres in length - initial license for 2-week period	£205	£208		See note †
	Additional lengths of access Scaffold up to 20 metres in length - initial license for 2-week period	£77	£78		See note †
	Additional lengths of access Scaffold up to 20 metres in length - additional 1-week period	£41	£42		See note †
	Remedial works final inspection for scaffolds up to 20 metres in length (where necessary)	£62	£63		
	Remedial works final inspection for each additional length of scaffold up to 20 metres in length (where necessary)	£36	£37		
<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>					



† One combined licence will be issued for concurrent activities in a single area. The fee payable is the highest applicable for a single activity included in the licence- All TM costs are the responsibility of the promoter.

CATEGORY	Publication, Information or Service	Charge		VAT Chargeable (Note **)	Comments
		2016/17	2017/18		
LOCAL AUTHORITIES (TRANSPORT CHARGES) REGULATIONS 1998 (continued)	Mobile Tower Scaffold – additional 1-day period	£72	£73		See note †
	Remedial works final inspection for Mobile Tower Scaffold (where necessary)	£62	£63		
	Mobile Access Platform – initial license for 1-day period	£154	£156		See note †
	Mobile Access Platform – additional 1-day period	£72	£73		See note †
	Remedial works final inspection for Mobile Access Platform (where necessary)	£62	£63		
	Crane – initial license for 1-day period	£205	£208		See note †
	Crane – additional 1-day period	£72	£73		See note †
	Remedial works final inspection for a crane (where necessary)	£62	£63		
	Hoarding/fencing up to 20 metres in length – initial license for 2-week period	£205	£208		See note †. Length of hoarding to be measured along all sides of enclosed area which abut the highway (usually 3 sides). Site cabins without hoarding/fencing are charged at the same rate as if hoarding/fencing present. Maximum length of storage without hoarding is 5m but Street Works Safety Code applies.
	Hoarding/fencing up to 20 metres in length – additional 1-week period	£72	£73		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-week period	£113	£115		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	£42		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)	£62	£63		
	Remedial works final inspection for each additional length of Hoarding/fencing up to 20 metres in length (where necessary)	£36	£37		
	Temp. Excavations in the Highway - initial licence for two weeks.	£359	£365		Charge covers staffing and admin. Costs including inspections charged as set under. NRSWA S171 Consent required.
	Temp. Excavations in the Highway - each extra week, based on one inspection per week	£72	£73		See note †
	Remedial works final inspection of temp. excavations in the Highway (where necessary)	£62	£63		
	Materials stored on the highway – initial licence for 2-week period	£154	£156		See note †
	Materials stored on the highway – Additional 1-week period	£72	£73		See note †
	Remedial works final inspection following storage of materials on the highway (where necessary)	£62	£63		
	Licence to Construct Cellar under Highway	£154	£156		Charge covers staffing and admin costs including inspection.
	Licence to Construct Cellar Opening in Highway	£154	£156		Charge covers staffing and admin costs including inspection.
	Licence to Construct Cellar Light in Highway	£154	£156		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	£434 + advertising	£441 + advertising		Fixed charge applies to standard orders and notices but charge may be varied for more complex circumstances
	Temporary Notice	£333	£338		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	£257	£261		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 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.



<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> † One combined licence will be issued for concurrent activities in a single area. The fee payable is the highest applicable for a single activity included in the licence- All TM costs are the responsibility of the promoter.					
CATEGORY	Publication, Information or Service	Charge		VAT Chargeable (Note **)	Comments
		2016/17	2017/18		
Flood and Water Management Act 2010	Water Course Consents	£52	£53		All work involved in the administration of a consent and any necessary inspections.
	Sustainable Drainage Scheme approval	£350.00 to £7,500	£350.00 to £7,500		Charges made from 1 <sup>st</sup> October 2012 as per statute. Cost will vary in line with size of development being approved
<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> † One combined licence will be issued for concurrent activities in a single area. The fee payable is the highest applicable for a single activity included in the licence- All TM costs are the responsibility of the promoter.					







**16 March 2017****Agenda Item: 14**

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

### **Purpose of the Report**

1. To consider the Committee's work programme for 2017.

### **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>20 April 2017</b>				
Tram Update	Update report	Info	Sean Parks	Gary Wood
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Gary Wood
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
<b>15 June 2017</b>				
Highways Performance Report Q4	Quarterly Update	Info	Don Fitch	Gary Wood
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Gary Wood
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
<b>20 July 2017</b>				
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Gary Wood
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various



