

Transport and Highways Committee

Wednesday, 21 September 2016 at 14:00

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

AGENDA

- | | | |
|---|--|---------|
| 1 | Minutes of the last meeting held on 21 July | 3 - 4 |
| 2 | Apologies for Absence | |
| 3 | Declarations of Interests by Members and Officers:- (see note below)
(a) Disclosable Pecuniary Interests
(b) Private Interests (pecuniary and non-pecuniary) | |
| 4 | Integrated Transport and Highway Maintenance Capital Programmes 2016-17 | 5 - 20 |
| 5 | Review of Transport Schemes in Nottinghamshire with Safeguarded Routes | 21 - 30 |
| 6 | Gedling Access Road - Scheme Update, Compulsory Purchase Order and Side Roads Orders | 31 - 58 |
| 7 | Responses to Petitions Presented to the Chairman of the County Council | 59 - 66 |
| 8 | Work Programme | 67 - 72 |

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 21 July 2016 (commencing at 10.30 am)

Membership

Persons absent are marked with an 'A'

COUNCILLORS

Kevin Greaves (Chairman)
Steve Calvert (Vice Chair)

Roy Allan
Andrew Brown
Richard Butler
Steve Carroll

Colleen Harwood
Stan Heptinstall
Richard Jackson
John Peck

OFFICERS IN ATTENDANCE

Pete Barker - Democratic Services Officer
Tim Gregory - Corporate Director, Place
Neil Hodgson - Via East Midlands Ltd
Chris Ward - Transport & Travel Services

MINUTES OF THE LAST MEETING

The minutes of the last meeting held on 23 June, having been circulated to all Members, were taken as read and were confirmed, subject to the following amendment, and were signed by the Chair:

- Councillor Payne and not Councillor Pringle attended the meeting

APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillor Garner (other reasons).

MEMBERSHIP

Councillor Carroll replaced Councillor Payne and Councillor Heptinstall replaced Councillor Carr, both for this meeting only.

DECLARATIONS OF INTERESTS

No declarations of interests were made.

TRANSPORT & TRAVEL SERVICES - FLEET OPERATIONS STRUCTURE

RESOLVED 2016/042

1. That the addition of one new Fleet Supervisor post be approved
2. That the addition of six new Fleet Driver posts for future service growth be approved

THE NOTTINGHAMSHIRE COUNTY COUNCIL (RUFFORD COUNTRY PARK) (CIVIL ENFORCEMENT – OFF STREET PARKING PLACES) ORDER 2016 (3242)

RESOLVED 2016/043

That the Nottinghamshire County Council (Rufford Country Park) (Civil Enforcement – Off Street Parking Places) Order 2016 (3242) be made as advertised and the objector notified accordingly.

PROPOSED BUS STOP CLEARWAY (BLAKE ROAD, STAPLEFORD)

RESOLVED 2016/044

That the bus stop clearway at stop (ref. BR0480) be implemented with a revised time of operation (Monday – Saturday 9.30a.m. to 7.00 p.m.) and the objectors informed accordingly.

Councillors Brown, Butler, Jackson and Heptinstall requested that their votes dissenting against the above decision be recorded.

WORK PROGRAMME

RESOLVED 2016/045

That the Work Programme be noted.

The meeting closed at 10.58am

CHAIRMAN

22 September 2016**Agenda Item: 4****REPORT OF DIRECTOR OF PLACE DEPARTMENT****INTEGRATED TRANSPORT AND HIGHWAY MAINTENANCE CAPITAL
PROGRAMMES 2016/17****Purpose of the Report**

1. To update Committee on the current highway capital programme and seek approval for variations to the programme including provision for additional local safety schemes and traffic management schemes to address local community concerns. The proposed schemes are detailed in the appendices to this report.

Information and Advice

2. The funding for local transport improvements, such as new crossings, addressing congestion or road safety, is called the integrated transport block. The integrated transport block and highways capital maintenance block allocations both benefit from capital grant funding from the Department for Transport (DfT).

2016/17 capital highways programmes

3. Following the highways capital funding allocations approved at the 25th February 2016 County Council meeting, the integrated transport and capital maintenance detailed programmes (schemes) were approved at the 17th March 2016 Transport & Highways Committee meeting. This report proposes various amendments to those programmes following completion of feasibility, design work, local member / community consultation, recent deterioration, and accident investigations, all as set out in the appendices to this report. All proposed works, as shown in the appendices, are funded from within the approved Transport & Highways capital programmes.
4. The proposed amendments to the programme are:
 - Pedestrian improvements to help people access local facilities such as new crossing facilities on Storth Avenue, Hucknall; High Pavement, Sutton in Ashfield; and Southdale Road, Carlton
 - Bus stop improvements in East Leake
 - Signing schemes in Worksop and Giltbrook to improve traffic flows
 - Parking schemes at four locations to address increases in non-residents parking following the opening of the tram, These schemes have been prioritised on roads

which have had significant increases in parking, do not have off-street parking, and do not have enough space to accommodate the increase in vehicles parking

- A local safety scheme on the A60, Warsop to address the specific causes of reported road injury accidents identified following further investigation of reported accident data
 - A carriageway maintenance scheme in Hucknall (Wighay Road) carried over from 2015/16.
5. Following completion of consultation and feasibility works a number of schemes have also been removed from the 2016/17 programmes. These schemes are also included in the appendices along with the reason why they will no longer be progressed.
6. Each of the schemes included in the 2016/17 capital highways programmes is still subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, design and consultation. Work is also 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.
7. Delivery of both the integrated transport and maintenance capital programmes is under way with delivery and construction works now scheduled wherever possible through to the end of the financial year. Where the construction dates have been scheduled these are also included in the appendices.

Major transport schemes

8. Three major transport schemes are being delivered by the County Council during 2016/17:
- i. Hucknall Town Centre Improvement Scheme: Work on the scheme started in October 2015 and the demolition phase was completed before Christmas. The construction of the new road started in January 2016; and it is due to open to traffic in Autumn 2016 with the pedestrianisation of the High Street completed in Spring 2017
 - ii. A57/A60/B6024/St Anne's Drive, Worksop roundabout improvements: Works on this scheme started in February 2016 and the scheme is due to complete in Winter 2016
 - iii. Harworth access links: The scheme includes improvements to the A614/ Bawtry Rd/Blyth Rd and the A1/A614 junctions. Works on these junction improvements are planned to start in late 2016/17 and continue into 2017/18.

Other Options Considered

9. Other options considered are set out within this report. Whilst the highway capital programmes are detailed within the appendices to this report, scheme development work is underway for future years' programmes as well as feasibility work on schemes which have been included as reserve schemes in the 2016/17 financial year's programme. Reserve schemes could potentially be delivered during the 2016/17 financial year should other schemes become undeliverable or if other funding sources become available enabling schemes to be brought forward.

Reason/s for Recommendation/s

10. 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

11. 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 have been brought out within the report. 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 revised integrated transport programme as detailed in this report and appendix 1 to the report
 - b) approve the proposed revised capital maintenance programme as detailed in this report and appendix 2 to the report.

Tim Gregory - Corporate Director Place Department

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

Constitutional Comments (RHC 12/09/2016)

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

Financial Comments (GB 12/09/2016)

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

Background Papers and Published Documents

- Integrated transport and highway maintenance capital programmes 2015/16 Transport & Highways Committee report – 17 March 2016
- 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

Electoral Division(s) and Member(s) Affected

- All

Appendix 1 - 2016/17 integrated transport programme

Sub-block/scheme	Area	Scheme budget (£000)
Access to local facilities		
B600 Alfreton Road, Underwood - footway improvements	Ashfield	£10k-£25k
Forest Road, Sutton in Ashfield - dropped kerbs	Ashfield	≤£10k
High Pavement, Sutton in Ashfield - pedestrian refuge	Ashfield	£10k-£25k
Nabbs Lane, Hucknall - dropped kerbs	Ashfield	≤£10k
Storth Avenue, Hucknall - pedestrian refuge	Ashfield	£10k-£25k
Yorke Street, Hucknall - dropped kerbs (route treatment)	Ashfield	≤£10k
A60 Doncaster Road/Rotherham Baulk, Carlton in Lindrick - junction improvements [contribution to maintenance]	Bassetlaw	£25k-£50k
A634 High Street, south of Retford Road, Blyth - pedestrian crossing	Bassetlaw	£25k-£50k
B6045 Bridge Place, Worksop - pedestrian improvements	Bassetlaw	£10k-£25k
Cunningham Close and Keyes Rise, Mattersey Thorpe - dropped kerbs	Bassetlaw	≤£10k
Railway station approaches, Retford - pedestrian improvements (<i>carry over from 2015/16</i>)	Bassetlaw	£25k-£50k
Evelyn Street, Beeston - pedestrian improvements	Broxtowe	≤£10k
A60 Mansfield Road, Woodthorpe - zebra crossing upgrade	Gedling	£10k-£25k
Ramsey Drive, Arnold - dropped kerbs	Gedling	≤£10k
Southdale Road, Carlton - pedestrian refuge	Gedling	£50k-£100k
Wighay Road, Linby - footway improvements	Gedling	£25k-£50k
Church Lane, Mansfield - pedestrian route improvements	Mansfield	£50k-£100k
Timberland Trail (Mansfield Way), Forest Town - path upgrade (contribution to maintenance scheme)	Mansfield	£25k-£50k
Toothill Lane, Mansfield - footway widening	Mansfield	£50k-£100k
B6166 Lincoln Road/Winthorpe Road, Newark - crossing facilities	Newark & Sherwood	£50k-£100k
B6326 London Road, Balderton - pedestrian refuge	Newark & Sherwood	£10k-£25k
Bede House Lane, Newark - footway build out	Newark & Sherwood	≤£10k
Far Back Lane and Main Street, Farnsfield - dropped kerbs and build out	Newark & Sherwood	£10k-£25k
Kegworth Road, Gotham - improvements to pedestrian refuge (<i>carry over from 2015/16</i>)	Rushcliffe	£10k-£25k
Shelford Road, Radcliffe on Trent - zebra crossing	Rushcliffe	£25k-£50k
St Mary's Crescent, East Leake - dropped kerbs	Rushcliffe	≤£10k
Union Street, Bingham - one way system and footway widening	Rushcliffe	£10k-£25k
<u>Reserve schemes</u>		
A57 Worksop - new footway	Bassetlaw	> £250k
Fees to deliver the above schemes		> £250k
Sub-block allocation		1,300.0
External funding		0.0
Sub-block total		1,300.0

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

Appendix 1 - 2016/17 integrated transport programme

Bus improvements continued <u>Reserve schemes</u> Wooden Shelter upgrades Solar lighting programme Fees to deliver the above schemes	Countywide Countywide	≤£10k ≤£10k £100k-£150k
	Sub-block allocation	500.0
	External funding	66.1
	Sub-block total	566.1

Sub-block/scheme	Area	Scheme budget (£000)
Capacity improvements		
A611 transport study	Ashfield	£25k-£50k
Worksop town centre - car park signing	Bassetlaw	£25k-£50k
A610/kear roundabouts - signing improvements	Broxtowe	≤£10k
Nottingham Road/Smithurst Road, Giltbrook - signal improvements (MOVA)	Broxtowe	£50k-£100k
Fees to deliver the above schemes		£10k-£25k
	Sub-block allocation	150.0
	External funding	0.0
	Sub-block total	150.0

Sub-block/scheme	Area	Scheme budget (£000)
Cycling and health		
Cycle signing/parking	Countywide	≤£10k
Rights of Way signing improvements	Countywide	≤£10k
Rights of Way upgrades	Countywide	£10k-£25k
Aslockton FP 11 - upgrade to route to controlled level crossing	Rushcliffe	£10k-£25k
West Bridgford - strategic cycle route improvements	Rushcliffe	> £250k
Clifton Road, Ruddington - new cycle link (<i>carry over from 2015/16</i>)	Rushcliffe	£100k-£150k
<u>Reserve schemes</u>		
National Cycle Route (HS2 cycle route)	Ashfield/Broxtowe	£10k-£25k
Mansfield - strategic cycle route improvements	Mansfield	£200k-£250k
A60 Loughborough Road, West Bridgford - toucan crossing (<i>scheme dependent on securing external funding</i>)	Rushcliffe	£50k-£100k
Fees to deliver the above schemes		£100k-£150k
	Sub-block allocation	600.0
	External funding	217.5
	Sub-block total	817.5

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

Sub-block/scheme	Area	Scheme budget (£000)
Monitoring, development and design		
Development of future year's ITM programmes	Countywide	£100k-£170k
Advanced design of future schemes	Countywide	£25k-£50k
Technical surveys	Countywide	£50k-£100k
Traffic monitoring	Countywide	£100k-£155k
	Sub-block allocation	470.0
	External funding	0.0
	Sub-block total	470.0

Appendix 1 - 2016/17 integrated transport programme

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

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

Sub-block/scheme	Area	Scheme budget (£000)
Safety improvements		
A38 Alfreton Road/Common Road, Sutton in Ashfield - signal improvements	Ashfield	≤£10k
A38 Sutton Road, Sutton in Ashfield - contribution to traffic signal scheme	Ashfield	£10k-£25k
A611/B6009 Watnall Road roundabout, Hucknall - signing improvements	Ashfield	≤£10k
Mansfield Road, Sutton - street lighting upgrade	Ashfield	£10k-£25k
Nabbs Lane, Hucknall - traffic calming contribution to maintenance scheme	Ashfield	£25k-£50k
B6009 Watnall Road zebra near High Leys Road, Hucknall - signing improvements	Ashfield	£10k-£25k
Willowbridge Lane/Brook Street, Sutton in Ashfield - signing improvements	Ashfield	≤£10k
A57 eastbound approach to A1/A614, Apley Head - signing improvements	Bassetlaw	≤£10k
A60 Carlton Road north of Owday Lane, Wigthorpe - signing improvements	Bassetlaw	≤£10k
A620 Retford Road (southbound) bend south of North Wheatley - signing improvements	Bassetlaw	≤£10k
A638 London Road/South Street, Retford - bollard and lining improvements	Bassetlaw	≤£10k
B6046 Mattersey Road west of Clearwater Lakes, Ranskill - surface upgrade and signing improvements	Bassetlaw	£10k-£25k
Shireoaks Common in the vicinity of Woodside Road - street lighting upgrade	Bassetlaw	≤£10k
A6005 Queens Road/Dovecote Lane, Beeston - pedestrian improvements	Broxtowe	≤£10k
Bramcote Lane/Inham Road, Chilwell - street lighting upgrade	Broxtowe	≤£10k
Nottingham Road/Maws Lane, Kimberley - junction improvement	Broxtowe	£10k-£25k
Rivergreen Crescent at Thoresby Road, Bramcote - street lighting upgrade	Broxtowe	≤£10k
Valley Road, Chilwell - street lighting upgrade	Broxtowe	≤£10k
B6009 Watnall Road 200m west of Eel Hole Farm, Watnall - surface upgrade contribution to maintenance scheme	Broxtowe	≤£10k
A60 bend at Woodland Grange, Papplewick - signing improvements	Gedling	≤£10k
A60 Mansfield Rd zebra near Marlborough Road, Woodthorpe - crossing improvements	Gedling	≤£10k
A60 Mansfield Road, Arnold - speed management improvements	Gedling	>£250k
B684 Woodborough Road/Breck Hill Road - signing and lining improvements	Gedling	≤£10k
Chaworth Road/Private Road No1, Colwick - street lighting and lining improvements	Gedling	≤£10k

Appendix 1 - 2016/17 integrated transport programme

Safety improvements continued		
Main Road/Bretton Road Ravenshead - signing improvements	Gedling	≤£10k
Oxton Road/Whinbush Lane, Calverton - traffic signals	Gedling	£100k-£150k
Rolleston Drive/ Gedling Road, Arnold - signing improvements	Gedling	≤£10k
Victoria Road, Netherfield - improvements to zebra	Gedling	≤£10k
Woodthorpe Drive (top), Mapperley - street lighting upgrade	Gedling	≤£10k
A60 Church Street, Market Warsop - improvements to zebra	Mansfield	≤£10k
A60 Leeming Lane/New Mill Lane, Mansfield Woodhouse - traffic signal improvements	Mansfield	≤£10k
A60 Mansfield Road Spion Kop Warsop - amendments to southern Village Gateway	Mansfield	≤£10k
A6075 Abbott Road bend adjacent to Berwick Avenue, Mansfield - signing, lining and surfacing improvements	Mansfield	£10k-£25k
A617 northbound approach to Rainworth Roundabout - signing improvements	Mansfield	≤£10k
Nottingham Road/Cauldwell Road -signing and lining improvements	Mansfield	£10k-£25k
Old Mill Lane Mansfield - lining improvements	Mansfield	≤£10k
Sherwood Street/High Street, Warsop - improvements to zebra	Mansfield	£10k-£25k
A17 Winthorpe Roundabout - signing and lining improvements	Newark & Sherwood	≤£10k
A612 Battle Bridge, Upton - safety barrier improvements	Newark & Sherwood	≤£10k
A612 Easthorpe/Fiskerton Road, Southwell - signing improvements	Newark & Sherwood	≤£10k
A616 Newark Road/Ompton Bends at Grimston Hill - surface upgrade and signing improvements	Newark & Sherwood	£10k-£25k
A616/Ossington Road, Kneesall - signing improvements	Newark & Sherwood	≤£10k
A617 bend east of Averham - signing improvements	Newark & Sherwood	≤£10k
B6386 Oxton Road near Halloughton - surface upgrade contribution to maintenance scheme	Newark & Sherwood	≤£10k
Beacon Hill Road/Sherwood Avenue, Newark - signing improvements	Newark & Sherwood	≤£10k
Bowbridge Lane, Newark (bends at scrapyard) - signing improvements	Newark & Sherwood	≤£10k
Cleveland Square/Beech Avenue, Newark - signing improvements	Newark & Sherwood	≤£10k
Queens Road/Kings Road, Newark - signing improvements	Newark & Sherwood	≤£10k
A60 Rempstone Crossroads - lining improvements	Rushcliffe	≤£10k
A60/Pendock Lane, Bradmore - signing improvements	Rushcliffe	≤£10k
A606 Melton Road/Cotgrave Road, Plumtree Crossroads - signal improvements	Rushcliffe	£10k-£25k
A6011 Radcliffe Road/Davies Road, West Bridgford - surface upgrade	Rushcliffe	≤£10k
Abbey Road/Davies Road, West Bridgford - signing improvements	Rushcliffe	≤£10k
Alford Road/Melton Gardens, Edwalton - street lighting upgrade	Rushcliffe	≤£10k
Bradmore Lane, Plumtree at Blackcliffe Hill - signing and lining improvements	Rushcliffe	£10k-£25k
Grantham Road, Bingham (vicinity of Long Acre) - street lighting upgrade	Rushcliffe	≤£10k
Hollygate Lane (southwest of Nottingham Road), Cotgrave - surface upgrade contribution to maintenance scheme	Rushcliffe	≤£10k
Longmoor Lane/Cliff Hill/Smite Lane, Orston - signing and lining improvements	Rushcliffe	≤£10k
Pendock Lane (northwest of A60), Bradmore - surface upgrade contribution to maintenance scheme	Rushcliffe	≤£10k
<u>Schemes removed from programme since draft programme approval</u>		
B684 Mapperley Plains/Spring Lane, Arnold - <i>no cost effective measures could be devised which would address the accident pattern</i>	Gedling	
Fees to deliver the above schemes		£150k-£250k
Sub-block allocation		750.0
External funding		0.0
County Capital		350.0
Sub-block total		1,100.0

Sub-block/scheme	Area	Scheme budget (£000)
Smarter choices		
Bingham town centre - travel planning with local businesses	Rushcliffe	≤£10k
West Bridgford cycle mapping	Rushcliffe	≤£10k
Workplace travel planning related to Trent Bridge air quality management area and CLASP block demolition - West Bridgford campus county Council buildings	Rushcliffe	£25k-£50k
Workplace travel planning - Wilford industrial estate	Rushcliffe	≤£10k
Fees to deliver the above schemes		
Sub-block allocation		150.0
External funding		0.0
Sub-block total		150.0

Appendix 1 - 2016/17 integrated transport programme

Sub-block/scheme	Area	Scheme budget (£000)
Speed management		
A57, Darlton - speed limit reduction to 30mph through village [carryover from 2015-16]	Bassetlaw	≤£10k
Howbeck Lane, Clarborough - speed limit reduction to 30mph	Bassetlaw	≤£10k
B600 Church Road, Greasley - speed limit reduction to 50mph	Broxtowe	≤£10k
20mph advisory speed limits outside schools	Countywide	£25k-£50k
Burnstump Hill, Papplewick - speed limit reduction to 50mph	Gedling	≤£10k
Catfoot Lane, Lambley - extension of 30mph speed limit	Gedling	≤£10k
Hucknall Road, Newstead - speed limit reduction to 40mph	Gedling/Ashfield	≤£10k
A616 Debdale Hill to South Muskham island - speed limit reduction to 50mph	Newark & Sherwood	≤£10k
A616 Newark Road, Wellow - extension of 30mph	Newark & Sherwood	≤£10k
B6325 Great North Road, South Muskham - speed limit reduction to 30mph (included in A616 Debdale Hill to South Muskham island speed limit reduction above)	Newark & Sherwood	≤£10k
Un-named road, Norwell Woodhouse - speed limit reduction to 40mph	Newark & Sherwood	≤£10k
A606 Melton Road, Edwalton (Edwalton Lodge Drive to Burleigh Road) - speed limit reduction to 40mph	Rushcliffe	≤£10k
<u>Interactive speed signs (each sign costs approximately £7,500)</u>		
A608 Cordy Lane, Underwood (500m SW of B600) - interactive speed sign	Ashfield	≤£10k
B6016 Pye Hill Road, Jacksdale (SE of Providence Road) - interactive speed sign	Ashfield	≤£10k
A161 Beckingham Road, Walkeringham (LC no. 30) - interactive speed sign	Bassetlaw	≤£10k
A161 Station Street, Misterton (NW of Station Road) - interactive speed sign	Bassetlaw	≤£10k
Parkdale Road, Carlton (SW of Cliff Road) - interactive speed sign	Gedling	≤£10k
Southdale Road, Carlton (SW of Southlea Road) - interactive speed sign	Gedling	≤£10k
A616 Newark Road, Kneesall (SE end of village) - interactive speed sign	Newark & Sherwood	≤£10k
Lambley Lane, Lowdham (west of Church Lane to LC no. 18) - interactive speed sign	Newark & Sherwood	≤£10k
A606 Melton Road, West Bridgford (NW of Burleigh Road) - interactive speed sign	Rushcliffe	≤£10k
Plumtree Road, Cotgrave (NE of Mensing Avenue) - interactive speed sign	Rushcliffe	≤£10k
<u>Reserve schemes</u>		
B6018 Mansfield Road, Selston (SE of Manitoba Way) - interactive speed sign	Ashfield	≤£10k
Papplewick Lane, Hucknall (NE of Hayden Lane) - interactive speed sign	Ashfield	≤£10k
A57 Main Street, Dunham on Trent (E of Church Walk) - interactive speed sign	Bassetlaw	≤£10k
A634 Sheffield Road, Blyth (west of Park Drive) - interactive speed sign	Bassetlaw	≤£10k
A60 between Mansfield Woodhouse and Market Warsop - speed limit reduction (subject to further assessment)	Mansfield	≤£10k
Eakring Road, Mansfield (NE of Bradforth Avenue) - interactive speed sign	Mansfield	≤£10k
Fees to deliver the above schemes		£50k-£100k
	Sub-block allocation	316.0
	External funding	0.0
	Sub-block total	316.0

Appendix 2 - 2016/17 capital maintenance programme

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

Sub-block/scheme	Area	Scheme budget (£000)
Carriageway Maintenance - Principal classified road network (A roads)		
A608 Mansfield Road, Underwood - Resurfacing	Ashfield	£200 - £300k
A57 Broad Gate, Darlton - Resurfacing	Bassetlaw	£100k - £200k
A620 Babworth Road, Retford - Resurfacing	Bassetlaw	£50k - £100k
A6002 Coventry Lane Phase 1 - Resurfacing	Broxtowe	£100k - £200k
A614 Ollerton Road - Structural patching	Gedling	£100k - £200k
A60 Nottingham Road - Resurfacing	Mansfield	£200 - £300k
A6097 Lowdham Roundabout, Lowdham - Resurfacing	Newark & Sherwood	£100k - £200k
A612 Main Street, Upton - Resurfacing	Newark & Sherwood	£100k - £200k
Sub-block total		£1,250

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

Appendix 2 - 2016/17 capital maintenance programme

Sub-block/scheme	Area	Scheme budget (£000)
Carriageway Maintenance - Unclassified road network		
Annesley Cutting, Annesley Woodhouse - Resurfacing	Ashfield	£100k - £200k
Lawn Road, Sutton in Ashfield - Resurfacing	Ashfield	£25k - £50k
Nabbs Lane, Hucknall - Resurfacing	Ashfield	£100k - £200k
Pepper Street, Sutton in Ashfield - Resurfacing	Ashfield	£50k - £100k
Bader Rise, Mattersey Thorpe - Resurfacing	Bassetlaw	£50k - £100k
Beardsalls Row, Retford - Resurfacing	Bassetlaw	£50k - £100k
Bembridge, Worksop - Resurfacing	Bassetlaw	<£25k
Forest Hill Road, Worksop - Resurfacing	Bassetlaw	£25k - £50k
Inglemere Close, Worksop - Resurfacing	Bassetlaw	<£25k
Little Gringley Lane, Little Gringley - Resurfacing	Bassetlaw	£50k - £100k
North Carr Road, West Stockwith - Resurfacing	Bassetlaw	£50k - £100k
West Street, Misson - Resurfacing	Bassetlaw	£25k - £50k
Westfield Drive, Worksop - Resurfacing	Bassetlaw	<£25k
Whitaker Close, Retford - Resurfacing	Bassetlaw	£25k - £50k
Winston Green, Mattersey Thorpe - Resurfacing	Bassetlaw	£25k - £50k
Babbington Court, Chilwell - Resurfacing	Broxtowe	£25k - £50k
Broughton Street / Park Street / Bramcote Avenue, Beeston - Resurfacing and patching	Broxtowe	£100k - £200k
Church Hill, Kimberley - Resurfacing	Broxtowe	£50k - £100k
Jubilee Street, Kimberley - Resurfacing	Broxtowe	£25k - £50k
Meadow Lane, Chilwell - Resurfacing	Broxtowe	£25k - £50k
South Street, Eastwood - Resurfacing	Broxtowe	£25k - £50k
Collyer Road, Calverton - Resurfacing	Gedling	£100k - £200k
Priory Road / First Avenue, Carlton - Resurfacing	Gedling	£100k - £200k
Crown Farm Way, Mansfield - Resurfacing	Mansfield	£50k - £100k
Gladstone Street, Mansfield Woodhouse - Resurfacing	Mansfield	<£25k
Hallam Way, Mansfield Woodhouse - Resurfacing	Mansfield	£25k - £50k
Highland Close, Mansfield Woodhouse - Resurfacing	Mansfield	<£25k
Lawrence Avenue, Mansfield Woodhouse - Resurfacing	Mansfield	£50k - £100k
Park Avenue, Mansfield - Resurfacing	Mansfield	£25k - £50k
Park Road, Mansfield Woodhouse - Resurfacing	Mansfield	£25k - £50k
Forest Road, Clipstone - Resurfacing	Mansfield	£25k - £50k
Hill Crest, Southwell - Resurfacing	Newark & Sherwood	£100k - £200k
New Hill, Farnsfield - Resurfacing	Newark & Sherwood	<£25k
Wigsley Road Bridge near Thorney - Reconstruction	Newark & Sherwood	£50k - £100k
Woodland View, Southwell - Resurfacing	Newark & Sherwood	£25k - £50k
Brickyard Lane, West Leak - Resurfacing	Rushcliffe	£100k - £200k
Fisher Lane, Bingham - Resurfacing	Rushcliffe	£25k - £50k
Orchard Close, Barnstone - Retread	Rushcliffe	£25k - £50k
Sub-block total		£2,650

Sub-block/scheme	Area	Scheme budget (£000)
Footway Maintenance		
Carnarvon Street, Stanton Hill - Resurfacing	Ashfield	£25k - £50k
Wighay Road, Hucknall - Resurfacing	Ashfield	£25k - £50k
Windsor Avenue, Sutton in Ashfield - Resurfacing	Ashfield	£25k - £50k
Doncaster Road, Carlton in Lindrick - Resurfacing	Bassetlaw	£50k - £100k
Station Road, Misterton - Resurfacing	Bassetlaw	<£25k
Sutton Lane, Sutton-cum-Lound - Resurfacing	Bassetlaw	£25k - £50k
Vicarage Lane, Beckingham - Resurfacing	Bassetlaw	<£25k
New Eaton Road, Stapleford (Phase 2) - Reconstruct footway and kerbing	Broxtowe	£50k - £100k
The Elms, Watnall - Reconstruct footway and kerbing	Broxtowe	<£25k
Lees Road, Carlton - Reconstruct footway and kerbing	Gedling	£50k - £100k
Moor Road, Bestwood Village - Reconstruct footway and kerbing	Gedling	£25k - £50k
Parkland Close, Mansfield	Mansfield	£100k - £200k
Masefield Crescent, Balderton	Newark & Sherwood	£50k - £100k
Cedar Drive, Keyworth - Resurfacing	Rushcliffe	£50k - £100k
Kirk Ley Road, East Leake - Resurfacing	Rushcliffe	£50k - £100k
<u>Schemes removed from programme since draft programme approval</u>		
Desborough Road, Selston - Resurfacing (scheme replaced with Wighay Road, Hucknall)		
Sub-block total		£1,000

Appendix 2 - 2016/17 capital maintenance programme

Sub-block/scheme	Area	Scheme budget (£000)
Drainage		
A611 Derby Road/B6020 Diamond Ave Junction, Kirkby in Ashfield - Drainage Improvements	Ashfield	£25k - £50k
Misc Drainage Repairs - Ashfield - Drainage improvements	Ashfield	<£25k
Green Mile Lane, Babworth - New Gullies	Bassetlaw	<£25k
Main Street, Hayton - Upsize Existing Culverts	Bassetlaw	<£25k
Misc Drainage Repairs - Bassetlaw - Drainage improvements	Bassetlaw	<£25k
Old London Road, West Drayton - New Kerbing and Gullies	Bassetlaw	<£25k
Steetley Lane, Shireoaks - New Culvert	Bassetlaw	<£25k
Stockwith Road, Misterton - Relay carrier drain & install new offlets	Bassetlaw	<£25k
Ilkeston Road, Trowell - New carrier drain	Broxtowe	£25k - £50k
Misc Drainage Repairs - Broxtowe - Drainage improvements	Broxtowe	<£25k
Countywide Pumping Station Services - Pump Maintenance/Replacement	Countywide	£25k - £50k
Misc Drainage Repairs - Gedling - Drainage improvements	Gedling	<£25k
Various locations, Ravenshead - Soakaway Replacement	Gedling	£25k - £50k
Mansfield Town Centre, Pedestrianised Area - Surface Drain Replacement	Mansfield	£25k - £50k
Misc Drainage Repairs - Mansfield - Drainage improvements	Mansfield	<£25k
Brookside, Lowdham - New system	Newark & Sherwood	<£25k
Burton Rise, Walesby - New Manholes and gullies	Newark & Sherwood	<£25k
Dalestorth Nurseries, Farnsfield - New Soakaway	Newark & Sherwood	<£25k
Great North Road, Sutton on Trent - Replace soakaways	Newark & Sherwood	<£25k
Misc Drainage Repairs - Newark - Drainage improvements	Newark & Sherwood	<£25k
Nottingham Road, Southwell - New Gullies	Newark & Sherwood	<£25k
A60 Loughborough Road, West Bridgford - Drainage Improvement	Rushcliffe	£25k - £50k
Misc Drainage Repairs - Rushcliffe - Drainage improvements	Rushcliffe	<£25k
Sub-block total		£500

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

Sub-block/scheme	Area	Scheme budget (£000)
Surface Dressing		
A611 Hucknall Bypass - Surface dressing	Ashfield	£50k - £100k
Albert Street, Stanton Hill - MicroAsphalt	Ashfield	<£25k
Carnarvon Street, Stanton Hill - Surface dressing	Ashfield	<£25k
Church Street, Sutton in Ashfield - Surface dressing	Ashfield	<£25k
Clumber Crescent, Stanton Hill - MicroAsphalt	Ashfield	<£25k
Coppywood Close, Stanton Hill - Surface dressing	Ashfield	<£25k
Crompton Street, Stanton Hill - Surface dressing	Ashfield	<£25k
Meden Bank, Stanton Hill - MicroAsphalt	Ashfield	<£25k
Roger Close, Sutton in Ashfield - MicroAsphalt	Ashfield	<£25k
Victoria Street, Stanton Hill - MicroAsphalt	Ashfield	<£25k
Welbeck Square, Stanton Hill - MicroAsphalt	Ashfield	<£25k
Bawtry Road, Newington - Surface dressing	Bassetlaw	<£25k
A631 Beckingham Duals, Beckingham - Surface dressing	Bassetlaw	£50k - £100k
Cockshutt Lane, Nether Langwith - Surface dressing	Bassetlaw	£25k - £50k
A6075 Darlton Road, Tuxford - Surface dressing	Bassetlaw	£50k - £100k
Hundred Acre Lane, Carlton in Lindrick - Surface dressing	Bassetlaw	£25k - £50k
Lamb Lane, Oldcotes - Surface dressing	Bassetlaw	<£25k
Leverton Road / Retford Road, South Leverton - Surface dressing	Bassetlaw	£25k - £50k
Main Street, Bothamsall - MicroAsphalt	Bassetlaw	£25k - £50k
Sandersons Bank / Bank End Road, Misson - Surface dressing	Bassetlaw	£25k - £50k
Shireoaks Road, Worksop - Surface dressing	Bassetlaw	£25k - £50k
Springs Road, Misson - Surface dressing	Bassetlaw	£25k - £50k
B6009 Long Lane, Watnall - Surface dressing	Broxtowe	<£25k
Field Lane, Beeston - Surface dressing	Broxtowe	£25k - £50k
Gin Close Way, Awsworth - Surface dressing	Broxtowe	<£25k
Kendal Drive, Beeston - MicroAsphalt	Broxtowe	£25k - £50k
Magnolia Court, Beeston - MicroAsphalt	Broxtowe	<£25k
Rydal Drive, Beeston - MicroAsphalt	Broxtowe	£25k - £50k
Shilo Way, Awsworth - Surface dressing	Broxtowe	£50k - £100k
A60 Mansfield Road, Papplewick - Surface dressing	Gedling	£50k - £100k
Cornwall Road, Arnold - MicroAsphalt	Gedling	£25k - £50k
Arlington Avenue, Mansfield Woodhouse - MicroAsphalt	Mansfield	<£25k

Appendix 2 - 2016/17 capital maintenance programme

Cromer Close, Mansfield - MicroAsphalt	Mansfield	£25k - £50k
Crown Farm Way, Mansfield - Surface dressing	Mansfield	£50k - £100k
New Mill Lane, Forest Town - Surface dressing	Mansfield	<£25k
Rannoch Drive, Mansfield - Surface dressing	Mansfield	<£25k
Sandlands Way, Forest Town - Surface dressing	Mansfield	<£25k
Water Lane, Pleasley - Surface dressing	Mansfield	£25k - £50k
Windsor Gardens, Mansfield - MicroAsphalt	Mansfield	£25k - £50k
A1133 Gainsborough Road, North Clifton - Surface dressing	Newark & Sherwood	£50k - £100k
A614 Old Rufford Road, Bilsthorpe - Surface dressing	Newark & Sherwood	£200 - £300k
B6386 Oxtou Road nr Halloughton - Surface dressing as part of safety improvement scheme	Newark & Sherwood	£25k - £50k
Main Street, Walesby - MicroAsphalt	Newark & Sherwood	£25k - £50k
Tuxford Road, Boughton - Surface dressing	Newark & Sherwood	£50k - £100k
A6006 Main Street, Zouch - Surface dressing	Rushcliffe	£200 - £300k
Church Street, Shelford - MicroAsphalt	Rushcliffe	£25k - £50k
West Street, Shelford - MicroAsphalt	Rushcliffe	£25k - £50k
Sub-block total		£3,200

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

Sub-block/scheme	Area	Scheme budget (£000)
Salix Grant		
Works programme being delivered predominantly in Gedling and Rushcliffe areas focusing on replacements with LED lamps		
Sub-block total		£1,200

Appendix 2 - 2016/17 capital maintenance programme

Sub-block/scheme	Area	Scheme budget (£000)
Traffic signal renewal		
Station Road, Hucknall - Junction	Ashfield	£50k - £100k
Sutton Road / Ashfield Comp School, Ashfield - Puffin Crossing	Ashfield	<£25k
Nottingham Road / Attenborough Lane, Broxtowe - Junction	Broxtowe	£100k - £200k
Mansfield Road / Redhill Lodge Drive, Gedling - Puffin Crossing	Gedling	<£25k
Plains Road / Bennett Road, Gedling - Puffin Crossing	Gedling	£25k - £50k
Plains Road / Somersby Road, Gedling - Puffin Crossing	Gedling	<£25k
Sub-block total		£330

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

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

22 September 2016

Agenda Item: 5

REPORT OF DIRECTOR OF PLACE DEPARTMENT

REVIEW OF TRANSPORT SCHEMES IN NOTTINGHAMSHIRE WITH SAFEGUARDED ROUTES

Purpose of the Report

1. The purpose of this report is to inform the Committee of the successful delivery of a number of large-scale transport schemes during the third Local Transport Plan period (since 2011); and to seek Committee approval of the outcomes of the 2016 review of significant and major transport schemes in Nottinghamshire which require safeguarded or protected routes.

Background information

2. At locations where the County Council may potentially deliver a large-scale transport improvement in the future, the County Council can 'safeguard' the land along the alignment of its potential route to protect the route from future development that may prevent the scheme from progressing. The proposed routes of such schemes must be declared and the County Council could be liable to significant claims for blight, resulting in obligations to purchase land or property along the proposed route or having to pay significant compensation to land/property owners.
3. During the development of the third Local Transport Plan (LTP3) for Nottinghamshire, a review was undertaken of the significant and major transport schemes which historically had land safeguarded along their proposed route, or would require the County Council to safeguard a route. The purpose of this review, undertaken in 2011, was to identify those schemes which would not be deliverable during the LTP3 period (up to 2026) as they were considered to no longer meet LTP3 strategic aims; or would not be deliverable on affordability, value for money, feasibility, or public acceptability grounds. The abandonment of these schemes removed the potential liability to the Council.
4. The 2011 safeguarded transport scheme review resulted in the safeguarding of the proposed routes of 13 transport schemes; and determined that further feasibility work would be required on an additional 20 schemes. The 2011 review also resulted in the abandonment of the safeguarded routes of 21 historical transport schemes. To ensure that the County Council is not liable to unnecessarily risk the review also recommended that the transport schemes with safeguarded routes would be periodically reviewed. A review of the transport schemes that would require a safeguarded route has therefore recently been undertaken and this report

updates Committee on the outcome of the review as well as progress on the delivery of significant and major transport schemes in the last 5 years.

Completed transport schemes since 2011

5. In the last five years ten significant or major transport schemes have been constructed, are currently under construction or have been funded by the County Council, these are listed in Appendix 1 and include:
 - Mansfield public transport interchange – a new bus station linked directly to the rail station via a covered bridge
 - A new purpose built bus station in Worksop
 - The Hucknall town centre improvement scheme including a new link road and pedestrianisation of the high street which is currently under construction
 - The A60 / A57 roundabout improvement scheme in Worksop which is currently under construction.
 - Highway England's A453 improvement from M1 through to Clifton and the ring road.

2016 Review of transport schemes which require safeguarded routes

6. The County Council receives suggestions for large-scale transport schemes from a number of sources including members, local communities, district council etc. and currently a total of 34 transport schemes have been identified that either have a route safeguarded or would require a protected route. These 34 schemes have been reviewed to identify current scheme priorities and funding commitments, to establish whether schemes meet current strategic policy objectives and aims, and to establish whether any schemes could be abandoned. The latter would create a more realistic number of schemes because it will not be possible to deliver all of these schemes within a reasonable time frame. Safeguarding schemes where there is no foreseeable prospect of delivery would of course not only raise false expectation from local communities and stakeholders but could also leave the County Council liable to significant claims for blight resulting in obligations to purchase land or property along the proposed routes or having to pay compensation to land/property owners.
7. The transport schemes reviewed include a range of projects from smaller scale projects (typically £250,000-£500,000), which would normally be funded through the Local Transport Plan integrated transport block monies or other County Council capital funding sources, to more large scale projects (typically over £500,000) which would need to be promoted and funded by individual bids to the D2N2 or SCR Local Enterprise Partnerships (LEPs). The list of schemes under review is shown in Appendix 2, which also identifies potential funding sources for each of the projects and, where funding is approved, the likely timescale for delivery of the scheme. This transport scheme review does not consider schemes being promoted by Highways England on the trunk road network nor does it consider highway improvements being considered to support individual private developments. Schemes that have been previously abandoned by the County Council have not been reconsidered as part of this review with the exception of the new river crossing east of Nottingham due to the renewed interest in this scheme from other local authorities.
8. The 34 schemes were assessed on their likely ability to deliver the County Council's strategic aims, particularly those relating to supporting economic growth, tackling climate change and reducing congestion through promoting modal shift. Given the majority of funding for such

schemes would be sought from the Local Growth Fund an assessment of each scheme's ability to deliver the Strategic Economic Plan objectives of the LEPs was also included in the assessment. Each scheme was also assessed to determine its affordability, its value for money, its feasibility and its likely public acceptability. A summary of the results is given in Appendix 2.

9. As a result of the review it is proposed that five projects that currently have safeguarded routes will be abandoned, namely:
- A6075 Debdale Lane Bridge Improvement, Mansfield Woodhouse
 - A609 Nottingham Road Improvements, Bilborough
 - A617 Pleasley Bypass Extension
 - B684 Woodborough Road / Porchester Road junction Improvement, Mapperley
 - Southwell Bypass.

The abandonment of these schemes will remove the potential liability to the Council and further detail on the reasons why these schemes will no longer require safeguarded routes is detailed in paragraphs 10 to 14 below. 19 schemes (lines 1-19 of Appendix 2) will be retained and their routes safeguarded from otherwise prejudicial development for potential future delivery. Further feasibility work is proposed on an additional seven schemes (lines 26-32 of Appendix 2) before a decision can be made as to whether the County Council should safeguard a protected route for them, although two of which would be expected to be delivered by third parties (lines 31-32 of Appendix 2) so do not require the County Council to safeguard a route.

Abandoned safeguarded routes

A6075 Debdale Lane Bridge improvement scheme, Mansfield Woodhouse

10. The A6075 Debdale Lane Bridge improvement scheme would involve the replacement of the existing Network Rail bridge arch with a wider structure to allow HGVs easier passage. This would lessen the number of bridge strikes that periodically take place. Having reassessed the scheme it is clear that the scheme would be unaffordable and represent poor value for money. A lot could be done with far less investment to deter HGVs from using the A6075 and make use of more suitable alternative routes on the A60 Woodhouse Road. It is proposed that the safeguarded scheme be abandoned but that an alternative scheme be considered to review the signing of the A6075 to encourage use of more suitable routes for high sided and other HGV through traffic.

A609 Nottingham Road improvements, Bilborough

11. The A609 Nottingham Road improvements, Bilborough have long been promoted to provide bus priority on the A609 east bound approach to this junction. After careful consideration it is clear that such proposals would require significant land acquisition as the existing A609 is of insufficient width to allow for the reallocation of existing road space in favour of buses and such land would involve the loss of a number of mature trees and hedges. In view of the periodic nature of traffic delays at this junction the economic case and value for money arguments are also not compelling. In terms of likely public acceptability and affordability this scheme is no longer considered appropriate.

A617 Pleasley bypass extension

12. The A617 Pleasley bypass extension (PBE) scored low on value for money and affordability assessment criteria. It should also be noted that this scheme had previously been safeguarded by reason that it was complimentary to proposals on the A617 in Derbyshire for a bypass to the village of Glapwell. Officers at Derbyshire County Council have however recommended that the Glapwell bypass is rescinded principally on environmental grounds. The synergies of the two projects have been removed. The case for the retention of the PBE has further been reduced by the recent residential redevelopment alongside the A617 at Pleasleyhill which has removed the frontage housing development and replaced it with realigned housing blocks set back from the existing road. This has lessened the environmental arguments for the retention of the PBE.

B684 Woodborough Road Porchester Road improvement scheme

13. The safeguarded B684 Woodborough Road/Porchester Road improvement scheme in Mapperley dates back to the early 1980s and was originally proposed to accompany redevelopment proposals at this junction. The scheme would need to be a cross-boundary scheme involving land and property in the Nottingham City area. The redevelopment proposals have not come to fruition and the City Council has since abandoned plans for this junction improvement scheme. As the scheme would rely on the co-operation of a neighbouring authority, which does not currently view the scheme a priority, this scheme scored low on acceptability and feasibility grounds and it is proposed that this scheme be abandoned.

Southwell bypass

14. Since the last scheme review in 2011 a number of significant highway improvements have taken place all of which have lessened the need for a bypass to Southwell; namely the dualling of the A46 between Widmerpool and Newark which has resulted in a general reduction of through traffic in Southwell, which resulted in the removal of the A612 principal road status through the town which has been reduced to a 'C' class road, and the introduction of an environmental weight restriction (limiting and reducing the number of HGVs passing through the town), and . As a result the Southwell Bypass scheme is no longer considered essential and the Southwell bypass scheme consequently no longer scored highly on any criteria and scored low on public acceptability, affordability and value for money, and likely carbon generation.

Other Options Considered

15. Other options considered are to retain all, some, or none of the currently safeguarded transport schemes. To do so may, however, increase the risk of a financial claim against the County Council for blight, resulting in obligations to purchase land or property along the proposed route or having to pay significant compensation to land/property owners; or alternatively prevent a potential scheme from being delivered in the future.

Reason/s for Recommendation/s

16. The safeguarded transport schemes detailed within this report and its appendices have been developed to help ensure delivery of County Council priorities, Local Enterprise Partnership priorities, national priorities and local transport goals and objectives. The schemes to be retained have been assessed to ensure that they reflect the delivery of these priorities along

with evidence of need (including technical analysis), value for money and public acceptability. Abandonment of the proposed schemes removes the potential liability to the Council; whilst retaining the proposed schemes will enable the County Council to deliver such schemes should they be feasible, be considered a priority for future delivery and should funding become available to do so.

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 services), the public sector equality duty, safeguarding of children and adults at risk, 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.

RECOMMENDATIONS

It is recommended that Committee:

- a) note the successful delivery by the County Council of a number of large scale transport projects since 2011, as listed in Appendix 1
- b) approve the outcomes of the safeguarded transport schemes review as contained in this report and detailed in Appendix 2; including the recommendation to abandon five existing safeguarded transport projects and the decision not to safeguard a further two transport projects that will be delivered by third parties
- c) Note that a further review will be undertaken in 12 months.

Author of report Tim Gregory - Corporate Director Place Department

For any enquiries about this report please contact: Kevin Sharman

Constitutional Comments (SLB 17/08/2016)

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

Financial Comments (GB 17/08/16)

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

- D2N2 Growth Fund deals

Electoral Division(s) and Member(s) Affected

- All

SAFEGUARDED TRANSPORT SCHEME REVIEW 2016

Appendix 1 - Significant schemes built or under construction since 2011 (i.e. since last scheme review)

	District	Scheme name/location	Cost	Scheme description	Status	Funding source
<i>Schemes that had a safeguarded route</i>						
1	Ashfield	Hucknall Town Centre Improvement Scheme	£12.66m	Pedestrianisation of High St and new road construction	Under construction	DfT/ LTP
2	Ashfield	Kirkby - revised one way scheme	£1m	Junction improvements	Opened 12th Feb 2016	LTP
3	Bassetlaw	Worksop Bus Station	£3m	Construction of new bus station	Opened 30th August 2015	LTP
4	Bassetlaw	A1 Elkesley	£0.25m contribution	Junction improvement on trunk road	Opened 5th November 2015	HE/ LTP
5	Bassetlaw	A60/57 Roundabout, Worksop	£2.5m	Proposed signalised roundabout	Under construction	D2N2 & SCR LEPs
6	Gedling	A60/B6011 Forest Lane signalisation (Burntstump)	£1.33m	Introduction of traffic signals at junction	Opened December 2011	LTP
7	Mansfield	Mansfield Town Centre Interchange	£11m	Construction of new public transport interchange	Opened 31st March 2013	DfT/ LTP
8	Rushcliffe	A60 Trent Bridge (traffic signal improvement scheme)	£0.25m	Signal alterations & additional pedestrian crossings	Completed July 2012.	LTP
<i>Schemes that did not have a safeguarded route</i>						
9	Newark	Newark Southern Link Road	£40m	Construction of a new road south of the town	Under construction	Developer/ HCA/ DfT
10	Rushcliffe	A453 Improvement	£150m	Upgrade and realign to dual standard	Opened July 2015	HE / NCC

SAFEGUARDED TRANSPORT SCHEME REVIEW 2016

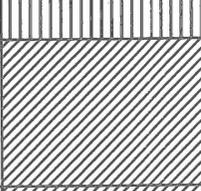
Appendix 2 - Scheme review: safeguarded routes (lines 1 to 24) and significant schemes with no safeguarded route (lines 25 to 34)

Schemes that currently have a safeguarded route

	District	Scheme name/location	Estimated cost	Scheme description	Comment	Potential future funding sources (other than NCC contribution)	Recommendation
1	Bassetlaw	Harworth Junction Improvements package	£2m	Junction capacity improvements	D2N2/SCR LEP Committed 2016/17	D2N2/ SCR	
2	Bassetlaw	Worksop junction Improvements package	£10m	Junction capacity improvements to be determined	SCR LEP Committed	SCR/ CIL/ Developer	
3	Broxtowe	B600/B6009 Watnall Junction Improvement	£0.75m	Signalisation of junction		D2N2/ Developer	
4	Gedling	Gedling Access Rd	£40m	Construction of new road	D2N2 LEP Committed 2017/18	Consortium incl. NCC	
5	Gedling	A60 Larch Farm crossroads	£0.25m-£0.5m	Junction capacity improvement		D2N2/ Developer	
6	Gedling	A60 Leapool to Sherwood Express busway	£5m	Park & Ride + Bus priority measures		D2N2	
7	Gedling	South Notts Rail Network (Gedling line)	£10-15m	Reopening of rail line for passenger service		D2N2	
8	Gedling	A612 Daleside Road Improvement	£1-2m	Bus priority linked to City Southern Growth Corridor		D2N2	
9	Gedling	A612 Colwick Loop Rd Improvement	£1-2m	Bus priority linked to City Southern Growth Corridor		D2N2	
10	Mansfield	A6191 Ratcliffe Gate Impt (Bus priority)	£1m	Creation of inbound bus lane		D2N2	
11	Mansfield	A60 Nottingham Rd (Bus priority)	£0.5m- £0.75m	Bus priority		D2N2	
12	Mansfield	A60 Woodhouse Rd Improvements (Bus priority)	£1-2m	Bus priority		D2N2	
13	Mansfield	A6075 Abbott Rd	£2m	Carriageway widening and realignment		D2N2/ Developer	
14	Mansfield & Newark	Dukeries Line Rail Improvement	£22m	Reopening of Shirebrook-Ollerton railway line for passengers		D2N2/ NSF/ Developer	
15	Newark	A617 Kelham Bypass	£15m	Bypass to village (inc new bridge over River Trent)		D2N2	
16	Newark	A614 Ollerton Roundabout Improvement	£5m	Enlarged conventional roundabout		D2N2	
17	Newark	Queens Road / King Street, Newark	£0.25m-£0.5m	Junction improvement		D2N2/ CIL	
18	Rushcliffe	Bingham Park and Ride (Rail)	£5m	Park & Ride site near Saxondale rbt (rail)		D2N2/ NSF	
19	Rushcliffe	Radcliffe Rd Bus Priority	£1-3m	Inbound bus priority		D2N2	
20	Broxtowe	A609 Nottingham Rd Trowell to Bilborough (bus priority)	£2m	Bus lanes and junction priority	Insufficient road space to reallocate. Road widening would involve unacceptable environmental impact. VFM case very poor	D2N2	
21	Gedling & City	B684 Woodborough Rd / Porchester Rd Impt scheme	£0.75m	Junction improvement in both City and Gedling areas	The City Council have abandoned this cross boundary scheme	D2N2	
22	Mansfield	A6075 Debdale Lane bridge replacement	£10m	Bridge improvement & footway provision	Poor value for money other bridge safety measures to be considered instead	D2N2	
23	Mansfield	A617 Pleasley Bypass Extension	£20m	Bypass (wide single carriageway)	A617 Glapwell Bypass in Derbyshire to be rescinded, redevelopment of frontage housing in Pleasley hill has lessened environmental problems	D2N2	
24	Newark	A612 Southwell Bypass	£15m	Bypass to the south of the town	Traffic flows reduced by A46 dualling. Route through the town subsequently reclassified as a minor route together with introduction of an EWR	D2N2	

Appendix 2 - Scheme review: safeguarded routes (lines 1 to 24) and significant schemes with no safeguarded route (lines 25 to 34) *continued*

Schemes that do not currently have a safeguarded route

	District	Scheme name/location	Estimated cost	Scheme description	Comment	Potential future funding sources (other than NCC contribution)	Recommendation
25	Bassetlaw	A60/B6041 Cannon Crossroads, Worksop	£1m	Junction capacity improvement	Safeguarding required as preferred scheme cannot be delivered within the highway extents	D2N2/ Developer	
26	Ashfield	A611 growth corridor improvements	£3m-£5m	On line junction improvements		D2N2/ CIL	
27	Ashfield	Kirkby northern link road	£1m -£3m	New link road across development site		Developer/ CIL	
28	Broxtowe	Toton / HS2 access package	£10m	Access strategy for HS2		HS2 project/ D2N2	
29	Gedling & Rushcliffe	New River Trent Crossing east of Nottingham	£80m - £100m	New River crossing (capacity neutral)		Local Majors Fund	
30	Rushcliffe	Lady Bay to Racecourse area footbridge	£2m	New NMU crossing of River Trent		D2N2	
31	Rushcliffe	Nottingham East Park & Ride	£3m	Park & Ride		Developer	
32	Rushcliffe	Gotham Lane, Bunny	£0.75m-£1m	New link road across former brickworks redevelopment site		Developer	
33	Ashfield	Annesley Bypass	£20-25m	A611 Relief Road	Scheme not acceptable to local residents or would offer VFM given land constraints so alternative options are being investigated (see scheme 26 above)	D2N2	
34	Newark	A617 Kirklington Bypass	£10m	Bypass to village	Currently no justification to investigate a bypass scheme at this location	D2N2	

-  Scheme to be retained and route formally safeguarded by NCC
-  Scheme to be abandoned and route no longer safeguarded
-  Scheme to be formally safeguarded by NCC
-  Scheme to be investigated for possible inclusion in a future safeguarded schemes review
-  Scheme to be investigated but would be delivered solely by third party
-  No route to be safeguarded but determined that the scheme will be the subject of an ongoing network review.



21st September 2016

Agenda Item: 6

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 in principle to compulsorily 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 for the progression of documents required to make a Side Roads Order under section 14 and 125, and in accordance with Schedule 1 of the Highways Act 1980;
3. To note the scheme update and current financial position.

Information and Advice

4. The County Council 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 the County Council. The Gedling Access Road (GAR) will connect directly to the most recently constructed phase (the Gedling Major Integrated Transport Scheme) which opened to traffic in 2007.
5. The role of GAR is twofold. Primarily, GAR will enable the sustainable redevelopment of the former Gedling Colliery site for mixed-use purposes by providing safe and adequate access to the proposed residential, employment and community related uses proposed for the site. GAR will also provide a 'bypass' around Gedling, providing improved connectivity to the wider road network. In doing so, GAR will ease traffic congestion on other roads surrounding the former colliery site that at present are either at or nearing capacity.
6. Due to the limited availability of public funding the construction of GAR has not previously featured in any delivery programme. The current viability of the site does not allow the project to be wholly funded by either the private or public sector. However, the redevelopment of the Gedling Colliery site has provided a catalyst for delivering the project with a significant contribution being secured from the Homes and Communities Agency through a Development Agreement for the Gedling Colliery site with Keepmoat who have been appointed as preferred developer.
7. The redevelopment of the Gedling Colliery site and adjoining land remains a priority for all the public sector partners including Gedling Borough Council (GBC), Homes and Communities Agency (HCA) and Nottinghamshire County Council (NCC). The supporting

infrastructure requires the provision of an access road which also serves the dual purpose of completing a road around the eastern side of the conurbation of Nottingham. This priority is supported by the government with the announcement on 8th January 2015 that Gedling Housing Zone (comprising of the GAR, 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. A key element of the Housing Zone status is priority access to expert planning and technical support from services run by the HCA. For the GAR it meant funding was obtained that enabled a detailed and up to date assessment of construction costs being undertaken that is reflected in this report.

Scheme Details

8. The scheme as shown on drawing GAR/NCCL01 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 would 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 small section of the Carlton-le-Willows Academy grounds. The route would terminate at a new junction created with the A612 Trent Valley Way, Gedling.
9. 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. These include:
 - Two new traffic signal controlled junctions including pedestrian crossing facilities at either end at 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 development site;
 - A new 4-arm roundabout connecting GAR with the Gedling Colliery development 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.
10. 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.
11. The road will have a 40mph speed limit except for the section immediately adjacent the Gedling Colliery development which will have a lower 30mph limit, the route will also have street lighting along its entire length.
12. The HCA submitted a full planning application (ref. 2014/0915) to GBC on 1st August 2014 for the construction of the GAR. The HCA was also required to execute a Section 106 Unilateral Undertaking (UU) to secure planning obligations related to the planning application. The application was considered by GBC as Local Planning Authority and full planning permission granted for construction of the whole GAR on 23rd December 2014.

A revision to the planning approval was approved in May 2016, removing the conditions associated with phasing.

13. The County Council will construct the GAR pursuant to this planning permission and will be responsible for the discharge of obligations within the UU. This was supported in a letter dated 14th December 2014 from the Chief Executive of NCC confirming that the requirements of the UU did not represent an obstacle to the County Council in progressing the construction of GAR.
14. 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 Gedling Colliery development include a £600 thousand 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.

Scheme Delivery

15. Nottinghamshire County Council has the overall responsibility for land acquisition, design, procurement, construction and delivery of the GAR working in partnership with the HCA, GBC and Keepmoat. Via East Midlands on behalf of NCC, will be responsible for managing the land acquisition process and the design and project management of the road construction. All statutory procedures such as Compulsory Purchase Orders (CPOs) and Side Roads Orders (SROs) will be made by NCC as these powers are not delegated to Via East Midlands.
16. The total project cost is estimated at £40.899 million, split into £7 million for land and £33.899 million for design and construction of the GAR. The funding stream assembled is sufficient to deliver the project and are as follows:
 - HCA - £7.17 million
 - NCC Capital - £5.4 million
 - D2N2 - £10.8 million (outline business case approval obtained, full approval required)
 - Housing Developer (Keepmoat) - £17 million (including Community Infrastructure Levy (CIL) liabilities of £4.488 million)
 - Section 106 contributions - £0.529 million
17. It is intended that the scheme will be delivered in two concurrent contracts, one covering the highway interface works at the junctions onto the existing network and the main contract which is largely off-line undertaking earthworks and new road construction.
18. The main contract will be procured using the Medium Schemes Framework 2 (catering for schemes up to £25 million in value) provided through the Midlands Highway Alliance, which Nottinghamshire County Council is part of. Using this existing framework will reduce any procurement delays and also enable a significant period of Early Contract Involvement (ECI) to fix a target price, carry out value engineering and assist in the management of risk. Based on cost estimates at a 2016 base rate the contract value would be approximately £21.6 million excluding service diversion works.

19. Delivery of the highway interface works by Via East Midlands will enable the overall contract period to be reduced by undertaking multiple contracts simultaneously and utilise the expertise from the joint venture. Similarly, the procurement route enables the design and construction teams to work closely to determine efficient methods of construction and costs savings. Based on cost estimates at a 2016 base rate the contract value would be approximately £4.8 million excluding service diversion works.
20. It is currently anticipated that main contract works can commence on site during September 2017 with completion of the route programmed for March 2019. This is subject to numerous key stages being completed including the land acquisition process using CPO as necessary, funding approval from D2N2 for which a preparation of full business case is currently being prepared for submission. It must also be stated that there is a risk of public inquiry regarding land acquisition being required, if that is the case it is anticipated it would be scheduled for May 2017.

Scheme Costs

21. Housing Zone funding has been used to develop construction costs to inform the funding agreements and ensure the viability of the project. The costs were reviewed by specialist consultant Turner and Townsend who were appointed through the HCA's consultancy framework. The review used the latest design information and liaison with officers at NCC undertaking the design and also included contractor input. A cost summary for the design and construction of the whole road is detailed in table 1. The pricing detail undertaken by the consultant splits the works into distinct phases to ensure that the project can be delivered in accordance with the proposed delivery routes summarised in this report.

Table 1: Scheme Costs

Costs (millions)	Comments
£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)
£28.281	Construction Total
£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
£33.899	Design and Construction Total
£7.000	Land Acquisition, Compulsory Purchase Order and costs relating to Unilateral Undertaking
£40.899	TOTAL PROJECT COSTS

22. The costs produced includes a contingency set at 5%, inflation is based on current BCIS (Building Cost Information Service) All In Tender Prices assuming a main contract start date of October 2017 and a base rate of Quarter 1 2016. It should be noted that these costs have been developed using the best information available at the time of review. As the project moves towards construction and a delivery partner is employed there will be further iteration of these which in turn will generate an agreed target cost for the delivery of GAR.

Funding Profiles and Agreements

23. A total funding package has been assembled totalling £40.899 million from a number of different sources and this is summarised in table 2. In order to deliver the road and to ensure that funding is secured a number of funding agreements are required between NCC and key partners, these are:

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

24. There are other funding streams supporting the delivery of the GAR, these are covered by agreements currently in place (Teal Close section 106) or subject to separate processes such as the Local Assurance Framework procedure for the D2N2 funding. Each of the funding agreements will seek to protect NCC from significant risk through preconditions needing to be met linked to planning, statutory procedures, timescales and funding. No contracts will be entered into to build the GAR unless all pre-requisites are met and its delivery viable. There is also potential that a Public Inquiry may be required in respect of compulsory land acquisition. If this is the case then timescales and funding implications will be reviewed.

Table 2: Funding Streams

Value (millions)	Funding Source	Comments
£7.000	HCA	Grant Funding - Enabling Works agreement
£0.170	HCA	Grant Funding – Phase 1 Works
£5.400	NCC	County Capital
£10.800	D2N2	Maximum amount, Outline Business Case Approval obtained
£0.436	Teal Close – s106	S106 agreed when outline planning granted, reserved matters application due for submission
£0.093	Gedling Colliery – s106	S106 being finalised, completion expected Sept 2016.
£17.000 (split as detailed below)	Keepmoat and GBC	Keepmoat are the current developer and under terms of the agreement fund up to £17,000,000 towards the GAR. This includes payments of CIL liabilities.
£12.512	Keepmoat	
£1.225	GBC	CIL Phase 1a Liability
£0.923	GBC	CIL Phase 1b Liability
£2.340	GBC	CIL Phase 2 Liability
£40.899	TOTAL	

25. The funding agreements are currently being negotiated between HCA, NCC, GBC and Keepmoat. The completion and execution of these are required prior to making of a Compulsory Purchase Order (CPO) to demonstrate that funding is in place. It is intended that the CPO will be made in November 2016, and final drafting will therefore need to be completed and agreements signed in accordance with the recommendations in this report before then. The timeline of the project remains a very challenging one and all partner agencies have much to do to take the project forward and deliver all its objectives.
26. A report is being presented to NCC Finance and Property Committee on 19TH September 2016 that seeks to secure approval to enter into various funding agreements with partners that will trigger the drawdown of funds to purchase land and deliver the project. This report is listed as a background paper.

Update on Land Acquisitions

27. The Enabling Works agreement between the HCA and NCC enables funding to be drawn down for land purchases and costs including those associated with a Compulsory Purchase Order and Side Roads Order. The current agreement permits the purchase of land subject to independent valuations.
28. The funding agreement is a maximum capped value of £7 million from the HCA. Work has previously 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. More recent work has been undertaken by the District Valuer, this is being currently being reviewed and will be included in the final funding agreement.
29. Whilst every endeavour will be made to acquire lands via negotiation, in order to ensure scheme delivery it is standard practice that Compulsory Purchase Order (CPO) powers are progressed simultaneously with land acquisition. 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.
30. Letters have been sent to all land / lease holders 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 to discuss details of the scheme. This has prompted contact from a number of key land owners and detailed discussion / negotiations are underway. In addition the design team are reviewing all parcels of land to confirm the extents and types of rights required for the delivery of the works.
31. Currently there are 56 plots of land over which rights are to be acquired permanently and 81 plots where essential temporary access rights are required to construct the GAR. These are currently in a mixture of public and private sector ownership and do not include land owned by NCC that forms part of the public highway or would be dedicated as public highway following the construction of the GAR, summarised in the table 3.

Table 3: Number of Land Parcels

Ownership	Number of Land Parcels		
	Permanent Rights	Temporary Rights	Total
3 rd Party	26	40	66
Homes and Communities Agency	8	15	23
Gedling Borough Council	11	11	20
Nottingham City Council	0	4	4
Unknown	11	11	11
TOTAL	56	81	137

32. 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, this land is shown on the enclosed plan GAR/NCCL02 and covers all the land required permanently. Negotiations are underway to include the temporary land areas in a licence agreement, if 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 land under licence to carry out works if required, subject to submission of method statements and risk assessments.

33. Gedling Borough Council and Nottingham City Council Land

Negotiations are underway with both authorities to acquire the necessary rights, if agreed then these can be removed from the CPO schedule.

34. Unknown Land

The County Council has commissioned 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.

Compulsory Purchase Order

35. 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. The CPO will be made under sections 239, 240, 246 and 250 of the 1980 Highways Act and the Acquisition of Land Act 1981.

36. The CPO schedules, plans, statement of reasons, notice and orders are currently being drafted and validated. Following approval of the principle of compulsory purchase, it is intended that final versions of these documents will be brought to the Transport and Highways Committee meeting on 17th November 2016 for approval before the Order is made and sealed. The Committee is asked therefore to approve in principle the making of a CPO to acquire the land required to construct the GAR.

37. The attached drawings GAR-CPO/01, 02, 03, 04, 05 and 06 show the proposed GAR together with the parcels of land required permanently (within the red line boundary) and land required temporary (area between the red and the blue line boundaries).

Side Roads Order

38. It is considered that a Side Roads Order (SRO) will be required as part of the delivery of the GAR to confirm the following:

- Areas of existing highway that will require stopping up (by reference to the highways map);
- Identifying which private accesses need stopping up (as noted below where a highway is stopped up the private access to that highway should also be stopped up in addition);
- Demonstrating alternative means of access being provided and planning status of such works;
- Position on classification for the proposed new highway.

39. The SRO would be made under section 14 and 125, and in accordance with Schedule 1 of the Highways Act 1980 and this can be progressed at the same time as the CPO. Drawings are currently being prepared at it is intended that the final set of documents will be brought to the meeting on 17th November 2016 for approval together with the CPO documents.

Other Options Considered

40. The options considered that can be split into the alignment / route details of the GAR and finance / legal agreements.

41. 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.

42. Through the planning process Statutory Consultees were also contacted in the course of undertaking the Environmental Impact Assessment and as part of the pre-application process and feedback has been disseminated. Their comments and requirements have been addressed and incorporated in the EIA and planning application process. The consultation strategy for the planning application included public exhibitions in order to enable as many local people as possible to view the plans and to have an opportunity to make comments and to discuss any concerns with members of the team. The target area covered over 10,000 properties and three consultation events were held in the local area. The current proposals represent the best solution to meet the complex requirements and parameters surrounding the project.

43. 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

44. To enable a key strategic development site to be realised and unlock much needed development land. The Gedling Colliery 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 Gedling Borough Council. The site has a status of strategic location and will be allocated through part 2 Local Plans as set out in Policy 2. Policy 7 of the ACS recognises the regeneration benefits arising from the Gedling Colliery site, which offers the opportunity for the redevelopment and reuse of brownfield land to create a new sustainable neighbourhood. Policy 15 of the ACS lists the Gedling Access Road as a scheme which remains important to the delivery of the Core Strategy. The financial package assembled resolves the funding requirements for the delivery of the GAR that would unlock the full development site.
45. The delivery of GAR will also complete the long awaited bypass of Gedling village and provide strategic transport objectives in keeping with the Nottinghamshire Local Transport Plan.

Statutory and Policy Implications

46. 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.

Finance Implications

47. The delivery of both the GAR and Gedling Colliery development are linked as a result of the complex funding arrangements.
48. Based on current scheme estimates and review work 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 19th September 2016.
49. By utilising the procurement methods identified an opportunity is provided for the project team to engage and work collaboratively with a preferred contractor to carry out value engineering and fix a target price. If the target price is less than current estimates then it reduces the risk of costs being incurred above the current contributions. In the case of the target cost being above current scheme estimates then through the robust project governance arrangements this information would be taken to partners to seek additional contributions and a subsequent report brought to the appropriate committee to advise on the next steps required to deliver the project.
50. The Payment and Escrow Account and Deed of Agreement between NCC and GBC related to CIL payments only become active and funding eligible to be withdrawn once contracts are in place to deliver the road. Contracts to deliver GAR also require all necessary permanent and temporary access rights to land either through negotiation or via confirmation of the CPO. Before the Secretary of State can confirm any CPO required, they must first be satisfied that the scheme is fully funded.

51. Costs will be updated as target prices are agreed with Contractors that enables further validation to be undertaken to demonstrate that the scheme offers value for money and is viable.

RECOMMENDATION/S

It is **RECOMMENDED** that Committee:

- 1) To seek approval in principle to compulsorily 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 for the progression of documents required to make a Side Roads Order under section 14 and 125, and in accordance with Schedule 1 of the Highways Act 1980;
- 3) To note the scheme update and current financial position.

Tim Gregory
Corporate Director – Place

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

Constitutional Comments (RHC/09/09/2016)

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

Financial Comments (GB/08/09/2016)

53. The financial implications are set out in paragraphs 47 to 51 in the report.

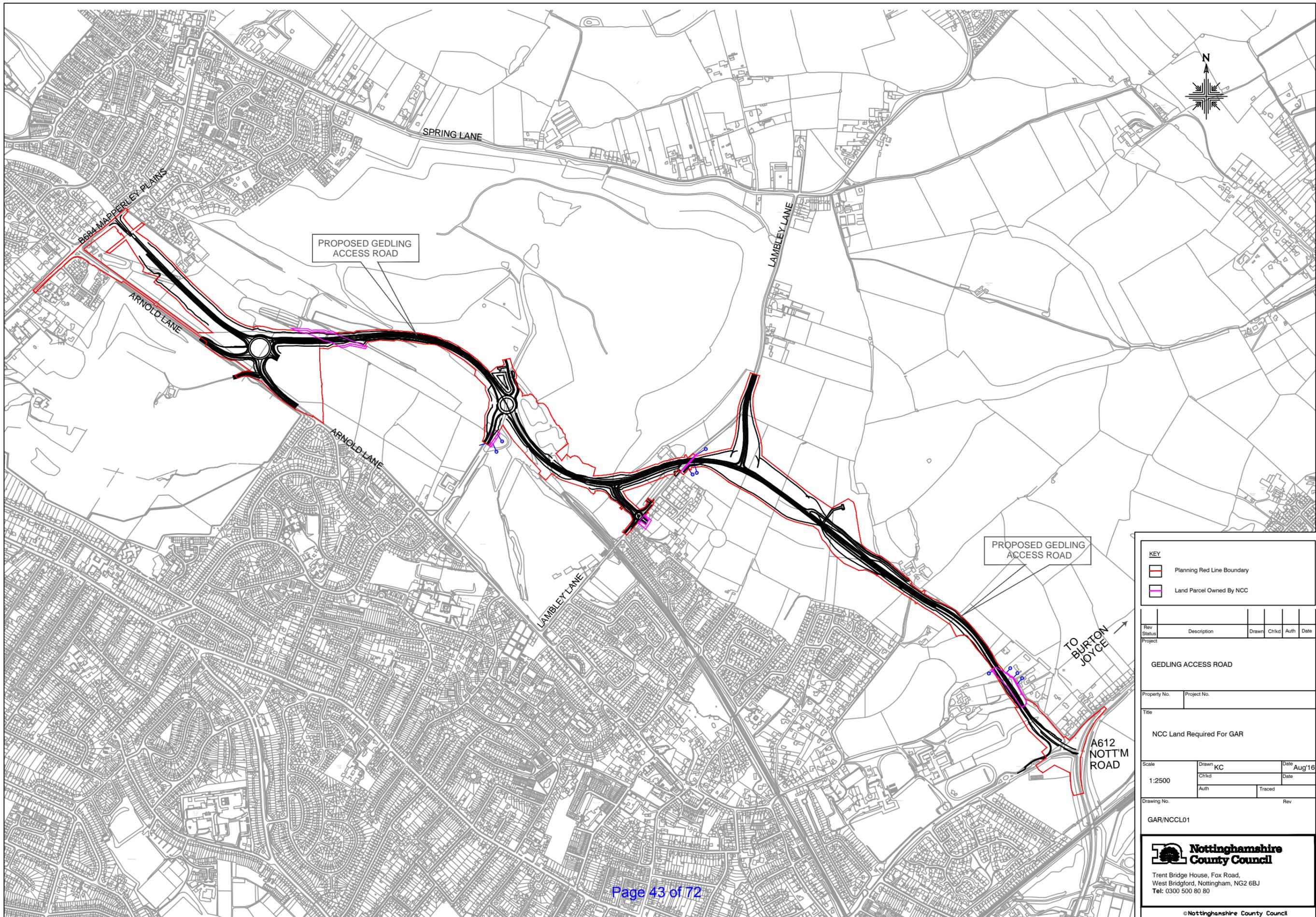
Background Papers and Published Documents

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 24th March 2014
Gedling Access Road, Scheme Development and Funding Agreements
- Report to County Council dated 27th 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
- Finance and Property Committee Report dated 19th September 2016
Gedling Access Road, Scheme Update and Funding Agreement

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



PROPOSED GEDLING ACCESS ROAD

PROPOSED GEDLING ACCESS ROAD

KEY

- Planning Red Line Boundary
- Land Parcel Owned By NCC

Rev	Status	Description	Drawn	Chk'd	Auth	Date

Project						
GEDLING ACCESS ROAD						

Property No.	Project No.
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Title	NCC Land Required For GAR
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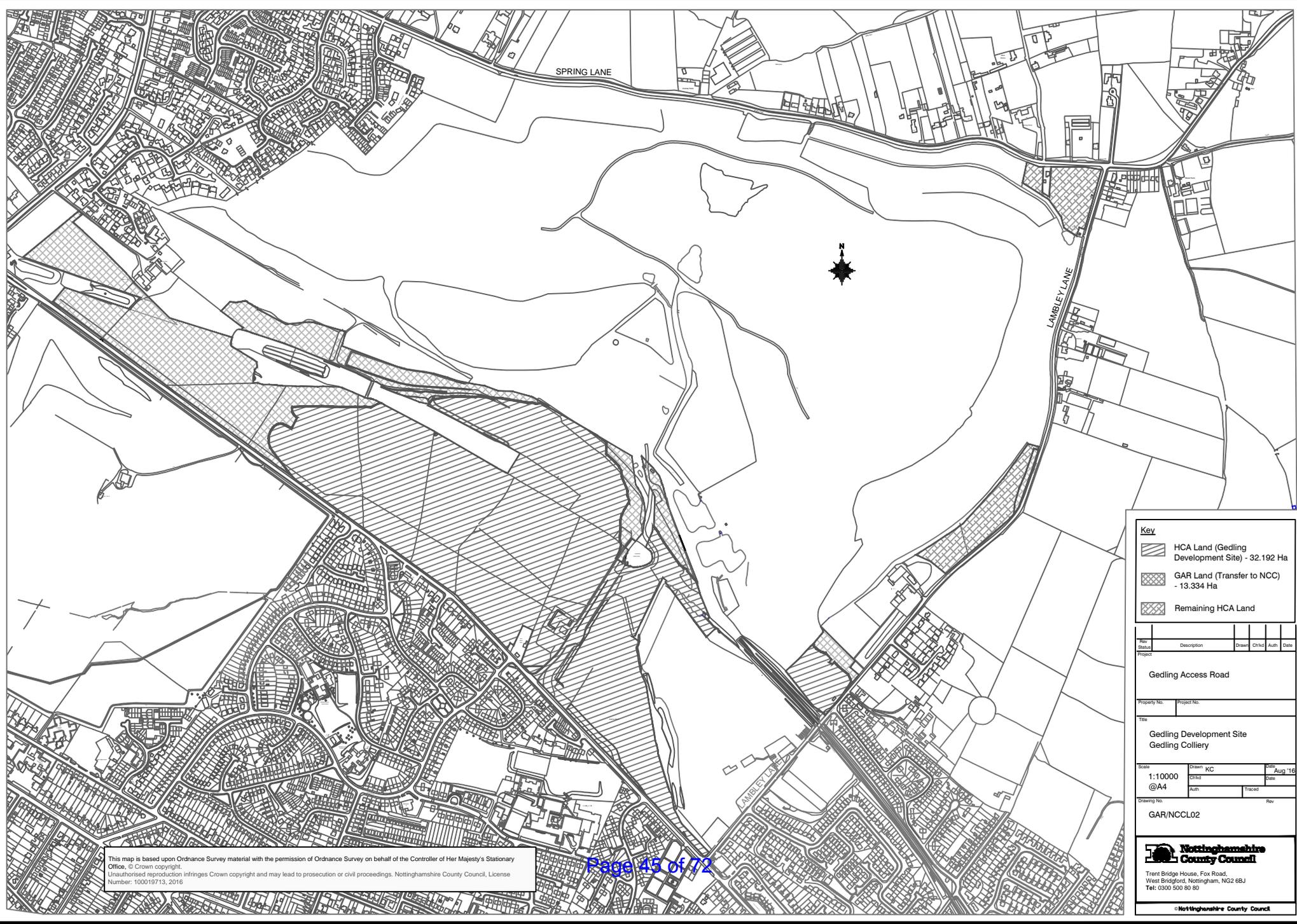
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		Chk'd		Date	
		Auth		Traced	

Drawing No.	GAR/NCCL01	Rev	
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SPRING LANE

LAMBLEY LANE



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Key

	HCA Land (Gedling Development Site) - 32.192 Ha
	GAR Land (Transfer to NCC) - 13.334 Ha
	Remaining HCA Land

Rev	Description	Drawn	Chk'd	Auth	Date

Project: **Gedling Access Road**

Property No. Project No.

Title: **Gedling Development Site
Gedling Colliery**

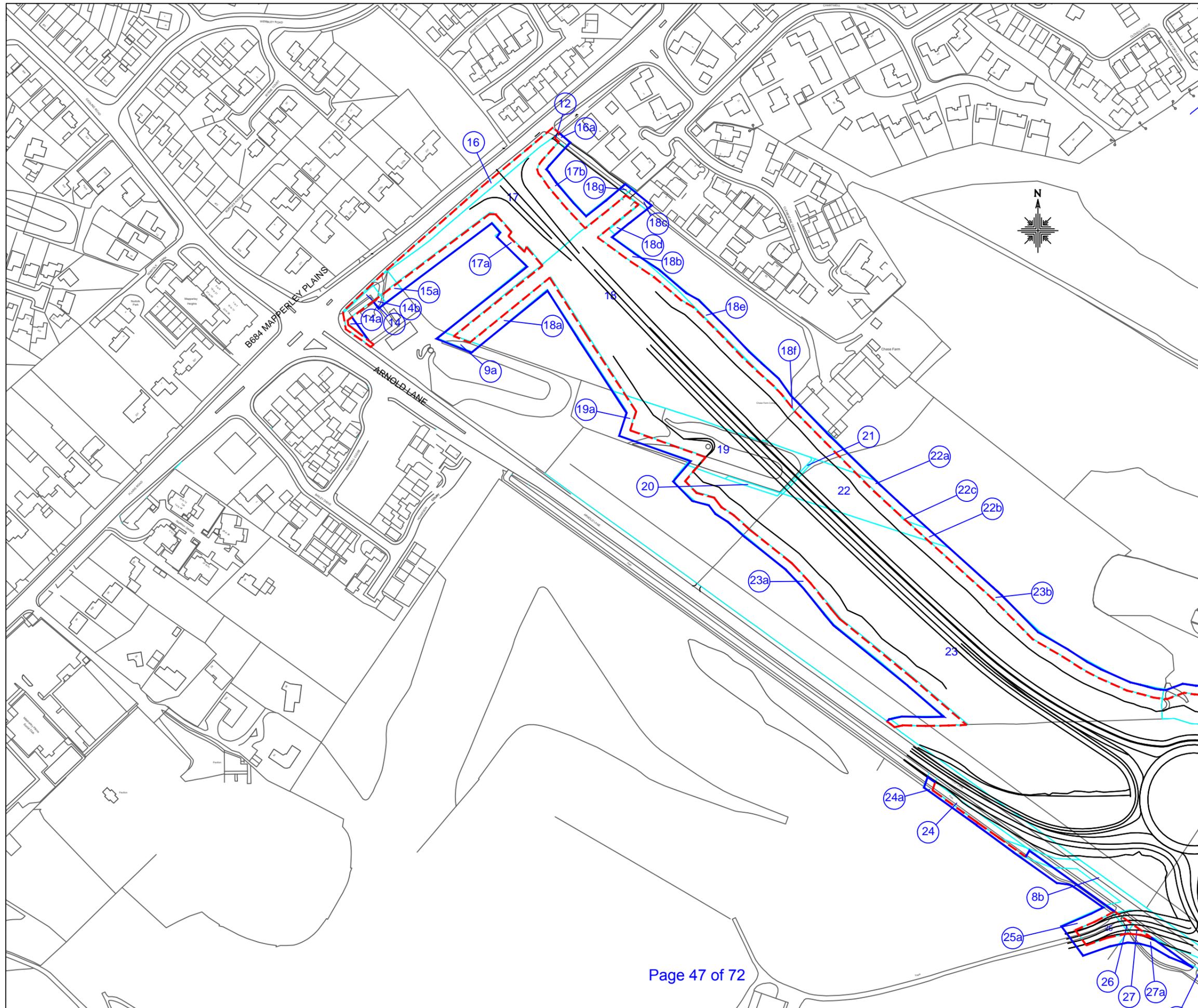
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Drawing No.: **GAR/NCCL02**

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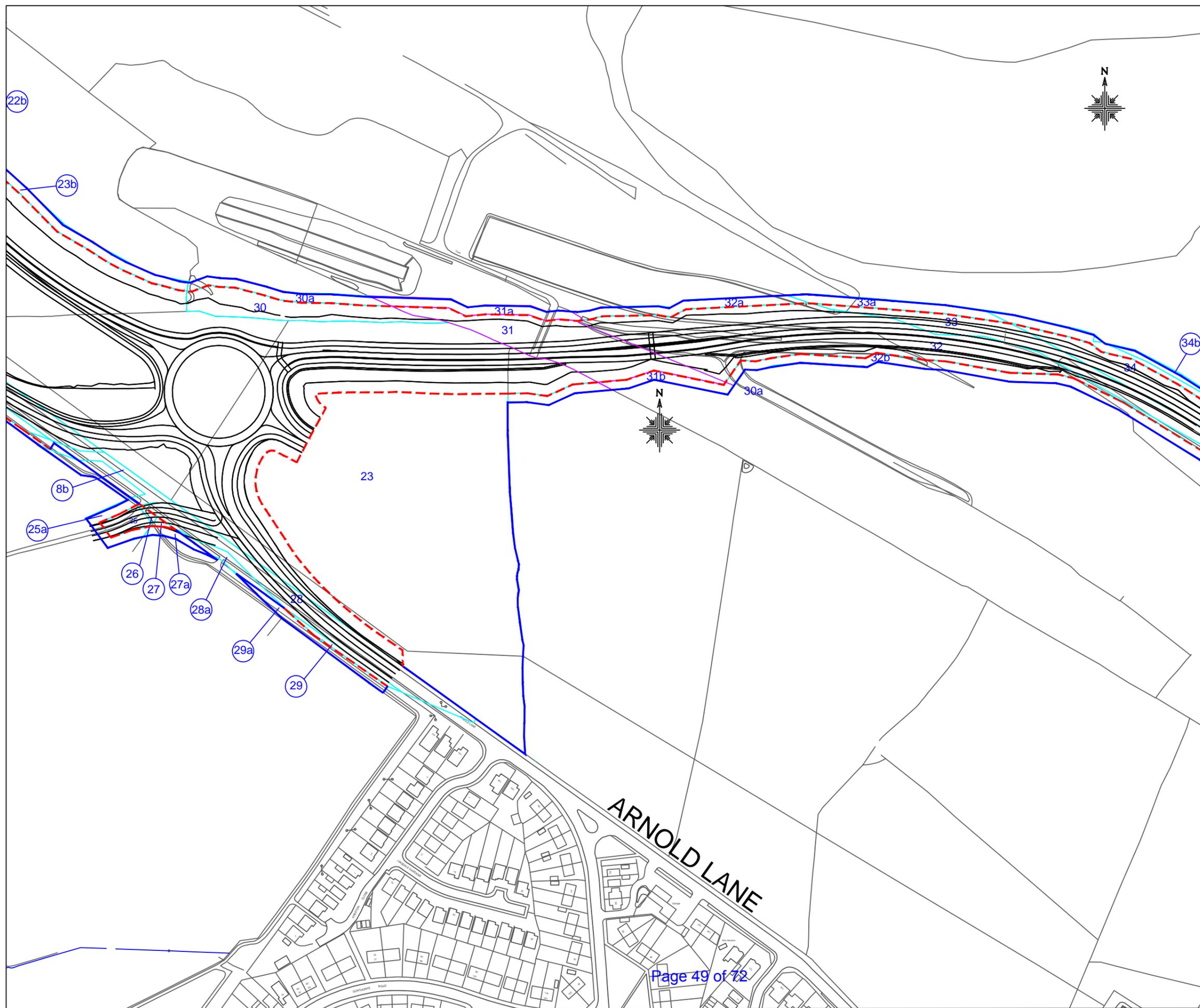
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- Key**
-  Planning Red Line Boundary
 -  Temporary Works Area
 -  Land Parcel Boundary
 -  Land Parcel Reference

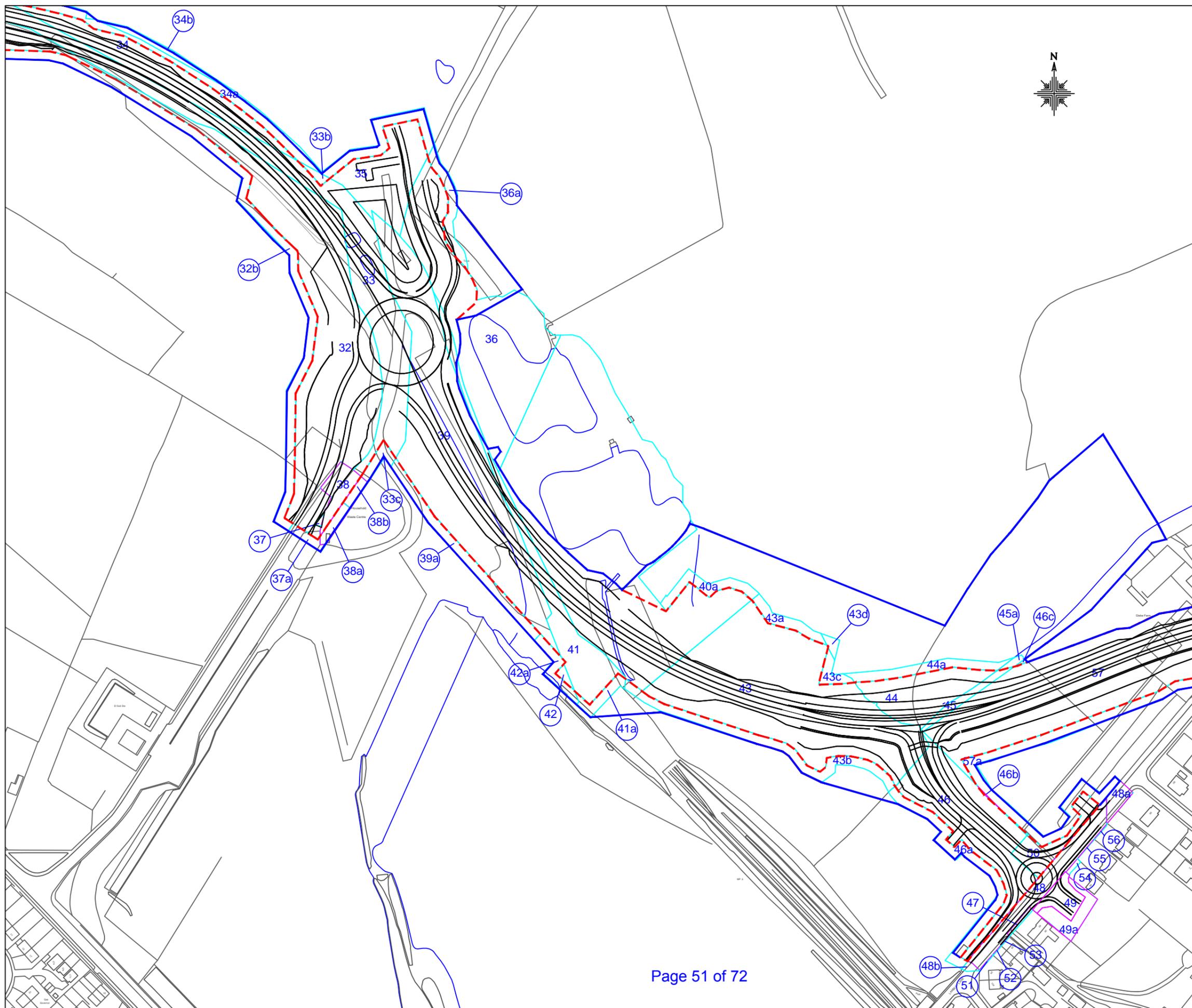


Rev	Status	Description	Drawn	Chkd	Auth	Date
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Drawing No.		Rev				
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- Key**
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 -  Temporary Works Area
 -  Land Parcel Boundary
 -  Land Parcel Reference

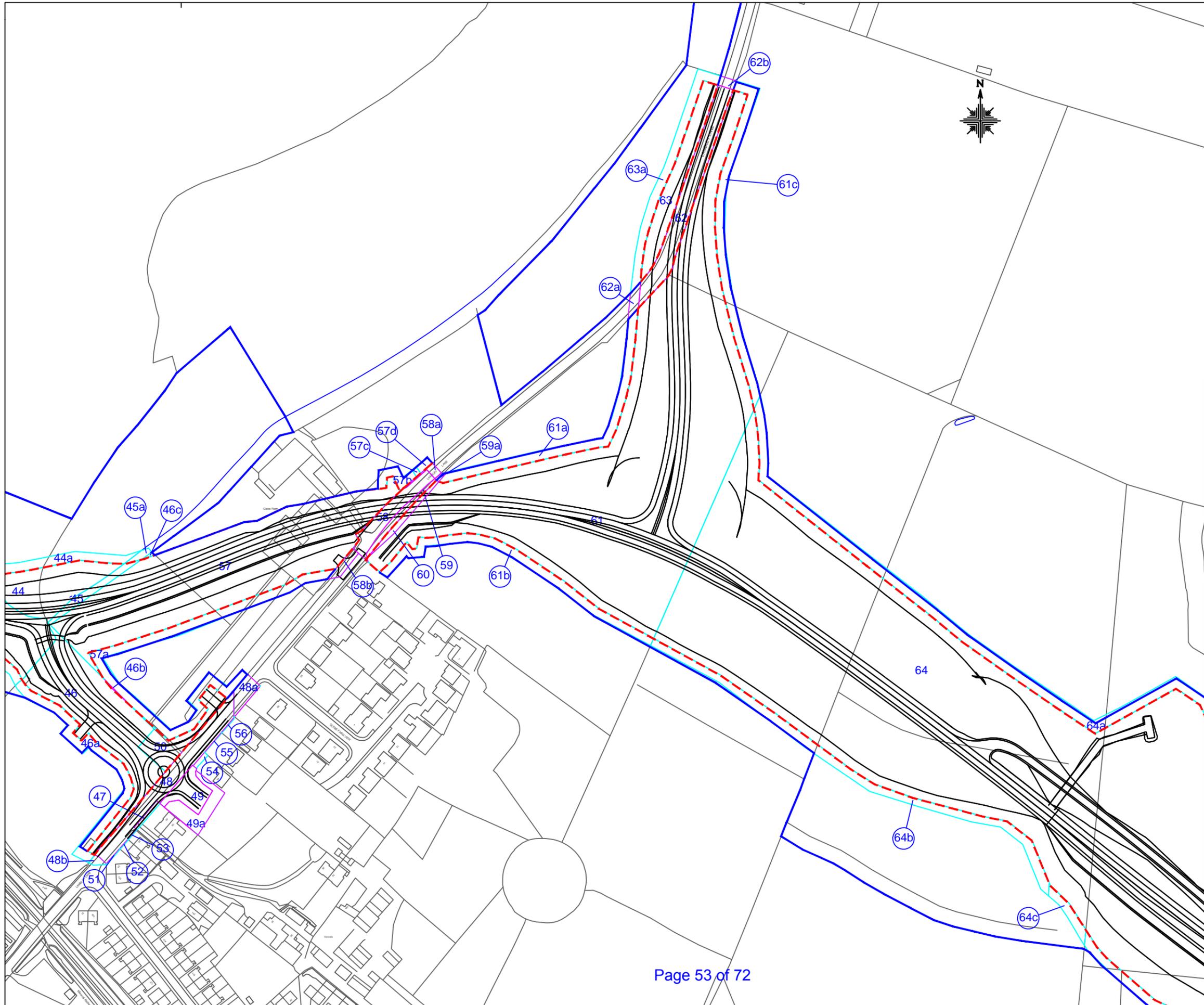
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Property No.	Project No.				
Title					
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 -  Land Parcel Boundary
 -  Land Parcel Reference

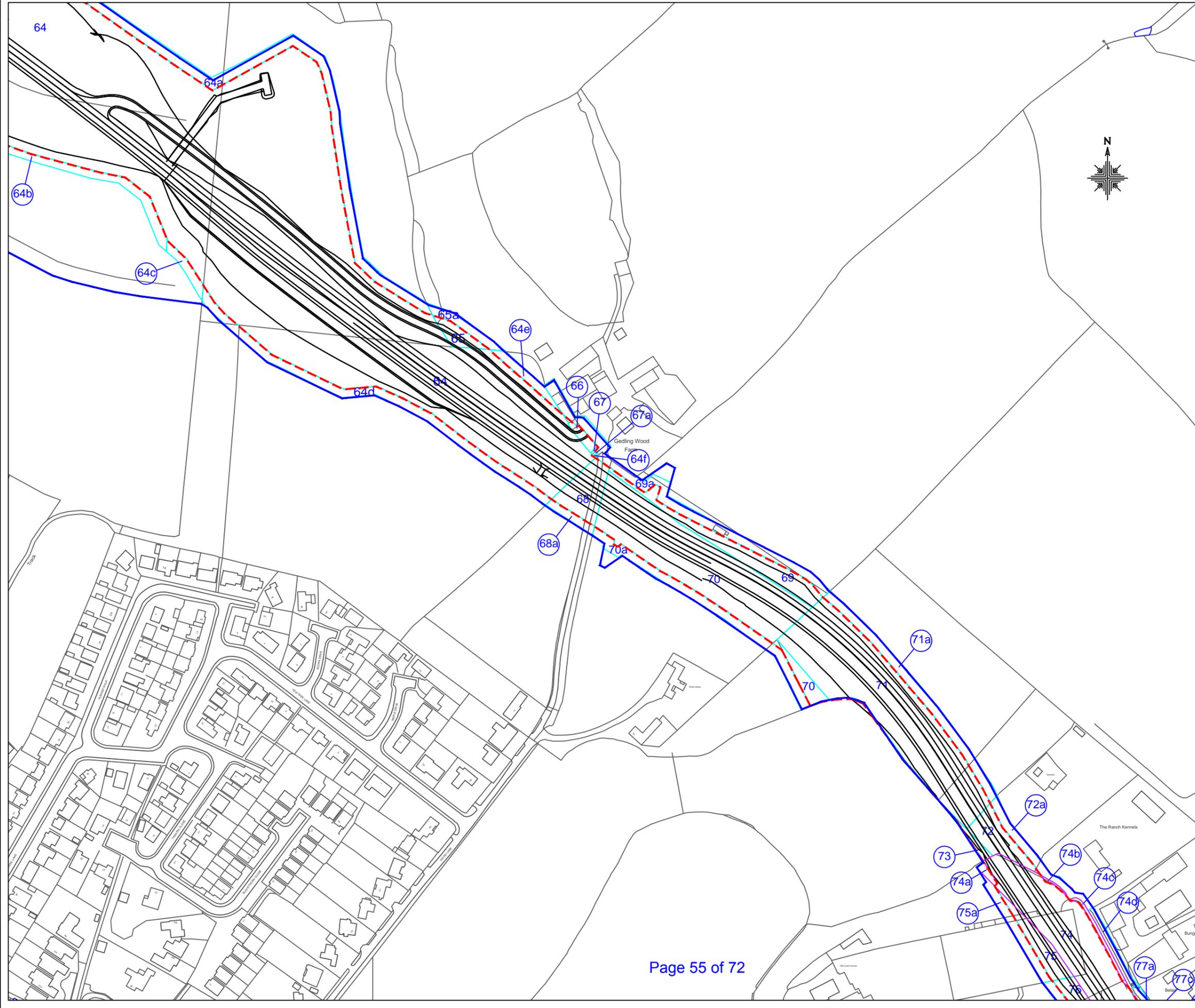


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 -  Temporary Works Area
 -  Land Parcel Boundary
 -  Land Parcel Reference

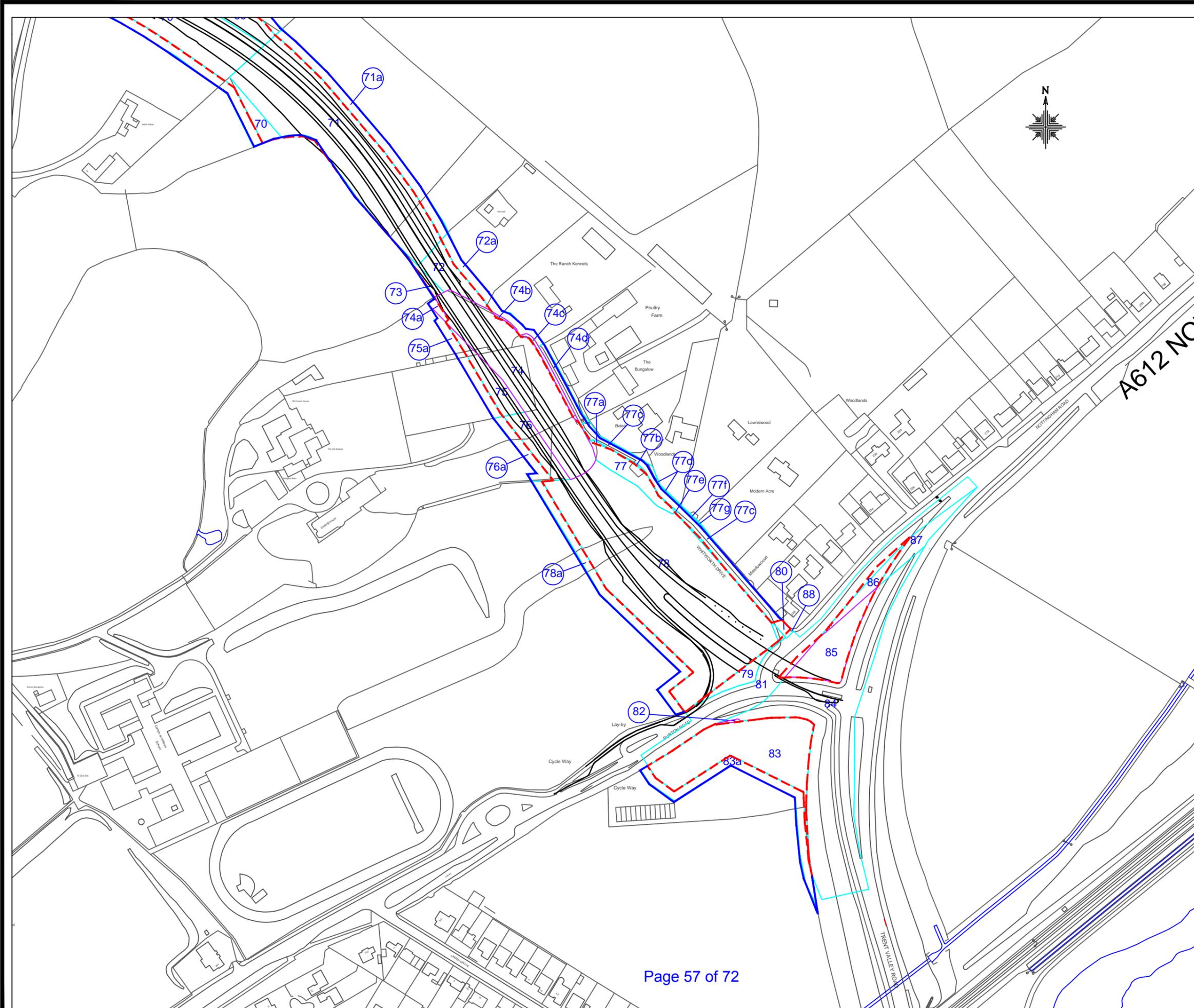
Rev Status	Description	Drawn	Chkd	Auth	Date
Project	Gedling Access Road				
Property No.	Project No.				
Title					
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- Key**
-  Planning Red Line Boundary
 -  Temporary Works Area
 -  Land Parcel Boundary
 -  Land Parcel Reference



Rev	Description	Drawn	Ch'kd	Auth	Date
Project	Gedling Access Road				
Property No.	Project No.				
Title					
GAR CPO Land Parcels and Redline Boundary					
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- Key**
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 -  Temporary Works Area
 -  Land Parcel Boundary
 -  Land Parcel Reference

Rev	Description	Drawn	Chkd	Auth	Date
Project					
Gedling Access Road					
Property No.	Project No.				
Title					
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GAR-CPO/06					

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21 September 2016

Agenda Item: 7

REPORT OF CORPORATE DIRECTOR, PLACE

RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL

Purpose of the Report

1. The purpose of this report is to recommend to Committee the responses to the issues raised in petitions to the County Council on 4th July 2016.

A. Petition requesting a Residents' Parking Scheme for The Beeches and Birch Court, Tuxford

2. A 17-signature petition was presented to the 4th July meeting of the Full Council by Councillor John Ogle on behalf of residents of The Beeches and Birch Court, Tuxford. The petition requests that a residents parking scheme be introduced.
3. The Beeches/Birch Court is a cul-de-sac located off Newark Road to the southeast of the village centre. Properties do not have off street parking and there are no on street parking restrictions. Petitioners, who are elderly and some of whom have disabilities, state that they have increasing difficulties parking close to their homes due to parking by family members of residents. Alternative parking is available nearby and visitors have been asked to use this.
4. Requests for residents' parking are considered against the current policy for new schemes which states that there should be :
 - a. Significant levels of current requests from residents
 - b. Non-resident parking which is detrimental to the vitality of the local centre or other local Transport Plan objectives, and
 - c. A trip-attractor which causes non-resident intrusive parking
5. This request does not meet these criteria: the alleged parking problems are caused by family members of residents and therefore do not pass tests b and c. Residents living within a permit scheme are entitled to purchase visitor permits for use by family members. It is anticipated that residents would purchase these and the scheme would

not provide the hoped-for benefits. The request is not considered to be an appropriate solution to the problem and so no further action is intended at this time.

6. It is recommended that the lead petitioner be informed accordingly.

B. Petition requesting Residents Parking Scheme, Brookfield Road Arnold

7. An 8 signature petition was presented at Full Council on July 4th July 2016 by Councillor Muriel Weisz which requested a residents' parking scheme be introduced on Brookfield Rd between the Gedling Grove and Derby St junctions. The residents complain of parking by shoppers, commuters, market traders, and from residents on the adjacent Gedling Rd, some who fall into the aforementioned parking restrictions. They indicate the problem has worsened since the nearby Friar Tuck Public House introduced pay and display in its car park and point out the car park on Gedling Rd is free after 6pm.
8. Similar requests from residents at the 5 properties represented on the petition have been received in 2009, 2013 and 2015. Requests from the remaining properties on Brookfield Road have not been received. Any residents' parking scheme would need to consider a longer length of the road as a scheme covering these 5 properties would transfer the problem to where there are further terraced houses.
9. Residents from Gedling Rd requested a residents' parking scheme in 2015, but a parking survey carried out in May of that year showed only 63% of its parking capacity was in use at its busiest time. Subsequently, the request is held on file for consideration, but is not considered a high priority and has yet to be approved for an annual Programme. The previous request for Brookfield Rd was added to the same list, but has yet to be surveyed.
10. It is recommended that this request be considered in more detail and a survey conducted as appropriate to determine the feasibility and priority of a possible residents' parking scheme. The 2016/17 Works Programme is currently underway and the 2017/18 Programme will not be finalised until February 2017. If the request is not included in this upcoming programme, the request will be held on file for future consideration.
11. It is recommended that the lead petitioner be informed accordingly.

C. Petition requesting reintroduction of Residents Parking Scheme, Park Street, Sutton in Ashfield

12. A 44 signature petition was presented to the 4th July meeting of the County Council by Councillor David Kirkham. The petitioners requested the re-introduction of a residents parking scheme in the area which was removed following a consultation in 2011.
13. The County Council has a high number of resident parking scheme requests on record and is unable to support them all. Given this area previously had a scheme that was removed with necessary local support and there has been no change in circumstance to alter parking patterns it is not appropriate to reconsider the reintroduction of the scheme.
14. It is recommended that the lead petitioner be informed accordingly.

D. Petition requesting parking restrictions on Mill Croft, Sutton in Ashfield (Ref 2016/0183)

15. A petition containing 45 signatures was presented to the 4th July 2016 meeting of the full County Council by Councillor Steve Carroll. The petition requests the introduction of parking restrictions at the junction of Mill Croft and Silk Street Sutton in Ashfield.
16. On occasion obstructive parking is occurring at this junction though at present it does not warrant the introduction of waiting restrictions because it currently does not meet the criteria for the introduction of new restrictions which are, 3 or more personnel injury accidents in last 3 years, obstruction of emergency services or buses on a regular basis.
17. In the absence of formal parking restrictions, the Police can take action against obstructive parking however they have other higher priority issues and may not be able to attend while the offence is occurring. The obstructive parking has been reported to the Police.
18. The request will be kept on file and monitored by officers when in the area. Should the situation become more acute then it may be included in a future years' programme of works.
19. It is recommended that the lead petitioner be informed accordingly.

E. Petition for Requesting Improvements to Zebra Crossings Victoria Road Netherfield

20. At the Full Council meeting on 4th July 2016 Councillor Nicki Brooks presented a 224 signature petition concerning a number of existing Zebra Crossings on Victoria Road Netherfield. The petitioners requested that the crossings be made safer.
21. The main measure used to objectively assess road safety at a particular location is the number of accidents in which someone was injured. The Police produce reports on these incidents and on behalf of NCC, Via East Midlands receives the reports and maintains a comprehensive database of accidents to enable the safety of the Highway to be assessed.
22. In 2015 there were 1795 Reported Injury Accidents across the County, which resulted in injury to 2370 people. Funding has to be directed to sites where injury accidents are occurring, to ensure it is most effectively used.
23. A study of reported injury accidents at Zebra Crossings across the County was recently carried out by the specialist Accident Investigation team now within Via East Midlands. This included the crossings in Netherfield. As a result of this work a number of improvements have been included in the current Highways Improvement programme, for implementation during 2016/17 financial year.

24. On Victoria Road Netherfield, the crossings outside “Bargain Booze” and “Coral” are to receive upgraded LED belisha Beacons, which are much brighter than the standard units, to make the crossings more conspicuous. These were specified to address accidents identified during the study.
25. No Reported Injury Accidents occurred at the crossings at “Jackie Bells park” and “Good as New” between 01.01.2013 and 31.05.2016 and therefore no improvements are proposed at these sites.
26. The petition also called for a School Crossing Patrol. There is a very high demand for School Crossing Patrols, and only the busiest locations can be served. The provision of a Patrol is dependent on range of criteria being met, primarily the number of school children crossing at the site, and the number of vehicles using the road. Providing a Patrol on a formal crossing such as a zebra is not considered good practice in safety terms, and is only considered at exceptionally busy and complex sites. Netherfield Road will be assessed during the school term to see if it meets the criteria at any other point.
27. It is recommended that the lead petitioner be informed accordingly.

F. Petition requesting alteration to lanterns at Chartwell Grove, Mapperley (Ref 2016/0185)

28. A 35 signature petition was present to the 4th July 2016 meeting of Full Council by Councillor Michael Payne regard the installation of new street lights on Chartwell Grove, Mapperley. The residents request that the recently installed lanterns be removed and replaced with a style the same as previously in situ as they were in keeping with the design of the residential area.
29. NCC adopted the policy of moving to LED for all new street lighting installation in September 2013 after carrying out various trials on different lanterns and considering feedback from the Police, Road Safety advisors and residents.
30. In June 2016 the street lights on Chartwell Grove were upgraded from low pressure sodium lighting to new LED lanterns as part of the on-going street lighting maintenance programme taking place across The County. Chartwell Grove is public highway and therefore the standard replacement lantern has been used for the classification of road. The same have been installed through-out Ashfield, Broxtowe, Rushcliffe & Gedling.
31. When lanterns are being replaced in places of historical interest or conservation areas consideration is given to using alternative lanterns to be sympathetic to the area however Chartwell Grove does not fall under this category. As the highways authority there is no legal obligation to light the highway, but where it is lit columns and lanterns are procured in order to get best value and make the best use of financial resources.
32. Lighting manufacturers moved away from producing the low pressure sodium lanterns (which were there previously) as these don't meet the current standards of lighting and have become expensive to run and maintain. As a result, costs to replace and repair out

dated lighting system are disproportionately high. The lanterns themselves also cost around 60% more in energy to run than the LED alternative.

33. Investment in the LED programme to date has been £3.2m which has resulted in an annual reduction of 7,000,000kwh. In total £1.5m has been saved on the energy budget and this total will continue to rise each year as the programme progresses.
34. The LED's recently installed are Holophane V Max which is an award winning lantern in the industry. This is due to its flexibility, light weight, ease of fitting and future maintenance requirements, most importantly it came out best for illumination level.
35. For the above reasons it is not proposed to alter the lanterns installed.
36. It is recommended that the lead petitioner be informed accordingly.

G. Petition requesting the resurfacing of Lime Tree Avenue & Chestnut Grove, Kirby in Ashfield (Ref 2016/0186)

37. A 40-signature petition was presented to the 4th July meeting of the Full Council by Councillor Rachel Madden on behalf of residents of Lime Tree Avenue and Chestnut Grove, Kirby in Ashfield. The petition requests that the road be resurfaced.
38. Lime Tree Avenue and Chestnut Grove, are interconnecting roads off Victoria Road (B6020). Both roads had the sewers replaced a number of years ago with the associated trench reinstatement being undertaken.
39. Whilst the trench has settled, which results in an uneven road surface, this is within acceptable surface parameters for the class of road. The surface condition of both the trench and the existing road surface are showing signs of deterioration in discrete areas, however, these are not excessive and do not currently meet safety intervention levels. The visual appearance of the road is striking as the trench has been repaired in a material that has weathered in stark contrast to the original surface colour.
40. These roads do not feature in the 5-year highway maintenance programme, and inspection of both has confirmed that they do not warrant inclusion. Therefore, the request is not considered to be an appropriate solution at this time, but this will be monitored through the highway planned inspection programme.
41. It is recommended that the lead petitioner be informed accordingly.

H. Petition requesting replacement of brick Bus Shelter at Warsop Lane, Rainworth (Ref 2016/0187)

42. A 163 signature petition was presented to the 4TH July 2016 Full Council meeting by Councillor Yvonne Woodhead requesting that a brick bus shelter at Warsop Lane Rainworth be replaced with a modern shelter. The petitioners cite anti-social behaviour as the reason for this request.

43. Transport & Travel Services acknowledge the concerns raised by the community and have secured the funding to replace the brick shelter with a polycarbonate shelter. It will be replaced by 31st March 2017. It has also been arranged for the existing bus shelter to be cleaned out on a monthly basis until it is replaced, and for Newark and Sherwood District Council to install a bin at the bus stop.
44. In order to deal with the underlying issue of anti-social behaviour, Transport & Travel Services ask that the local community continue to report any antisocial behaviour to the police or Newark & Sherwood District Council.
45. It is recommended that the lead petitioner be advised accordingly.

I. Petition requesting new Bus Shelter at Nottingham Road, Burton Joyce (Ref 2016/0188)

46. A 28 signature petition was presented to the 4th July 2016 Full Council meeting by Councillor John Clarke. The petitioners are requesting a bus shelter be provided at Nottingham Road Burton Joyce where there is no existing shelter.
47. Transport & Travel Services acknowledge the petition requesting the bus shelter, but have to decline the request on this occasion. The bus stop is insufficiently used by passengers to pass the value for money principle for the provision of a bus shelter as set out in our Bus Stop Policy. In addition, the cost of installing a shelter would be prohibitively expensive as land behind the bus stop would need to be purchased in order to accommodate a bus shelter and significant engineering works would be required to construct the hardstanding.
48. It is recommended that the lead petitioner be advised accordingly.

Statutory and Policy Implications

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

RECOMMENDATION

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

Tim Gregory
Corporate Director, Place

Background Papers and Published Documents

- None

Electoral Division(s) Affected

Tuxford, Arnold South, Sutton in Ashfield Central, Sutton in Ashfield East, Carlton East, Arnold North, Kirkby in Ashfield South, Blidworth, Carlton East



21 September 2016

Agenda Item: 8

REPORT OF CORPORATE DIRECTOR, RESOURCES WORK PROGRAMME

Purpose of the Report

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

Information and Advice

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

Other Options Considered

6. None.

Reason/s for Recommendation/s

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

Statutory and Policy Implications

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

RECOMMENDATION/S

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

Jayne Francis-Ward
Corporate Director, Resources

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

Constitutional Comments (HD)

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

Financial Comments (NS)

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

Background Papers

None.

Electoral Division(s) and Member(s) Affected

All

TRANSPORT & HIGHWAYS COMMITTEE - WORK PROGRAMME

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information?</u>	<u>Lead Officer</u>	<u>Report Author</u>
20 October 2016				
Local Bus Update	Update report	Info	Chris Ward	Jas Hundal
Electric Bus Project	Update report	Info	Chris Ward	Jas Hundal
Winter Maintenance Plan	Approval of plan	Decision	Gary Wood	Neil Hodgson
NET Route Extension Review, Nottingham – Toton Park and Ride	Update report	Info.	Neil Hodgson	Neil Hodgson
Ash Die Back Strategy	Approval of strategy	Decision	Neil Hodgson	Neil Hodgson
Highways Performance Report	Quarterly Update	Info.	Don Fitch	Neil Hodgson
Highway TRO Reports	Reports as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Neil Hodgson
Ilkeston Rd/Melbourne Rd, Stapleford – Prohibition of Waiting TRO	Report of objections	Decision	Mike Barnett	Neil Hodgson
Hucknall Town Centre Improvement Scheme – TROs	Report of objections	Decision	Mike Barnett	Neil Hodgson
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information?</u>	<u>Lead Officer</u>	<u>Report Author</u>
17 November 2016				
Total Transport Fund	Update report	Info	Chris Ward	Jas Hundal
Gedling Access Road; Update on Land Acquisition and Compulsory Order Process	Update report	Info	Mike Barnett	Neil Hodgson
West Bridgford Cycle Routes	Progress report	Info	Sean Parks	Gary Wood
Integrated Transport and Highway Maintenance Capital Programme 2016-17	Progress report	Info	Sean Parks	Gary Wood
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
15 December 2016				
City Easy-Link	Progress report	Info	Chris Ward	Jas Hundal
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
19 January 2017				
Bus Quality Partnerships	Performance and update report	Info	Chris Ward	Jas Hundal
Transport & Highways Committee	Summary report	Info	Various	Various
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information?</u>	<u>Lead Officer</u>	<u>Report Author</u>
9 February 2017				
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
16 March 2017				
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
20 April 2017				
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
15 June 2017				
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various
20 July 2017				
Petitions Report	Responses to Petitions presented to Full Council	Decision		Various

