

Transport and Environment Committee

Wednesday, 23 March 2022 at 10:30

County Hall, West Bridgford, Nottingham, NG2 7QP

AGENDA

1	Minutes of last meeting held on 9 February 2022	3 - 8
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	Transport and Environment Performance Report Quarter 3 Place Core Data Set	9 - 16
5	Provisional Highways Capital and Revenue Programmes	17 - 56
6	Nottinghamshire County Council (Station Road Area, Beeston) (Prohibition of Waiting and Removal of Parking Places) Traffic Regulation Order 2022 (5305)	57 - 68
7	Nottinghamshire County Council (Bede House Lane, Newark on Trent)(Prohibition of Waiting) Traffic Regulation Order 2022(3345)	69 - 74
8	Responses to Petitions presented to the Chairman of the County Council	75 - 80
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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 Noel McMenamin (Tel. 0115 993 2670) 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 Environment Committee
Date	9 February 2022 (commencing at 10:30 am)

Membership

Persons absent are marked with an 'A'

COUNCILLORS

Neil Clarke MBE (Chairman)
Mike Adams (Vice-Chairman)
John Ogle (Vice-Chairman)

Matt Barney	Tom Hollis
Glynn Gilfoyle	Sam Smith
Penny Gowland	Nigel Turner
vacancy	John Wilmott

SUBSTITUTE MEMBERS

None.

OTHER COUNTY COUNCILLORS IN ATTENDANCE

Eric Kerry.
John 'Maggie' McGrath.

OFFICERS IN ATTENDANCE

Doug Coutts	-	Via East Midlands Ltd
James Harvey	-	Chief Executive's Department
Derek Higton	-	Place Department
Sean Parks	-	Place Department
Adrian Smith	-	Place Department
Gary Wood	-	Place Department
Noel McMenamin	-	Chief Executive's Department

1. MINUTES OF LAST MEETING HELD ON 5 JANUARY 2022

The minutes of the last meeting held on 5 January 2022, having been circulated to all Members, were taken as read and were signed by the Chairman.

2. APOLOGIES FOR ABSENCE

None.

3. DECLARATIONS OF INTERESTS

Councillor Matt Barney declared a personal interest in agenda item 6 - 'On-Street Electric Vehicle Charging Infrastructure' - as he worked in the clean energy sector, which did not preclude him from speaking or voting.

4. HIGHWAYS IMPROVEMENT PLAN

During debate, it was agreed that a report be brought to a future meeting highlighting the costings involved in the Plan, so that progress could be monitored more effectively. It was also proposed that the cross-party panel could consider the issue of tree maintenance.

RESOLVED 2022/10

That:

- 1) The draft Highways Improvement Plan at Appendix A to the report be approved, subject to progress against it being reviewed by the cross-party panel;
- 2) The governance arrangements for monitoring the implementation of the activities in the Plan be approved;
- 3) The cross-party panel be tasked with reviewing aspects of road safety, including 20mph speed limits following the motion to Full Council on 20th January 2022, and to report back to Committee;
- 4) The production of a Committee report be approved to outline the outputs of the review of the functional split between the Council and Via East Midlands Ltd, returning key strategic functions to the Council as well as a proposed new staffing structure;
- 5) The work on communications to consider a refreshed communications and engagement plan with suitable capacity be endorsed.

5. CYCLING INFRASTRUCTURE PROGRAMMES

RESOLVED 2022/11

That:

- 1) Public consultation be undertaken on the potential TCF-funded cycling infrastructure improvements along strategic cycle routes on the A453, A6005 and A612 corridors, as detailed in the report;

- 2) Public consultation be undertaken on the proposed Dovecote Lane Beeston Experimental Traffic Regulation Order set out in the Transport and Environment Committee report considered at its 5 January 2022 meeting.

6. ON-STREET ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

RESOLVED 2022/12

That

- 1) The proposals to help enable residents without off-street parking facilities to charge their electric vehicle on-street, as detailed in paragraphs 9-15 of the report, be approved;
- 2) Investigation into the potential delivery of on-street EV charging infrastructure pilots as detailed at paragraph 16 of the report be approved

7. PROPOSED PEDESTRIAN AND CYCLE BRIDGE, WEST BRIDGFORD

RESOLVED 2022/13

That

- 1) the list of highways improvements identified as required as part of the proposed development, as set out in paragraphs 12 and 13 of the report, be approved in principle;
- 2) The proposal that the County Council does not enter into an agreement to lead on and/or fund/part-fund either the construction, future improvements to, or any future maintenance liabilities for the proposed new bridge, be approved;
- 3) Construction of the proposed new pedestrian and cycle bridge be supported in principle, but subject to the following provisions:
 - i) The developer funding the delivery of the necessary highway improvements, as set out at paragraphs 12 and 13 of the report; and
 - ii) That the County Council will not be liable to fund the construction of, and future improvements to, or maintenance liabilities for, the proposed new bridge; and
- 4) the proposed consultation, information provision and publicity required to develop the highway improvements detailed in paragraph 12 of the report be approved.

8. CHARGES FOR HIGHWAYS AND TRANSPORT SERVICES 2022-2023

RESOLVED 2022/14

That

- 1) Approval be given for the proposed charges for highways and transport services, documents and data for the financial year commencing 1 April 2022 as detailed in the Appendix to the report;
- 2) All charges for highways services continued to be reviewed annually and also may be required consequent on any change in circumstances.

9. NOTTINGHAMSHIRE COUNTY COUNCIL (FORGE HILL, HALLAMS LANE, HIGH ROAD AREA, CHILWELL) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2022 (5302)

RESOLVED 2022/15

That the Nottinghamshire County Council (Forge Hill, Hallams Lane, High Road, Hurts Croft, The Close and Woodland Grove, Chilwell) (Prohibition of Waiting) Traffic Regulation Order 2022 (5302) be made as advertised and objectors informed accordingly.

10. NOTTINGHAMSHIRE COUNTY COUNCIL (CUMBERLAND CLOSE, RUDDINGTON) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2022(8332)

RESOLVED 2022/16

That the Nottinghamshire County Council (Cumberland Close, Ruddington) (Prohibition of Waiting) Traffic Regulation Order 2022(8332) be made as advertised, and the objectors informed accordingly.

11. STAPLEFORD TOWN DEAL – PROPOSED HIGHWAY SCHEMES

RESOLVED 2022/17

That

- 1) the proposed Stapleford cycle ‘superhighway’ scheme be approved in principle but subject to:
 - i. Broxtowe Borough Council undertaking the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation and design, and value for money considerations (and submitting the outputs from this work to the County Council);
 - ii. On completion of the above work, a further report being presented to a future Committee to consider approval to construct any/all elements of the proposals.
- 2) the proposed town centre improvement scheme be approved in principle but subject to:
 - i. Broxtowe Borough Council undertaking the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation and design, and value for money

- considerations (and submitting the outputs from this work to the County Council);
- ii. On completion of the above work, a further report being presented to a future Committee to consider approval to construct any/all elements of the proposals.

12. WORK PROGRAMME

During debate, Car Clubs, School Travel Zones and Highways Improvement plan updates were highlighted as items for consideration at future meetings

RESOLVED 2022/18

That the Work programme be approved.

The meeting concluded at 11.55 am.

Chairman

23 March 2022

Agenda Item 4**REPORT OF THE SERVICE DIRECTOR FINANCE, INFRASTRUCTURE &
IMPROVEMENT****TRANSPORT AND ENVIRONMENT PERFORMANCE
REPORT FOR QUARTER 3 PLACE CORE DATA SET****Purpose of the Report**

1. To provide the Committee with an update of performance for Transport and Environment for quarter 3 2021/22 (1 July 2021 to 31 December 2021).

Background

2. The Council's Planning and Performance Framework establishes the approach that the Council takes to planning and managing its performance to deliver effective and responsive services.
3. The Council has agreed that the key measures of its performance will be defined through a number of core data sets which are detailed in its Council Plan and each of its Departmental Strategies. Performance against these core data sets is reported to committee every three months (quarterly) to support the performance management of the delivery of services.
4. Key measures from the existing Council Plan (2017-2021) will continue to be reported until a new Council Plan can be established, and the subsequent core data set agreed upon.
5. At Full Council on November 25th, 2021, the Nottinghamshire Plan 2021-2031 was unanimously agreed. The Nottinghamshire Plan is a new, ambitious plan for the County Council, which sets out the strategic vision for the future of Nottinghamshire and the local authority. The Place Leadership team will begin working on revising performance indicators to support the plan and its ambitions over the coming weeks.

Information and Advice

6. Relevant key measures from the Core Data Set is included in Appendix A, and when considering the appendix it should be noted that:
 - The previous figures are for the preceding quarter or financial year (2020/21), although in some cases this is highlighted as not applicable where the data is unavailable for the previous quarter/annual.
 - The appendix also indicates whether the measure is
 - a cumulative measure (C) which shows performance from 1 April 2021 to 31 March 2022,

- a measure which is reported annually (A),
 - or a measure which only includes the value for the individual quarter
7. The report highlights those core data set measures which have been identified as a risk in the appendix based on the latest performance figures.
 8. A number of Council services, reporting to this committee, are delivered through external parties, these include:
 - Via East Midlands, a company owned by County Council (NCC), who deliver the Highways Service for the benefit of the County's residents, visitors, businesses and highways users, with some key strategic functions retained by NCC.
 - Veolia Environmental Services (VES), who have a long term Private Finance Initiative (PFI) contract (to 31 March 2033) with NCC to manage the bulk of the Local Authority Collected waste. This includes providing the recycling network and operating and maintaining the Material Recovery Facility (MRF) at Mansfield. It also includes arranging composting services and waste disposal through subcontractors for the production and processing of Refuse Derived Fuel (RDF) from residual waste, and for the use of the Sheffield Energy Recovery Facility (ERF) with Veolia Sheffield. Two other significant contracts are also used to manage waste streams in the County.

Core Data Set

Highways

9. VIA's Street Lighting Teams have achieved a Q3 result of 85.1% of street lighting faults under the control of the Highway Authority repaired within the response time of 7 days. Unfortunately, throughout Q3, Via's Street Lighting team suffered with resourcing issues due to Covid-19 absence and isolation periods. Despite a decrease from Q2, this indicator is still meeting the required target and an improvement is expected for Q4.
10. The Nottinghamshire Local Flood Risk Management Strategy (LFRMS), revised in 2021, is a core objective of this strategy is to integrate local flood risk management into the planning process and support sustainable growth. For Q3, the number of properties with enhanced levels of flood protection, due to safeguarding through the planning response process, was 7,998.
11. The average journey time performance indicator is based on the time it takes during the busiest time in the morning to drive along the key routes into the main town centres (Mansfield, Newark on Trent, Retford and Worksop) and along the main arterial routes in the 'Greater Nottingham' area of the county. The data is provided annually by the Department for Transport.
12. The target is to restrict traffic growth to 1% or less per year during the five-year period 2016 to 2021; i.e., to restrict increases in journey times to 5% or less between 2016 and 2021. The data is reported on an annualised index so the base year of 2016 = 100; with the targets of a 1% or less increase in 2017 when compared to 2016 (i.e., 100 plus 1 which would be shown as 101), 2% or less increase in 2018 when compared to 2016 (i.e., which would be shown as 102), etc.

13. Average journey times recorded in 2020 have reduced by 18% when compared to 2016 (shown as 82 in the Appendix A [100 minus 18]), which reflects the reduced traffic flows resulting from the introduction of Covid-19 safeguarding restrictions in March 2020.

Waste Services

14. The percentage of household waste sent to reuse, recycling and composting provisional figure is 41.3%, which is above target. Figures are expected to improve throughout the year, as recovery from the pandemic continues.
15. The percentage of household waste diverted from landfill is 94.7%, which is also above target.

Finance Performance

16. The 2021/22 revenue budget for the Transport and Environment Committee is £111.843 million. As of the end of Q3 2021/22, the forecast outturn against this budget is £111.690 million resulting in a forecast underspend of £153,000. A summary of the Transport and Environment financial performance is included as Appendix B. The main reasons for forecast under and over-spending are set out below.
17. Highways is forecasting an underspend of £527,000 due to increased s38/s278 income (£250,000) and savings on employee costs (£230,000).
18. Transport is forecasting an underspend of £266,000 after the use of reserves. Concessionary fares are forecast to underspend by £669,000 due to the agreed reimbursement levels with transport operators in addition to Government advice to fund operators based on levels of service from April onwards. SEND/Home to School transport is forecast to overspend by £393,000 due to an increase in the number of pupils requiring support and increases in the cost of contracts, along with existing contracts being handed back and being relet at higher costs.
19. Waste is forecasting an overspend of £503,000. The PFI contract is forecasting an overspend of £261,000 due to additional COVID operating costs and increased tonnage related payments. The Retained Client is forecasting an overspend of £242,000 due to the COVID-related increase in statutory recycling credit payments to the Waste Collection Authorities related to additional glass tonnage generated as people are spending more time at home, partly offset by lower employee costs due to staff vacancies and reduced maintenance costs on old landfill sites.
20. Conservation is forecast to overspend by £137,000 due to increased planned maintenance to keep sites safe and accessible to the public and additional reactive expenditure on infrastructure repairs.

Other Options Considered

21. This report is provided as part of the Committee's constitutional requirement to consider performance of all areas within its terms of reference on a quarterly basis. The departmental strategy was agreed on 24 January 2018 and the format and frequency of performance reporting were agreed by Improvement and Change Sub Committee on 12 March 2018. Due to the nature of the report no other options were considered appropriate.

Reason/s for Recommendation/s

22. This report is provided as part of the Committee's constitutional requirement to consider performance of areas within its terms of reference on a quarterly basis.

Statutory and Policy Implications

23. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance, 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, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATION

24. That Committee endorses the performance and financial outcomes in respect of the Council's services for Transport and Environment Committee for the period 1 October to 31 December 2021.

Nigel Stevenson

Service Director for Finance, Infrastructure & Improvement

For any enquiries about this report please contact:

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Constitutional Comments (EP 24/02/2022)

25. Transport and Environment Committee is the appropriate body to consider the content of the report. If Committee resolves that any actions are required, it must be satisfied that such actions are within the Committee's terms of reference.

Financial Comments (RWK 27/01/2022)

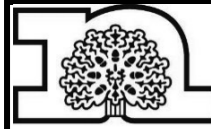
26. There are no specific financial implications arising directly from the report. The financial performance of the Transport and Environment Committee up to the end of Q3 is set out in paragraphs 14 to 18 of the report and in Appendix B.

Background Papers and Published Documents

The performance measures included within appendix A are measures which have previously been included within the performance section of committee reports. These committees are as follows; communities committee, economic development and asset management committee, personnel committee, planning and rights of way committee and finance committee.

Electoral Division(s) and Member(s) Affected

All



Key Performance Indicators	Nottinghamshire				
	Latest	Target	Previous	Period	Risk
Highways and Transport					
Supports Commitment 2 - Children are kept safe from harm					
Number of children and young people seriously injured/killed in road traffic accidents (C)	12	23 (40% reduction from the 2015-19 average)	6	Q3 21/22	
Supports Commitment 5 - Nottinghamshire is a great place to live, work, visit and relax					
Number of properties with enhanced levels of flood Protection as a result of NCC schemes	7,998	426	6,983	Q3 21/22	
% of street lighting faults under the control of the Highway Authority repaired within response time – 7 days	85.1%	85%	93.3%	Q3 21/22	
Increase in average journey time per mile during the morning peak on the urban centre networks in the county (A)	82	104 (1% increase or lower)	-	2020 Calendar Year	
Supports Commitment 11 - Nottinghamshire is a well-connected county					
% of A roads in good condition and not requiring maintenance (A)	98.0%	>96%	98.00%	2020/21	
% of B and C roads in good condition and not requiring maintenance (A)	97.0%	>91%	96.00%	2020/21	
% of unclassified roads in good condition and not requiring maintenance (A)	75.0%	>81%	77.50%	2020/21	
Overall satisfaction with the bus journey (A)	Impacted by COVID19	93.0%	94.0%	2020/21	
Place Commissioning - Waste Services					
Supports Commitment 5 - Nottinghamshire is a great place to live, work, visit and relax					
% of household waste sent to reuse, recycling or composting	41.30%	40.0%	40.2%	Q2 21/22	
% of Household Waste diverted from Landfill	94.70%	94.0%	94.3%	Q2 21/22	

Key Performance Indicators

Nottinghamshire

Latest

Target

Previous

Period

Risk

Key: (C) = cumulative measure updated from 1 April to end of reporting quarter
(A) = annual measure updated from previous financial year, or current financial year if quarter 4 and data is
Risk Key: (R) = Red, (A) = Amber, (G) = Green

Transport and Environment Committee - Period 9 2021/22

Previous Forecast Variance P6 £000	Change in Variance £000	Service	Annual Budget £000	Actual Spend £000	Year-End Forecast £000	Latest Forecast Variance £000
(451)	(76)	Highways				
		Highways Retained Client	23,409	28,078	22,882	(527)
0	0	VIA East Midlands Contract	19,841	14,781	19,841	0
		Transport				
(550)	(119)	Concessionary Fares	11,250	7,398	10,581	(669)
0	0	Local Bus Services	3,995	2,837	3,995	0
181	(215)	Other Running Costs	2,351	(28)	2,317	(34)
(208)	601	SEND/HtS Transport	15,550	7,427	15,943	393
		Waste				
319	(58)	Waste PFI Contract	33,265	20,980	33,526	261
237	5	Waste Retained Client	2,246	2,591	2,488	242
0	0	Minerals and Waste	25	41	25	0
146	(9)	Consevation	742	496	879	137
(326)	129	Transport and Environment Total	112,674	84,601	112,477	(197)
		<u>Transfers To (From) Reserves</u>				
(5)	49	Transport Running Costs	15	0	59	44
0	0	Waste	(821)	0	(821)	0
0	0	Minerals and Waste	(25)	0	(25)	0
(5)	49	Transport and Environment Total	(831)	0	(787)	44
(331)	178	TRANSPORT AND ENVIRONMENT	111,843	84,601	111,690	(153)

23 March 2022

Agenda Item: 5

REPORT OF THE CORPORATE DIRECTOR, PLACE

PROVISIONAL HIGHWAYS CAPITAL & REVENUE PROGRAMMES

Purpose of the Report

1. The purpose of this report is to seek Committee approval for the provisional Highways capital and revenue programmes to be delivered during 2022/23. The proposed programmes detailed in this report and its appendices set out how the Council proposes to use the £47.4m it is investing in Nottinghamshire's highways during 2022/23.
2. The highways review undertaken by the County Council's cross-party panel identified a number of improvements to maintenance programme development, techniques, and service delivery. One of the recommendations from the review was the development and publication of a longer-term programme of capital maintenance works to support the ability to plan, schedule and deliver for the long-term and keep residents well informed about these plans. Details of this programme for structural maintenance from 2022/23 to 2024/25 are included in the report and its appendices. Key aspects of the programme are:
 - Multi-year approach to enable longer term efficient planning and coordination of repairs, with a programme of 381 individual road, footway and drainage schemes
 - An increase in spend on footway improvements
 - An increase in spend on drainage repairs
 - The completion of the LED lighting programme for the County upgrading a further 12,000 street lights
 - Additional funding for structural patching repairs of £12m over the next four years
3. It should be noted that the programmes set out in this report and its appendices (including their potential delivery) could be affected by future measures which are considered necessary to safeguard the public and employees due to the pandemic. Such measures potentially impact on working practices as well as the availability of materials and other resources necessary for the delivery of the highways programmes. These impacts have resulted in some schemes and larger programmes planned for delivery during 2021/22 being delayed until 2022/23; and such schemes/programmes are highlighted within this report and its appendices. There are also emerging risks around inflation particularly around oil based products including fuel. The 2022/23 programmes will therefore be subject to change and will be reviewed in the future should the need arise.

Information

4. The Nottinghamshire Local Transport Plan and its accompanying Implementation Plan set out the County Council's long-term transport strategy and how it will be implemented. The proposed programmes, investing in Nottinghamshire's highways to improve our transport networks, form part of the County Council's strategy to help deliver its objectives related to supporting:
- The economy – by improving access to jobs, training, local centres, and visitor attractions; reducing the economic impacts of journey time delay; improving the resilience of transport networks; and to help deliver growth in the county
 - The environment – by reducing transport's impacts on the environment; and encouraging and enabling people to make journeys by zero emission and low carbon transport options
 - Health and wellbeing – by making our networks safer for all road users; encouraging and enabling more active lifestyles; and by reducing harmful emissions from transport
 - Thriving place and communities – by better connecting communities to each other, as well as to work, training, leisure activities and essential services.
5. The proposed 2022/23 highways programmes, comprising of capital and revenue funding, include:
- £22.6m allocated to capital maintenance schemes to improve local roads and other highway assets
 - £4.8m allocated to integrated transport schemes (e.g. pedestrian crossings, capacity improvements, speed management schemes) which includes £0.35m of additional County Council funding for road safety schemes; as well as allocations to fund major transport scheme business cases
 - £5.4m of County Council revenue funding to deliver the traffic management revenue programme; and additional Council funding towards highway maintenance and street lighting energy savings programmes
 - £14.6m of funding secured to deliver Gedling Access Road; Southwell Flood Risk Alleviation scheme; active travel programmes; and potential bus improvements through the Transforming Cities Fund.

2022/23 Capital and Revenue Funding Allocations

6. The 2022/23 capital and revenue allocations for highways improvements are in line with future allocations determined at the 25 February 2021 County Council meeting as part of its 'Annual Budget 2021/22' report. The 2022/23 allocation for integrated transport and capital maintenance, based on Department for Transport (DfT) allocations and additional funding for such schemes as set out in the current Medium-Term Financial Strategy (M-TFS) is detailed below. The actual figures available in 2021/22 will also not be confirmed until the conclusion of the 2021/22 financial year accounting in order to take account of carryover and accelerated expenditure.

Capital maintenance funding	£m
Highway capital maintenance road maintenance and renewals (M-TFS allocation)	£18.630
Flood alleviation and drainage (M-TFS county capital allocation)	£ 2.993
Street lighting renewal and energy saving programme (M-TFS county capital allocation)	£ 1.000
Provisional total funding available for capital maintenance improvements	£22.623

	£m
Integrated transport funding	
Integrated transport block allocation (based on 2021/22 DfT and M-TFS allocations)	£4.447
Additional County Council capital allocation for road safety (M-TFS allocation)	£0.350
Provisional total funding available for integrated transport improvements	£4.797

	£m
Revenue funding	
Traffic management revenue	£0.315
Proposed additional County Council funding for maintenance and patching	£3.000
Proposed additional County Council funding for street lighting energy saving programme	£2.100
Provisional total revenue funding available for specific programmes	£5.415

	£m
Externally funded capital and revenue schemes	
Active Travel Fund	£1.708
Gedling Access Road (figure is County Council contribution)	£5.000
Southwell Flood Projects (figure includes County Council contribution)	£0.559
Transforming Cities Fund bus improvements	£7.527
Total external funding available for specific programmes/improvement schemes	£14.584

Capital Programmes

7. Despite the best efforts of delivery partners to deliver the whole of the 2021/22 highway capital programmes, several schemes originally programmed for delivery during 2021/22 will now be delivered during 2022/23. Where such delays to schemes have occurred, they have been discussed with the relevant local County Council member and where necessary the schemes have been carried forward with no impact on overall budget (and are annotated as such in the attached appendices). These schemes are listed below.

A6211 Gedling Road, Arnold
A612 Nottingham Road, Gedling
A612 Nottingham Road, Burton Joyce
A612 Nottingham Road, Lowdham
B684 Plains Road, Mapperley
B6003 Church Street, Stapleford
C166 Westdale Lane, Carlton.
C151 Pinxton Lane, Fulwood, Sutton in Ashfield
C7 Main Street, North Leverton
C141 Berry Hill Lane, Mansfield
C43 Shelford Road, Radcliffe on Trent
Sandrock Road, Harworth
Rutland Drive, Harworth
Birkland Avenue, Mansfield Woodhouse
Titchfield Avenue/Portland Cres, Mansfield Woodhouse
Canberra Crescent, West Bridgford
Stainsby Drive, Mansfield
Beckside, Gamston
Cambridge Road, West Bridgford
Walesby Lane, Ollerton

8. In August 2021 all County Council members were asked to submit their highest priority integrated transport and highways maintenance scheme suggestions so that they could be considered for inclusion in a future highways programme. This has resulted in 170 integrated transport scheme suggestions and 224 highways maintenance scheme suggestions being received from County Council members. The 2022/23 programmes will not be able to accommodate all of the requests (and some will not be feasible) but feasibility work has begun and is still ongoing on the integrated transport requests. It is intended that members will be updated on the status of their scheme suggestions (including progress of the feasibility work undertaken) through their regular meetings with the relevant Senior District Highway Manager and future Committee / Cabinet papers. Maintenance scheme proposals relating to County Council member requests have been included in the programmes in this report, some of the requests will be accommodated using structural patching and these are not specifically listed in this report, but will be feedback to individual Councillors through the regular meetings with the Senior District Highway Managers.

Capital Maintenance Block

9. As detailed in the table in paragraph 6 above, the capital maintenance block funding is made up of several different funding allocations; and the DfT maintenance funding is allocated based on three elements – a ‘needs based’ formula (based on an authority’s highway assets); an incentive element (based on asset management best practice); and bidding elements.
10. As described in paragraph 2 the highways review panel recommended the move to a multi-year capital programme. At its 17 November 2021 Committee subsequently approved the introduction of a three-year rolling capital maintenance programme and therefore appendix 1 details the first of these programmes covering 2022/23 to 2024/25. The capital programme places an increased emphasis on the unclassified local road network, footways and drainage, taking a ‘whole street’ approach where it is prudent to do so, as these were priorities identified by the highways review panel. The indicative programme for year 2 (2023/24) currently utilises 75% of anticipated funding and for year 3 (24/25) 50% of anticipated funding. The remaining anticipated funding is to allow for future member requests and any unforeseen impacts on the network that may emerge.
11. The detailed provisional capital maintenance programme is set out in appendix 1 of this report. In 2022/23 the highway capital maintenance block accounts for 81% of the discretionary capital transport funding (excluding major schemes) and is used to carry out planned structural maintenance across a range of highways assets throughout the seven Nottinghamshire districts. Prioritisation of the maintenance works programme involves analysis of technical condition survey data supplemented with local knowledge/judgement. A number of treatment types are considered as part of the development of each scheme to ensure that the ‘right repair at the right time’ is made using a range of repair techniques and include:
- Surface dressing – this relatively quick, environmentally friendly treatment relies upon warm dry weather, and for this reason work is usually carried out between May and August. It seals and waterproofs the road to prevent the formation of potholes and can prolong the life of a road by over 10 years, delivering a safer, non-skid surface
 - Micro-asphalt – more than just a short-term solution, an application of micro asphalt prevents the formation of potholes, improves traction, making roads safer for users and has the capability to improve ride quality. Reducing the need for reactive road repairs, it can prolong the life of a road for up to 10 years without the need for invasive road repairs that cause significant disruption, making it a low cost, long-term solution

- Resurfacing or overlay – this is delivered on roads where the structural damage is more severe than could be dealt with using surface treatments such as dressing or micro-asphalt and involves removing the surface course and full replacement with fresh material
 - Carriageway reconstruction – this is required for the most structurally damaged roads or where coal-tar is found and entails the removal of two or more layers of road construction, followed by subsequent laying of new material.
12. In addition to the capital funding for structural maintenance detailed above, it is proposed to invest £12m over the next four years with an additional four patching gangs. It is proposed that this is funded from the £15m Highways and Environmental established as part of the Annual Budget report to Full Council in February 2022. The new resource will focus on right first time repairs. This is as a result of the work of the highways review panel and as previously reported and discussed at Committee.

Street lighting energy saving programme

13. Given the success of the street lighting energy saving programme, the Council proposes to allocate an additional £2.1m to continue the conversion of street lighting to LED lanterns (subject to the necessary approvals). The award winning 'Nottinghamshire's Lighting the Way to Save Energy' project has now seen over 82,000 LED lanterns installed in the county, saving 89 thousand tonnes of carbon and reducing electricity consumption by 105 million kWh since its start in 2014. Not only has the project delivered significant environmental benefits through carbon savings, it has also seen a reduction in street lighting faults resulting in an improved service and value for money for Nottinghamshire residents.
14. The project has achieved £12.6m in energy savings to date and, if extended into 2022/23 will convert more of the county's 95,500 streetlights to deliver a programme of LED lantern upgrades on the network, resulting in the benefits detailed above. The funding will enable the delivery of the street lighting energy saving programme to continue with the next planned phase of the project, a one-year programme starting in April 2022, to upgrade 12,000 lanterns from SON (high pressure sodium) to LED in the Bassetlaw and Newark & Sherwood areas.

Integrated Transport Block

15. Funding for local transport improvements, such as improving accessibility, addressing congestion or road safety, and promoting sustainable travel, is called the integrated transport block; and the detailed provisional integrated transport programme is set out in appendix 2 of this report. The integrated transport block is allocated by the DfT based on 'needs based' formula elements. A balanced range of integrated transport measures has been developed that contribute to delivering corporate priorities; national transport priorities; and the local transport goals and objectives. The proposed packages of measures (and the individual schemes detailed in the appendix) reflect corporate commitments; a balance of member, public and stakeholder requests and priorities; evidence of need and value for money; delivery of the County Council's vision and transport objectives; and the ability to draw in external funding.
16. The County Council has been successful in securing significant amounts of external funding for a number of highway schemes. To help the Council continue to secure external funding and to be ready to bid for funding (as and when opportunities arise) the County Council needs to develop a range of schemes to a point where the Council can demonstrate they offer value for money and can be delivered within the funding timescales. The integrated transport programme therefore includes an allocation within the 'Traffic monitoring and advanced development/design of future schemes' sub-block towards the development of future schemes

(e.g. feasibility, business case assessments, and advance design) that it plans to deliver in the short to medium-term if possible.

'Safe system' approach to road safety

17. At its 19 July 2021, Transport & Environment Committee meeting approved the adoption of the 'safe system' approach to road safety (as part of the 'Future Casualty Reduction Target for 2030' report). It is therefore proposed that £50,000 of the existing road safety improvements capital allocation is used to deliver route treatments based on the 'safe system' approach methodology. Typical measures delivered using this approach may include higher specifications of road surface material, upgraded street lighting, and additional or improved signing and/or road-markings. To ensure best value for money and minimise both the cost and any disruption to the public, 'safe system' upgrades will be delivered in conjunction with major maintenance schemes identified in the 2022/23 programme to utilise the opportunities to combine temporary traffic management and redesign at the point where surfaces, road markings, etc. are already being replaced. The roads identified for major highway maintenance in 2022/23 will therefore be investigated under the 'safe system' approach and ranked according to the highest numbers of accidents per mile of traffic on each route for enhancement. The top ranked sites will be prioritised for action following calculations that demonstrate the treatments that achieve the best economic rate of return using DfT values for accident prevention. Similar methodology was used for the recent DfT-funded Safer Roads Fund projects which sought to achieve rates of return of more than 200% over 20 years.

Externally Funded Schemes

Gedling Access Road

18. Gedling Access Road (GAR) is a new access road bypassing Gedling village and is being provided as supporting infrastructure for the mixed-use residential and employment development on the former Gedling colliery/Chase Farm site. The necessary funding arrangements, planning approvals and statutory processes are all in place and the construction of the new £49.5m GAR scheme started in January 2020. It is currently anticipated that GAR will be completed and open to traffic in Spring 2022; with associated works due to be completed by the end of Summer 2022.

A614/A6097 junction improvements

19. The County Council submitted an outline business case (OBC) to the DfT for conditional approval, to support the proposal to improve six junctions on the A614/A6097 Major Road Network (MRN) corridor in Nottinghamshire. The A614 is an important north-south route from Nottingham in the south towards Worksop and Retford and beyond in the north. The A6097 provides a spur from the A614 to the A46 (which is a trunk road linking Leicester with Newark and Lincoln). Between the bid area junctions, the A614 is a two-way single carriageway road; and the A6097 is two-way single carriageway which becomes a dual carriageway through Lowdham.

20. The scheme progressed to programme entry (acceptance of OBC) in June 2021, subject to completion of all statutory processes including planning and submission of the Full Business Case (FBC). Planning permission will be required for the construction of the A614/ A6097 scheme and will be submitted to the planning authority in February 2022, followed by any necessary land acquisition process and public inquiry before the FBC can be submitted – scheduled for March 2023. The scheme is now anticipated to start in June 2023 and be complete by Summer 2025

Flood risk management

21. The Southwell Flood Mitigation and Natural Flood Management schemes commenced delivery in 2018/19 with a total funding stream of £4.5m secured across a number of partners including Nottinghamshire County Council, the Environment Agency, DEFRA, Newark and Sherwood District Council, Southwell Town Council, and community partners. The proposed mitigation measures are scheduled to be completed by Autumn 2022 with the final phase of the catchment-wide scheme currently progressing through the formal planning process and will result in a reduced risk of flooding to approximately 200 properties and businesses.
22. To maximise the £0.6m capital allocation for flood risk management several successful external funding opportunities have been realised and are now being delivered. These include £1.88m from Local Levy, £5.1m Flood Defence Grant In Aid (FDGIA), £520k SR20 (EA) plus district council and community contributions.
23. In addition to the mitigation schemes detailed already delivered, flood risk management initiatives led by the County Council currently in progress include Daybrook, Bleasby, Gotham, Normanton-on-Soar, Sutton-on-Trent, Mansfield, Shireoaks, Newthorpe, Clarbrough and Girton. Schemes supported by the County Council but being progressed by the Environment Agency include schemes in Worksop, Lowdham, Retford and Carlton-on-Trent. The current flood risk investment programme is facilitating the delivery of five significant schemes across the county with a total estimated value of £8.3m. A further 23 schemes are being considered for feasibility and design.
24. Nottinghamshire's Local Levy revenue contributions for 2022/23 will be in the region of £0.293m to support the work of the Regional Flood and Coastal Committee (RFCC) to facilitate investment into mitigating surface water flooding. This annual fund allows the County Council to bid for funding contributions, especially for smaller schemes, that are subject to a lesser cost benefit requirement of 1:1 rather than the more substantial 8:1 requirement for significant schemes. This allows greater flexibility to finance schemes which protect smaller communities that would not otherwise be eligible. RFCC elected members, including the County Council, will vote in 2022 on any proposed increases to the levy, which has been set at 2% for the last six years.
25. The County Council is working with Severn Trent Water (and other partners) on the delivery of the Mansfield Green Recovery programme. Severn Trent Water has secured £76m funding to deliver the programme which will include new sustainable urban drainage systems to make communities more resilient against the increasing threat of flooding from climate change, population growth and urban development. One element of the programme includes trialling pervious paving and it is proposed that the County Council contributes to this scheme by waiving the usual fees for commuted maintenance sums for this element.

Active Travel Fund

26. In May 2020 government announced a £250m Active Travel Fund (ATF) to deliver interventions to encourage more walking and cycling; and embed walking and cycling as part of long-term commuting habits to secure the associated health, air quality and congestion benefits. The DfT has allocated £2.178m towards the Council's ATF Tranche 2 proposals and delivery of this programme is underway. It is likely that, however, that due to the construction works required some of the works will potentially carry forward into 2022/23 and a further update on any works will be provided as part of the final 2022/23 highway programmes report currently scheduled for consideration in May 2022.

Capability Fund

27. On 3 March 2021 DfT wrote to local highway authorities to give details of indicative active travel revenue funding allocations for 2021/22 under a new 'Capability Fund' which replaces the Access Fund of previous years. In August 2021 the DfT confirmed Nottinghamshire's allocation of £276,845. The Capability Fund programmes being delivered (detailed below) are underway but given their nature (e.g., ongoing design work) some of these programmes will be completed in 2022/23:

- Delivery of a jobseeker and workplace travel planning programme to enhance DfT funded Access Fund and Active Travel Fund behaviour change programmes
- Business support grants for organisations undertaking travel planning activities
- Active travel marketing campaigns
- Ongoing running costs of existing cycling hubs
- Public consultation on the proposed LCWIP document and potential priority strategic corridors identified through its development
- Design of priority routes identified in the LCWIP to LTN1/20 design standards which will be required to potentially secure DfT funding for their delivery should it be made available
- Audit of town centre pedestrian routes to help identify future infrastructure improvements.

Transforming Cities Fund

28. In March 2020 Government announced that Nottingham and Derby city councils had been successful in securing £161m of grant funding to deliver the measures outlined in their Tranche 2 Transforming Cities Fund (TCF) bid, to be delivered by March 2023. Nottinghamshire County Council was not eligible to bid for this funding, but the Nottingham and Derby TCF bid included potential projects that may benefit Nottinghamshire residents. At its Executive Board meeting on 16 June 2020, Nottingham City Council subsequently approved its TCF infrastructure programme which included the following allocations:

- a) £2.4m to construct a new park and ride facility at Leapool Island
- b) £5.51m to bus priority measures, including to support the park & ride services, the extension of bus/ULEV priority on the A612, and area-wide bus priority traffic signal priority
- c) £9.275m to construct a new pedestrian and cycle bridge over the River Trent which would land at Lady Bay, West Bridgford (and associated links to it)
- d) 7.04m towards the cost of constructing high quality cycle routes along the A453, A6005 and A612 corridors, which includes sections of the routes within Nottinghamshire.

29. It should, however, be noted that the above proposals may be subject to review and/or not developed further in favour of more deliverable proposals contained within the wider bid; and such decisions will be made by the TCF Fund Project Board.

30. At its 10 February 2021 meeting Policy Committee approved the County Council's next steps to develop/deliver proposals that are in the county, including acceptance of £7.91m funding from Nottingham City Council to deliver the public transport elements detailed in paragraph 28, items a) and b), which fall within the county (£3.08m of which is scheduled for delivery in 2022/23). No funding arrangements have been agreed with regards to delivery of elements c) and d) in paragraph 28. It should also be noted that there is currently no County Council commitment to financial liabilities for either the construction or future maintenance of any of the proposed improvements. Furthermore, at its 9 February 2022 meeting, Transport & Environment Committee determined that, whilst it supports in principle the proposed new bridge detailed in paragraph 28 c), it would not enter into any arrangements to undertake or fund its future maintenance. At its 9 February 2022 meeting, Transport & Environment Committee also approved consultation on the proposed cycle routes in the county detailed in paragraph 28 d) to help inform their design and whether the schemes should be investigated further. In line with the approvals granted at 10 February 2021 Policy Committee, the

highways proposals detailed in paragraph 28 which it is proposed will be funded through the TCF programme will still be subject to the necessary future County Council approvals prior to their construction, following their necessary development work.

Revenue Programmes

Traffic Management Revenue Programme

31. The County Council has historically prioritised a small amount of revenue funding for the delivery of small-scale transport improvements such as lining schemes (e.g., junction protection), signing improvements (e.g., warning signs), and other minor improvements such as dropped kerbs, handrails, or bollards. The County Council has allocated £0.315m in 2022/23 for such schemes which is distributed equally between the seven districts in the county. A significant number of these small-scale schemes are requested each year, which are prioritised for consideration within each district. Appendix 3 details the schemes prioritised for delivery using this funding during 2022/23 (an element of the funding has been retained for in-year requests, such as for disabled parking bays).

Road Safety Education, Training and Awareness

32. The benefits of a broad, multi-disciplinary approach to casualty reduction have been long recognised by the Council. In addition to the highway infrastructure local safety schemes (detailed in Appendix 4) the County Council therefore, working in partnership with stakeholders such as the DfT, emergency services, and neighbouring authorities, also develops and delivers an annual programme of road safety education, training and promotional activities. The education, training and awareness raising programme is based on the concept of lifelong learning to ensure that it encompasses the issues faced by people of all ages at the appropriate time. This programme (attached as appendix 4) includes a range of evidence-led road safety education and awareness raising activities to support national campaigns and to address identified local issues.

Potential Future Funding Opportunities

33. Bids for funding to deliver highways improvements and programmes in the county are submitted when appropriate opportunities arise. The following bids are all still outstanding but an update on the outcome of the outstanding bids detailed below (and any other subsequent bids), following announcement of any funding decisions, will be brought through a future programme update report.

Active Travel Fund Tranche 3

34. The County Council submitted its Active Travel Fund Tranche 3 proposals to DfT in August 2021, alongside an expression of interest in developing a Mini-Holland scheme in the county (as reported to and approved by Transport & Environment Committee at its 1 September 2021 meeting). The DfT is yet to announce the outcome of these submissions.

Capability Fund

35. The DfT is yet to announce if highway authorities will receive further funding allocations from the Capability Fund in 2022/23. A further update on this programme will be provided as part of the final 2022/23 highway programmes report (currently scheduled for consideration in May 2022) should the DfT confirm 2022/23 Capability Fund allocations by that date.

Further Scheme/Programme Development, Design and Consultation

36. Each of the schemes detailed in this report and the attached appendices is still subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, and design; and value for money considerations. This will involve consultation and/or pro-active information provision on the majority of schemes. For most individual schemes detailed within appendices 1, 2 and 3 statutory or non-statutory consultation will be undertaken with affected households and businesses only (i.e. households or businesses along the route of a proposed scheme).
37. Formal consultation will be undertaken on all schemes that require statutory consultation. These include any schemes that require a formal Traffic Regulation Order and include the introduction of (or changes to) parking restrictions, environmental weight limits, changes to mandatory speed limits, and changes that ban traffic movements (e.g. the introduction of a one-way system). Whilst not legally required the County Council also undertakes formal consultation on bus stop clearways.
38. Non-statutory consultation, or information provision (i.e. informing people that works will take place) will also be undertaken with households and businesses immediately adjacent to schemes that fall wholly within the highway boundary such as maintenance schemes, new crossing facilities, or new footways and cycleways.
39. Several proposed schemes in the programmes included in this report and its appendices will require more pro-active communications with local residents, including:
- Pro-active travel planning engagement with residents and businesses throughout the year; and a marketing and communications programme for this programme has been developed. This will also include pre and post-programme monitoring and wider surveys on transport options
 - The road safety education, training, and awareness programme (as detailed in appendix 4) which involve pro-active engagement with targeted groups/road users throughout the year. Some of this work may require support from the media
 - Strategic parking reviews which require discussion with local district/town councils, residents, and businesses to determine the parking requirements of all of the community and the most effective ways of implementing them
 - Flood risk management schemes led by the County Council which will require consultation with local communities on the recommended options.
40. The project manager responsible for the delivery of the scheme will ensure that County Council members are also advised of any proposed consultation prior to it occurring; and will liaise with communications and marketing colleagues where appropriate.
41. Work is also ongoing to identify, secure and maximise external funding opportunities for transport improvements (such as developer contributions) and this report and the attached appendices include the schemes utilising external funding where it has already been secured.

Other Options Considered

42. Other options considered are set out within this report. Feasibility work on the highway capital programmes detailed within the appendices (including reserve schemes listed within them) is underway. Should funding and resources permit, schemes included in the 2022/23 provisional programme will be brought forward for delivery during 2021/22. Scheme development work is also underway for future years' programmes.

Reasons for Recommendations

43. 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

44. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance 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, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

45. The financial implications, including budget allocations, are set out within the report and are in line with allocations determined at the 24 February 2022 County Council meeting. The allocations are made up of a combination of capital grant, borrowing and successful external funding bids. Should accelerated delivery of in-year programmes occur or any overspend occur (e.g. due to increased costs of materials) the costs for these schemes/programmes will be funded from future highway budget allocations.

Public Sector Equality Duty implications

46. All programmes detailed within this report comply with the Public Sector Equality Duty. An equality impact assessment was undertaken on the Nottinghamshire Local Transport Plan 2011/12-2025/26 in March 2011 to ensure that the strategy and its capital programmes to deliver it met the duty.

47. Equality impact assessment of individual significant and major transport schemes (schemes costing more than £250,000) and Bid programmes are also undertaken by project managers to ensure that they comply with the Public Sector Equality Duty, based on advice from the policy and equality officers. Such assessments include those undertaken on the Access Fund programme (undertaken in September 2016).

Implications for Sustainability and the Environment

48. Surveys undertaken with the public and local businesses identified reducing traffic congestion as the highest transport priority for both groups. The County Council also has a statutory obligation to address air quality issues resulting from road traffic on its managed roads (there are currently two air quality management areas on County Council managed roads). All the programmes and measures contained within this report have therefore been developed to address congestion, its knock-on effects on air quality and its impacts on local communities. The recycling of materials and aggregates is also considered when delivering highways schemes whenever possible.

RECOMMENDATIONS

It is recommended that, subject to the provisions set out in paragraphs 39 and 48, Committee:

- 1) approve the proposed provisional three-year highway capital maintenance programme for implementation as contained in this report and detailed in Appendix 1
- 2) approve the proposed provisional integrated transport block programme for implementation as contained in this report and detailed in Appendix 2
- 3) approve the proposed externally funded schemes as detailed within this report
- 4) approve the proposed provisional highway traffic management revenue programme for implementation as contained in this report and detailed in Appendix 3
- 5) approve the proposed provisional road safety education, training and awareness programmes as contained in this report and detailed in Appendix 4
- 6) approve the proposed consultation, information provision and publicity required to deliver each of the schemes and work programmes detailed in this report and its appendices.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Sean Parks – Team Manager Local Transport Plans & Programme Development

Constitutional Comments (SJE – 23/02/2022)

49. This decision falls within the Terms of Reference of the Transport & Environment Committee to whom responsibility for the exercise of the Authority's functions relating to public transport (including local bus services), to integrated transport measures, to parking provision, to the planning and management of highways (including the Authority's non-regulatory functions relating to public rights of way), to traffic management and traffic regulation orders, to road safety, and to speed limit orders has been delegated.

Financial Comments (GB 24/02/2022 / DK 09/03/2022)

50. Although an element of the funding set out in this report is already confirmed and approved within the Transport and Environment capital programme the majority of the provisional capital programme is based on estimates of the 2022/23 Department for Transport (DfT) block allocations. Once the DfT block allocations are announced there will be a requirement to vary the capital programme through the usual approval processes. The contributions from Revenue mentioned in this report, will be funded from the Highways revenue budget for 22/23 as agreed at the February full council meeting

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.

- Annual Budget 2022/23 – 24 February 2022 County Council meeting
- The Nottinghamshire Plan 2021-2031
- Place Departmental Strategy – January 2018
- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- Nottinghamshire Local Transport Plan Implementation Plans
- Nottinghamshire Local Transport Plan Evidence Base 2010

- Highways Review – 17 November 2021 Transport & Environment Committee report
- Future Casualty Reduction Target for 2030 – 19 July 2021 Transport & Environment Committee report
- Gedling Access Road – Progress Report – 22 November 2021 Finance Committee report
- A614/A6097 Major Route Network Scheme Update – 2 November 2021 Economic Development and Asset Management Committee report
- Flood Risk Management Update and Revised Strategy 2021-2027 – 17 November 2021 Transport & Environment Committee report
- Active Travel Fund Tranche 2 Infrastructure Programme – 13 October 2021 Transport & Environment Committee report
- Active Travel Fund Tranche 2 Infrastructure Programme – 5 January 2022 Transport & Environment Committee report
- Transforming Cities Fund Scheme update and funding agreements – 10 February 2021 Policy Committee report
- Proposed Pedestrian and Cycle Bridge, West Bridgford – 9 February 2022 Transport & Environment Committee report
- Cycling Infrastructure Programmes – 9 February 2022 Transport & Environment Committee report
- The UK Community Renewal and Levelling Up Funds – 21 April 2021 Policy Committee report
- Active Travel Fund Tranche 3 – 1 September 2021 Transport & Environment Committee report
- Highway Infrastructure Asset Management Plan (HIAMP) – 12 November 2015 Transport & Highways Committee report
- Alternative Road Repair Techniques – 7 February 2019 Communities & Place Committee report
- Electric Vehicle Charging Infrastructure – 18 July 2018 Policy Committee report
- Electric Vehicle Charging Infrastructure – 19 July 2018 Communities & Place Committee report
- On-street Electric Vehicle Charging Infrastructure – 9 February 2022 Transport & Environment Committee report
- Miner to Major: The Real Sherwood Forest Stage 2 Application– 11 January 2018 Communities & Place Committee report

Electoral Division(s) and Member(s) Affected

- All

Highway maintenance programme sub-block	2022/23 funding allocation
Bridges (including condition assessments)	£ 1,300,000
Carriageway maintenance (A, B & C, Unclassified roads)	£ 4,500,000
Carriageway structural investigation (Trial holes, coring and assessment of waste)	£ 130,000
Surface dressing (added protection to the carriageway surface, sealing it from the ingress of water while also enhancing its skid resistance, including pre-patching)	£ 1,600,000
Footway maintenance	£ 1,500,000
Structural drainage	£ 800,000
Street lighting renewal and improvement	£ 1,000,000
Traffic signal renewal	£ 400,000
Safety fencing	£ 400,000
County Council additional funding - network structural patching	£ 3,000,000
Network structural patching - carriageways	£ 4,000,000
Network structural patching - footways and cycleways	£ 2,000,000
Preventative maintenance	£ 1,000,000
Accelerated delivery 2021/22	£ 1,000,000
Sub Total	£ 22,630,000
Salix street light energy savings initiative	£ 2,100,000
TOTAL	£ 24,730,000

Sub-block/2022-23 scheme	District	Scheme budget (£)
Bridges		
Southwell Lane Railway Bridge - Parapet upgrades	Ashfield	£50k-£75k
Babworth Railway Bridge - Maintenance painting	Bassetlaw	£25k-£50k
Sutton Crossroads Railway Bridge - Concrete repairs	Bassetlaw	£100k-£150k
Woodhouse Inn Viaduct - Anode installation	Bassetlaw	£25k-£50k
Stapleford Railway Bridge - Parapet upgrades	Broxtowe	£10k-£25k
Bridges and Culverts miscellaneous work	Countywide	≤£10k
Emergency Repairs	Countywide	£75k-£100k
General repairs work	Countywide	£200k-£250k
Minor Bridge Painting	Countywide	£75k-£100k
Principal Inspections	Countywide	£150k-£200k
Rights of Way Bridge repairs	Countywide	£200k-£250k
Carter Lane Railway Bridge - Bridge Infill - Contribution	Derbyshire	£50k-£75k
Grantham Railway Bridge - Joint replacement	Gedling	£25k-£50k
Newark Railway Bridge - Joint replacement	Gedling	£25k-£50k
Beaconhill Railway Bridge - Concrete repairs	Newark and Sherwood	£25k-£50k
Trent Bridge - Waterproofing - Contribution	Nottingham City	£150k-£200k
	Sub-block allocation	£1,300,000

Sub-block/2022-23 scheme	District	Scheme budget (£)
Carriageway maintenance - Principal classified road network (A roads)		
*A6211 Gedling Road, Arnold - Contribution to maintenance works to be completed at the same time as GAR - Carried forward	Gedling	£100k-£150k
*A612 Nottingham Road, Gedling - Contribution to maintenance works to be completed at the same time as GAR - Carried forward	Gedling	£100k-£150k
A612 Nottingham Road, Burton Joyce - Resurfacing - Carried forward	Gedling	>£250k
A612 Nottingham Road, Lowdham - Resurfacing - Carried forward	Newark and Sherwood	>£250k
	Sub-block allocation	£800,000

Sub-block/2022-23 scheme	District	Scheme budget (£)
Carriageway maintenance - Non-principal classified road network (B & C roads)		
C151 Pinxton Lane, Fulwood, Sutton in Ashfield - Resurfacing - Carried forward	Ashfield	£50k-£75k
C214 Sandy Lane, Hucknall - Resurfacing	Ashfield	£150k-£200k
C7 Main Street, North Leverton - Resurfacing - Carried forward	Bassetlaw	£100k-£150k
C77 Polly Taylor's Road, High Marnham - Resurfacing	Bassetlaw	£150k-£200k
B6003 Stapleford Lane, Stapleford / Toton - Resurfacing	Broxtowe	£150k-£200k
*B684 Plains Road, Mapperley - Contribution to maintenance works to be completed at the same time as GAR - Carried forward	Gedling	£75k-£100k
C141 Berry Hill Lane, Mansfield - Resurfacing - Carried forward	Mansfield	>£250k
C3 Grange Lane, Balderton - Structural patching	Newark and Sherwood	£150k-£200k
C63 Lambley Road / Ton Lane, Lowdham - Structural patching	Newark and Sherwood	£100k-£150k
C43 Shelford Road, Radcliffe on Trent - Resurfacing - Carried forward	Rushcliffe	>£250k

*Contribution to maintenance works to be completed at the same time as Gedling Access Road

Sub-block allocation **£1,700,000**

Sub-block/2022-23 scheme	District	Scheme budget (£)
Carriageway maintenance - Unclassified road network		
George Street, Hucknall - Resurfacing	Ashfield	£25k-£50k
Lime Street, Kirkby in Ashfield - Resurfacing	Ashfield	£50k-£75k
Mill Lane, Kirkby in Ashfield - Resurfacing	Ashfield	£25k-£50k
School Road, Selston - Resurfacing	Ashfield	£25k-£50k
Mable Street, Rhodesia - Resurfacing	Bassetlaw	£50k-£75k
Rutland Drive, Harworth - Resurfacing - Carried forward	Bassetlaw	£25k-£50k
Ryton Street, Worksop - Resurfacing	Bassetlaw	£100k-£150k
Sandrock Road, Harworth - Resurfacing - Carried forward	Bassetlaw	£100k-£150k
Crofton Road, Attenborough - Resurfacing	Broxtowe	£25k-£50k
Maple Avenue, Beeston - Resurfacing	Broxtowe	£100k-£150k
Vincent Avenue, Beeston - Resurfacing	Broxtowe	£25k-£50k
Main Street, Burton Joyce (Include Meadow Lane) - Resurfacing	Gedling	>£250k
Birkland Avenue, Mansfield Woodhouse - Resurfacing - Part - Carried forward	Mansfield	£75k-£100k
Titchfield Avenue, Mansfield Woodhouse (Includes Portland Crescent) - Resurfacing - Carried forward	Mansfield	£100k-£150k
Appleton Gate, Newark - Resurfacing	Newark and Sherwood	>£250k
Maypole Road, Wellow - Resurfacing	Newark and Sherwood	£50k-£75k
Abbey Road, West Bridgford - Resurfacing	Rushcliffe	£50k-£75k
Canberra Crescent, West Bridgford - Resurfacing - Carried forward	Rushcliffe	£75k-£100k
Kirk Ley Road, East Leake - Resurfacing	Rushcliffe	£100k-£150k
Leahurst Road, West Bridgford - Resurfacing	Rushcliffe	£75k-£100k
Regatta Way, Gamston - Resurfacing	Rushcliffe	£100k-£150k
	Sub-block allocation	£2,000,000

Sub-block/2022-23 scheme	District	Scheme budget (£)
Footway maintenance		
Common Lane, Hucknall - Resurfacing	Ashfield	£50k-£75k
Windermere Road, Hucknall - Resurfacing	Ashfield	£50k-£75k
Galway Crescent Estate linking footways, Retford - Resurfacing	Bassetlaw	£50k-£75k
Hemmingfield Road, Worksop - Resurfacing	Bassetlaw	£100k-£150k
Plantation Hill, Worksop - Resurfacing	Bassetlaw	£100k-£150k
Thievesdale Avenue, Worksop - Resurfacing	Bassetlaw	£25k-£50k
Cokefield Avenue, Nuthall - Resurfacing	Broxtowe	£25k-£50k
Knowle Lane, Swingate, Kimberley - Resurfacing	Broxtowe	£10k-£25k
Tulip Road, Awsworth - Resurfacing	Broxtowe	£75k-£100k
Cowper Road, Woodthorpe - Resurfacing	Gedling	£50k-£75k
Kempton Drive, Arnold - Resurfacing	Gedling	£50k-£75k
Main Street, Burton Joyce - Resurfacing	Gedling	£50k-£75k
Stainsby Drive, Mansfield - Resurfacing - Carried forward	Mansfield	£50k-£75k
Walkden Street, Mansfield - Resurfacing - Contribution	Mansfield	£100k-£150k
Gainsborough Road, Winthorpe - Resurfacing	Newark and Sherwood	£100k-£150k
Maypole Road, Wellow - Resurfacing	Newark and Sherwood	£50k-£75k
Newark (Trent) Bridge, Newark - Resurfacing	Newark and Sherwood	£10k-£25k
Beckside, Gamston - Reconstruction - Carried forward	Rushcliffe	£100k-£150k
Cambridge Road, West Bridgford - Resurfacing - Carried forward	Rushcliffe	£100k-£150k
	Sub-block allocation	£1,500,000

Sub-block/2022-23 scheme	District	Scheme budget (£)
Drainage		
Columbia Close, Selston - Drainage repair	Ashfield	<£10k
Cambs Lane / Top Street, North Wheatley - Drainage improvement	Bassetlaw	£10k-£25k
Grove Road, Grove - Drainage improvement	Bassetlaw	<£10k
Mount Close, Harworth - Drainage improvement	Bassetlaw	£10k-£25k
Town Street, Treswell - Drainage repair	Bassetlaw	£25k-£50k
Haddon Crescent, Chilwell - Drainage improvement	Broxtowe	£25k-£50k
Holly Road, Watnall - Drainage improvement	Broxtowe	<£10k
Nottingham Road, Nuthall - Drainage repair	Broxtowe	<£10k
Willey Lane, Newthorpe - Drainage improvement	Broxtowe	<£10k
Countywide Drainage Repairs / Improvements - Drainage repairs and improvements	Countywide	£200k
Burton Road, Gedling - Drainage improvement	Gedling	<£10k
Main Road, Burton Joyce - Drainage repair	Gedling	<£10k
Main Road, Linby - Drainage repair	Gedling	<£10k
Papplewick - Drainage improvements	Gedling	£50k-£75k
Sandford Road, Mapperley - Drainage improvement	Gedling	<£10k
Chesterfield Road South, Mansfield - Drainage repair	Mansfield	£10k-£25k
Mansfield Road, Warsop - Drainage improvement	Mansfield	<£10k
Hawksworth Road, Syerston - Drainage repair and improvement	Newark and Sherwood	£10k-£25k
High Street, Sutton on Trent - Drainage improvement	Newark and Sherwood	<£10k
Main Street, Bathley - Drainage improvement	Newark and Sherwood	£10k-£25k
Mansfield Road, Clipstone - Drainage repair	Newark and Sherwood	£10k-£25k
Newark Road, Boughton - Drainage repair	Newark and Sherwood	<£10k
Radley Road, Halam - Drainage improvement	Newark and Sherwood	£10k-£25k
Woodhouse Road, Norwell - Drainage repairs	Newark and Sherwood	<£10k
Cotgrave Road, Tollerton - Drainage improvement	Rushcliffe	<£10k
Easthorpe Street / High Street, Ruddington - Drainage improvement	Rushcliffe	£10k-£25k
Kirk Hill, East Bridgford - Drainage repairs	Rushcliffe	<£10k
Main Road, Barnstone - Drainage repair and improvement	Rushcliffe	<£10k
Main Street and Back Lane, Cropwell Butler - Drainage repair and improvement	Rushcliffe	£25k-£50k
Normanton Lane, Keyworth - Drainage repairs	Rushcliffe	£10k-£25k
Old Melton Road, Normanton on the Wolds - Drainage repairs	Rushcliffe	<£10k
Red Lodge Lane, Kneeton - Drainage repair	Rushcliffe	<£10k
Station Road, Upper Broughton - Drainage repair	Rushcliffe	£10k-£25k
Reserve Schemes		
<i>Creswell Road, Cuckney - Drainage repair</i>	Bassetlaw	£10k-£25k
<i>Main Street, Normanton on Trent - Drainage improvement</i>	Bassetlaw	£10k-£25k
<i>Linby Lane, Linby - Drainage repair</i>	Gedling	<£10k
<i>Dornoch Avenue, Southwell - Drainage repair</i>	Newark and Sherwood	<£10k
<i>Browns Lane, Stanton on the Wolds - Drainage repair</i>	Rushcliffe	£25k-£50k
<i>Church Lane, Costock - Drainage repair</i>	Rushcliffe	<£10k
<i>Kegworth Road, Gotham - Drainage repair</i>	Rushcliffe	£10k-£25k
<i>Loughborough Road, Bradmore - Drainage improvement</i>	Rushcliffe	£10k-£25k
<i>Station Road, Plumtree - Drainage repair</i>	Rushcliffe	<£10k
	Sub-block allocation	£800,000

Sub-block/2022-23 scheme	District	Scheme budget (£)
Surface dressing (added protection to the carriageway surface, sealing it from the ingress of water while also enhancing its skid resistance, including pre-patching)		
Albert Avenue, Jacksdale - Micro Asphalt	Ashfield	£10k-£25k
Brookside, Hucknall - Milepave	Ashfield	£25k-£50k
Byron Road, Annesley - Micro Asphalt	Ashfield	£25k-£50k
Dixie Street, Jacksdale - Micro Asphalt	Ashfield	£10k-£25k
Edward Avenue, Jacksdale - Micro Asphalt	Ashfield	£10k-£25k
High Close, Annesley - Micro Asphalt	Ashfield	≤£10k
High Crescent, Annesley - Micro Asphalt	Ashfield	≤£10k
Keats Drive, Hucknall - Micro Asphalt	Ashfield	≤£10k
Moseley Road, Annesley - Micro Asphalt	Ashfield	£25k-£50k
Park Avenue, Annesley - Micro Asphalt	Ashfield	£10k-£25k
Priory Avenue, Annesley - Micro Asphalt	Ashfield	£10k-£25k
Recreation Road, Annesley - Micro Asphalt	Ashfield	≤£10k
Shelley Close, Hucknall - Micro Asphalt	Ashfield	≤£10k
Tennyson Court, Hucknall - Micro Asphalt	Ashfield	≤£10k
Totnes Close, Hucknall - Micro Asphalt	Ashfield	£10k-£25k
York Avenue, Jacksdale - Micro Asphalt	Ashfield	£10k-£25k
Birch Court, Tuxford - Micro Asphalt	Bassetlaw	≤£10k
Church Road, Bircotes - Micro Asphalt	Bassetlaw	£25k-£50k
Essex Drive, Bircotes - Micro Asphalt	Bassetlaw	≤£10k
Essex Road, Bircotes - Micro Asphalt	Bassetlaw	£10k-£25k
Galway Avenue, Bircotes - Micro Asphalt	Bassetlaw	≤£10k
Galway Drive, Bircotes - Micro Asphalt	Bassetlaw	≤£10k
Galway Road, Bircotes - Micro Asphalt	Bassetlaw	£25k-£50k
Hillside, Tuxford - Micro Asphalt	Bassetlaw	£10k-£25k
Holmefield Close, Worksop - Micro Asphalt	Bassetlaw	≤£10k
Milne Avenue, Bircotes - Micro Asphalt	Bassetlaw	≤£10k
Milne Drive, Bircotes - Micro Asphalt	Bassetlaw	≤£10k
Milne Grove, Bircotes - Micro Asphalt	Bassetlaw	≤£10k
Milne Road, Bircotes - Micro Asphalt	Bassetlaw	£25k-£50k
Norfolk Drive, Bircotes - Micro Asphalt	Bassetlaw	≤£10k
Rayton Spur, Worksop - Micro Asphalt	Bassetlaw	£10k-£25k
Shepherds Avenue, Worksop - Micro Asphalt	Bassetlaw	£25k-£50k
The Beeches, Tuxford - Micro Asphalt	Bassetlaw	£10k-£25k
The Crescent, Bircotes - Micro Asphalt	Bassetlaw	£10k-£25k
Abbey Road, Eastwood - Micro Asphalt	Broxtowe	£10k-£25k
Charles Avenue, Chilwell - Micro Asphalt	Broxtowe	£25k-£50k
Cromwell Street, Giltbrook - Micro Asphalt	Broxtowe	≤£10k
Dawson Close, Newthorpe - Micro Asphalt	Broxtowe	£10k-£25k
Epsom Road, Toton - Micro Asphalt	Broxtowe	≤£10k
Hampden Street, Giltbrook - Micro Asphalt	Broxtowe	≤£10k
Kirk Close, Chilwell - Micro Asphalt	Broxtowe	≤£10k
Lansdown Close Close, Chilwell - Micro Asphalt	Broxtowe	≤£10k
Leamington Drive, Chilwell - Micro Asphalt	Broxtowe	£10k-£25k
Lonsdale Drive, Toton - Micro Asphalt	Broxtowe	£10k-£25k
Portland Road, Giltbrook - Micro Asphalt	Broxtowe	≤£10k
Sandfield Road, Toton - Micro Asphalt	Broxtowe	≤£10k
Selby Close, Toton - Micro Asphalt	Broxtowe	≤£10k
Vale Close, Eastwood - Micro Asphalt	Broxtowe	≤£10k
Weldbank Close, Chilwell - Micro Asphalt	Broxtowe	£10k-£25k
Whitburn Road, Toton - Micro Asphalt	Broxtowe	£25k-£50k
Wyvern Close, Newthorpe - Micro Asphalt	Broxtowe	£10k-£25k
Buckland Drive, Woodborough - Micro Asphalt	Gedling	≤£10k
Charnwood Way, Woodborough - Micro Asphalt	Gedling	≤£10k
Coppice Road, Arnold - Structural patching for future surface dressing	Gedling	£75k-£100k
Holme Close, Woodborough - Micro Asphalt	Gedling	£10k-£25k
Park Avenue, Woodborough - Micro Asphalt	Gedling	≤£10k
Ploughman Avenue, Woodborough - Micro Asphalt	Gedling	≤£10k
Roe Hill and Roe Lane, Woodborough - Micro Asphalt	Gedling	£10k-£25k
Smalls Croft, Woodborough - Micro Asphalt	Gedling	£10k-£25k
Whites Croft, Woodborough - Micro Asphalt	Gedling	≤£10k
Andover Road, Mansfield - Micro Asphalt	Mansfield	£25k-£50k
B6035 Forest Road, Warsop (Phase 3) - Surface dressing	Mansfield	£25k-£50k
Cranborne Close, Mansfield - Micro Asphalt	Mansfield	≤£10k
Eden Low, Mansfield Woodhouse - Micro Asphalt	Mansfield	£10k-£25k
Heddon Bar, Mansfield Woodhouse - Micro Asphalt	Mansfield	≤£10k
Lune Meadow, Mansfield Woodhouse - Micro Asphalt	Mansfield	≤£10k
Lymington Road, Mansfield - Micro Asphalt	Mansfield	£10k-£25k

Surface dressing (continued)	District	Scheme budget (£)
Petersfield Close, Mansfield - Micro Asphalt	Mansfield	≤£10k
Romsey Place, Mansfield - Micro Asphalt	Mansfield	£10k-£25k
Stainsby Drive, Mansfield - Micro Asphalt - Carried forward	Mansfield	£25k-£50k
Winborne Close, Mansfield - Micro Asphalt	Mansfield	≤£10k
Charles Street, Newark - Micro Asphalt	Newark and Sherwood	£25k-£50k
Cinder Lane, Ollerton - Micro Asphalt	Newark and Sherwood	£10k-£25k
Clumber Avenue, Rainworth - Micro Asphalt	Newark and Sherwood	≤£10k
Griceson Close, Ollerton - Micro Asphalt	Newark and Sherwood	£25k-£50k
Harcourt Street, Newark - Micro Asphalt	Newark and Sherwood	£25k-£50k
Hardwick Avenue, Rainworth - Micro Asphalt	Newark and Sherwood	≤£10k
Kingsnorth Close, Newark - Micro Asphalt	Newark and Sherwood	£10k-£25k
Lindum Street, Newark - Micro Asphalt	Newark and Sherwood	≤£10k
The Park, Newark - Micro Asphalt	Newark and Sherwood	£10k-£25k
The Ropewalk, Newark - Micro Asphalt	Newark and Sherwood	≤£10k
Winchilsea Avenue, Newark - Micro Asphalt	Newark and Sherwood	£25k-£50k
Blakeney Road, Radcliffe on Trent - Micro Asphalt	Rushcliffe	£10k-£25k
Brook Drive, Kinoulton - Micro Asphalt	Rushcliffe	≤£10k
C4 Gotham Road, East Leake - Surface dressing	Rushcliffe	£25k-£50k
Carter Avenue, Radcliffe on Trent - Micro Asphalt	Rushcliffe	≤£10k
Covert Crescent, Radcliffe on Trent - Micro Asphalt	Rushcliffe	£25k-£50k
Dormy Close, Radcliffe on Trent - Micro Asphalt	Rushcliffe	£10k-£25k
Gardner Drive, Kinoulton - Micro Asphalt	Rushcliffe	£10k-£25k
Harlequin Close, Radcliffe on Trent - Micro Asphalt	Rushcliffe	≤£10k
Hillside Road, Radcliffe on Trent - Micro Asphalt	Rushcliffe	£10k-£25k
Johns Road, Radcliffe on Trent - Micro Asphalt	Rushcliffe	£10k-£25k
Killerton Park Drive, West Bridgford - Micro Asphalt	Rushcliffe	£10k-£25k
Laughton Avenue, West Bridgford - Micro Asphalt	Rushcliffe	£25k-£50k
Lindy Close, Kinoulton - Micro Asphalt	Rushcliffe	≤£10k
Marl Road, Radcliffe on Trent - Micro Asphalt	Rushcliffe	≤£10k
Meadow Way, Kinoulton - Micro Asphalt	Rushcliffe	£10k-£25k
Newbold Way, Kinoulton - Micro Asphalt	Rushcliffe	£10k-£25k
South Avenue, Radcliffe on Trent - Micro Asphalt	Rushcliffe	≤£10k
Stanhome Drive, West Bridgford - Micro Asphalt	Rushcliffe	£25k-£50k
Thomas Avenue, Radcliffe on Trent - Micro Asphalt	Rushcliffe	£10k-£25k
Woodland Close, Radcliffe on Trent - Micro Asphalt	Rushcliffe	£10k-£25k
Sub-block allocation		£1,600,000

Sub-block/2022-23 scheme	District	Scheme budget (£)
Street lighting replacement/upgrades		
Cross Lane, Huthwaite - Column replacement	Ashfield	£10k-£25k
Foxhill Close, Kirkby in Ashfield - Column replacement	Ashfield	<£10k
Nottingham Road, Harlow Wood - Column replacement	Ashfield	£25k-£50k
Parkside, Huthwaite - Column replacement	Ashfield	<£10k
Walesby Close, Kirkby in Ashfield - Column replacement	Ashfield	<£10k
Warwick Close, Kirkby in Ashfield - Column replacement	Ashfield	<£10k
Windsor Avenue / Springwood View Rec Footpath - Column replacement	Ashfield	<£10k
Hospital Road, Retford - Column replacement	Bassetlaw	£25k-£50k
Main street, North Leventon - Column replacement	Bassetlaw	£25k-£50k
Sparken Hill / Park Street, Worksop - Column replacement	Bassetlaw	£25k-£50k
Pasture Road, Stapleford - Column replacement	Broxtowe	£10k-£25k
Princess Street, Eastwood - Column replacement	Broxtowe	<£10k
Stapleford Lane, Toton - Column replacement	Broxtowe	£10k-£25k
Woodstock Road, Toton - Column replacement	Broxtowe	£10k-£25k
A612 Nottingham Road, Burton Joyce - Column replacement	Gedling	£75k-£100k
Carlton Mews, Carlton - Column replacement	Gedling	<£10k
Shearing Close, Gedling - Column replacement	Gedling	<£10k
William Close, Gedling - Column replacement	Gedling	<£10k
Albert Street, Mansfield - Column replacement	Mansfield	<£10k
Dame Flogan Street, Mansfield - Column replacement	Mansfield	<£10k
Midworth Street, Mansfield - Column replacement	Mansfield	<£10k
Ratcliffe Gate, Mansfield - Column replacement	Mansfield	£10k-£25k
Rock Hill, Mansfield - Column replacement	Mansfield	£10k-£25k
St John Street, Mansfield - Column replacement	Mansfield	£10k-£25k
Union Street, Mansfield - Column replacement	Mansfield	£10k-£25k
Walkden Street, Mansfield - Column replacement	Mansfield	<£10k
Allenby Road, Southwell - Column replacement	Newark and Sherwood	£10k-£25k

Boundary Crescent, Blidworth - Column replacement	Newark and Sherwood	£10k-£25k
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Street lighting replacement/upgrades (continued)	District	Scheme budget (£)
Cross Street, Newark - Column replacement	Newark and Sherwood	£10k-£25k
Currie Road, Newark - Column replacement	Newark and Sherwood	<£10k
Forest Road, Ollerton - Column replacement	Newark and Sherwood	£10k-£25k
Gravelly Lane, Fiskerton - Column replacement	Newark and Sherwood	<£10k
Newnham Road, Newark - Column replacement	Newark and Sherwood	<£10k
The Quadrangle, Blidworth - Column replacement	Newark and Sherwood	<£10k
Westhorpe, Southwell - Column replacement	Newark and Sherwood	£10k-£25k
Wilson Street, Newark - Column replacement	Newark and Sherwood	<£10k
Bisham Drive, West Bridgford - Column replacement	Rushcliffe	£10k-£25k
Burnside Grove, Tollerton - Column replacement	Rushcliffe	£10k-£25k
Edwald Road, West Bridgford - Column replacement	Rushcliffe	£10k-£25k
Muir Avenue, West Bridgford - Column replacement	Rushcliffe	£10k-£25k
Priory Avenue, Tollerton - Column replacement	Rushcliffe	£10k-£25k
Priory Circus, Tollerton - Column replacement	Rushcliffe	<£10k
Stanstead Avenue, Tollerton - Column replacement	Rushcliffe	£10k-£25k
Sub-block allocation		£1,000,000

Sub-block/2022-23 scheme	District	Scheme budget (£)
Street lighting energy saving initiative		
Works programme developed in year	Countywide	
Sub -block allocation		£2,100,000

Sub-block/2022-23 scheme	District	Scheme budget (£)
Traffic signal renewal		
A60 St Peters Way / Bath Lane, Mansfield	Mansfield	>£250k
Sub -block allocation		£400,000

Sub-block/2022-23 scheme	District	Scheme budget (£)
Safety fencing		
Works programme developed in year	Countywide	
Sub-block allocation		£400,000

Sub-block/2022-23 scheme	District	Scheme budget (£)
Network structural patching		
Works programme developed in year - Carriageway	Countywide	
Works programme developed in year - Footways and Cycleways	Countywide	
Sub-block allocation		£600,000

Sub-block/2022-23 scheme	District	Scheme budget (£)
Preventative maintenance		
Works programme developed in year	Countywide	
Sub-block allocation		£1,000,000

Sub-block/2022-23 scheme	District	Scheme budget (£)
County Council additional funding - Network structural patching		
Works programme developed in year	Countywide	
Sub-block allocation		£3,000,000

Highway maintenance programme sub-block	2023/24 funding allocation
Bridges (including condition assessments)	£ 975,000
Carriageway maintenance (A, B & C, Unclassified roads)	£ 3,375,000
Carriageway structural investigation (Trial holes, coring and assessment of waste)	£ 98,000
Surface dressing (added protection to the carriageway surface, sealing it from the ingress of water while also enhancing its skid resistance, including pre-patching)	£ 1,200,000
Footway maintenance	£ 1,125,000
Structural drainage	£ 600,000
Street lighting renewal and improvement	£ 750,000
Traffic signal renewal	£ 300,000
Safety fencing	£ 300,000
County Council additional funding - network structural patching	£ 3,000,000
Network structural patching - carriageways	£ 4,000,000
Network structural patching - footways and cycleways	£ 2,000,000
Preventative maintenance	£ 1,000,000
Unallocated	£ 3,907,000
TOTAL	£ 22,630,000

Sub-block/2023-24 scheme	District	Scheme budget (£)
Bridges		
Works programme under development - Dependent on in year inspections		
	Sub-block allocation	£975,000

Sub-block/2023-24 scheme	District	Scheme budget (£)
Carriageway maintenance - Principal classified road network (A roads)		
A6075 Ollerton Road, Tuxford - Resurfacing	Bassetlaw	>£250k
A60 Loughborough Road, Bradmore - Resurfacing	Rushcliffe	>£250k
	Sub-block allocation	£600,000

Sub-block/2023-24 scheme	District	Scheme budget (£)
Carriageway maintenance - Non-principal classified road network (B & C roads)		
C145 Hamilton Road, Sutton in Ashfield - Resurfacing	Ashfield	>£250k
C24 Town Street, Askham - Resurfacing	Bassetlaw	£200k-£250k
B6003 Church Street, Stapleford - Resurfacing - Carried forward	Broxtowe	£150k-£200k
C166 Westdale Lane, Carlton - Resurfacing - Carried forward	Gedling	>£250k
B6326 London Road, Newark - Resurfacing	Newark and Sherwood	£200k-£250k
C43 Shelford Road, Radcliffe on Trent (Section 2) - Structural patching	Rushcliffe	£100k-£150k
	Sub-block allocation	£1,275,000

Sub-block/2023-24 scheme	District	Scheme budget (£)
Carriageway maintenance - Unclassified road network		
Birds Lane, Kirkby in Ashfield - Resurfacing	Ashfield	£25k-£50k
Park Street, Kirkby in Ashfield - Resurfacing	Ashfield	£75k-£100k
Gloucester Road, Worksop - Resurfacing	Bassetlaw	>£250k
Balfour Road, Stapleford - Resurfacing	Broxtowe	£50k-£75k
Salthouse Lane, Beeston - Resurfacing	Broxtowe	£50k-£75k
The Cloisters, Beeston - Resurfacing	Broxtowe	£25k-£50k
Nottingham Road, Arnold (Phase 1) - Resurfacing	Gedling	>£250k
Wood Lane, Church Warsop - Resurfacing	Mansfield	£200k-£250k
Walesby Lane, Ollerton - Resurfacing - Carried forward	Newark and Sherwood	>£250k
Cyril Road, West Bridgford - Resurfacing	Rushcliffe	£150k-£200k
Market Street, Bingham - Resurfacing	Rushcliffe	£25k-£50k
Soar Lane, Sutton Bonington - Resurfacing	Rushcliffe	£50k-£75k
The Maltings, Cropwell Bishop - Resurfacing	Rushcliffe	£25k-£50k
	Sub-block allocation	£1,500,000

Sub-block/2023-24 scheme	District	Scheme budget (£)
Footway maintenance		
Cherry Avenue, Kirkby in Ashfield - Resurfacing	Ashfield	£100k-£150k
Langton Avenue, Kirkby in Ashfield - Resurfacing	Ashfield	£25k-£50k
Shelford Avenue, Kirkby in Ashfield - Resurfacing	Ashfield	£25k-£50k
Hemmingfield Crescent, Worksop - Resurfacing	Bassetlaw	£75k-£100k
Northumbria Drive, Retford - Resurfacing	Bassetlaw	£50k-£75k
Arran Close, Stapleford - Resurfacing	Broxtowe	£10k-£25k
Rowan Avenue, Stapleford - Resurfacing	Broxtowe	£25k-£50k
Seaburn Road, Toton (Phase 2) - Resurfacing	Broxtowe	£100k-£150k
Dover Beck Close, Calverton - Resurfacing	Gedling	£10k-£25k
Garnet Street, Netherfield - Resurfacing	Gedling	£25k-£50k
Meadow Cottages, Netherfield - Resurfacing	Gedling	£25k-£50k
Ploughman Avenue, Woodthorpe - Resurfacing	Gedling	£25k-£50k
Balmoral Drive, Mansfield - Resurfacing	Mansfield	£75k-£100k
Bradforth Avenue, Mansfield - Resurfacing	Mansfield	£50k-£75k
Ashtree Close, Southwell - Resurfacing	Newark and Sherwood	£25k-£50k
Hillside Drive, Southwell - Resurfacing	Newark and Sherwood	£50k-£75k
Honing Drive, Southwell - Resurfacing	Newark and Sherwood	£50k-£75k
Clumber Drive, Radcliffe on Trent - Resurfacing	Rushcliffe	£100k-£150k
	Sub-block allocation	£1,125,000

Sub-block/2023-24 scheme	District	Scheme budget (£)
Drainage		
Station Road, Sutton in Ashfield - Drainage repairs	Ashfield	£25k-£50k
Creswell Road, Cuckney - Drainage repair	Bassetlaw	£10k-£25k
Main Street, Bothamsall - Drainage improvement	Bassetlaw	£10k-£25k
Main Street, Normanton on Trent - Drainage improvement	Bassetlaw	£10k-£25k
Mansfield Road, Worksop - Drainage repairs	Bassetlaw	£10k-£25k
Sibthorpe Hill, West Markham - Drainage repair	Bassetlaw	<£10k
St Stephen's Road, Retford - Drainage repair	Bassetlaw	<£10k
Hassocks Lane, Beeston - Drainage repairs	Broxtowe	£25k-£50k
Countywide Drainage Repairs / Improvements - Drainage repairs and improvements	Countywide	£200k
Linby Lane, Linby - Drainage repairs	Gedling	<£10k
Papplewick - General Drainage improvements	Gedling	£25k-£50k
Hamilton Way, Mansfield - Drainage repairs	Mansfield	£10k-£25k
Dornoch Avenue, Southwell - Drainage repairs	Newark and Sherwood	<£10k
Kirklington Road, Bilsthorpe - Drainage repairs	Newark and Sherwood	<£10k
Mansfield Road, Clipstone - Drainage repairs	Newark and Sherwood	£10k-£25k
Browns Lane, Stanton on the Wolds - Drainage repairs	Rushcliffe	£25k-£50k
Church Lane, Costock - Drainage repairs	Rushcliffe	<£10k
Kegworth Road, Gotham - Drainage repairs	Rushcliffe	£10k-£25k
Loughborough Road, Bradmore - Drainage improvements	Rushcliffe	£10k-£25k
Station Road, Plumtree - Drainage repairs	Rushcliffe	<£10k
	Sub-block allocation	£600,000

Sub-block/2023-24 scheme	District	Scheme budget (£)
Surface dressing (added protection to the carriageway surface, sealing it from the ingress of water while also enhancing its skid resistance, including pre-patching)		
B6019 Kirkby Lane / Pinxton Lane, Kirkby in Ashfield - Surface dressing	Ashfield	£75k-£100k
Farndon Road, Sutton in Ashfield - Micro Asphalt	Ashfield	£25k-£50k
Holland Crescent, Selston - Micro Asphalt	Ashfield	<£10k
Roundhill Close, Sutton in Ashfield - Micro Asphalt	Ashfield	<£10k
Searby Road, Sutton in Ashfield - Micro Asphalt	Ashfield	£10k-£25k
Upper Mexborough Road, Selston - Micro Asphalt	Ashfield	<£10k
A616 Creswell Road, Cuckney - Surface dressing	Bassetlaw	£100k-£150k
B1403 Walkeringham Road / Fountain Hill Road / Gringley Road, (Gringley to Misterton) - Surface dressing	Bassetlaw	£100k-£150k
A609 Nottingham Road, Trowell - Surface dressing	Broxtowe	£75k-£100k
Lower Orchard Street, Stapleford - Micro Asphalt	Broxtowe	<£10k
Middle Orchard Street, Stapleford - Micro Asphalt	Broxtowe	<£10k
Upper Orchard Street, Stapleford - Micro Asphalt	Broxtowe	<£10k
Waterloo Road, Beeston - Micro Asphalt	Broxtowe	£25k-£50k
Clifton Grove, Gedling - Micro Asphalt	Gedling	<£10k
Copse Close, Burton Joyce - Micro Asphalt	Gedling	<£10k
Covert Close, Burton Joyce - Micro Asphalt	Gedling	<£10k
Elmtree Road, Calverton - Micro Asphalt	Gedling	£10k-£25k
Gorse Close, Calverton - Micro Asphalt	Gedling	<£10k
Hillcrest Gardens, Burton Joyce - Micro Asphalt	Gedling	£10k-£25k
Hucknall Crescent, Gedling - Micro Asphalt	Gedling	<£10k
Linby Close, Gedling - Micro Asphalt	Gedling	<£10k
Maris Drive, Burton Joyce - Micro Asphalt	Gedling	£10k-£25k
Onchan Avenue, Carlton - Micro Asphalt	Gedling	<£10k
Onchan Drive, Carlton - Micro Asphalt	Gedling	£10k-£25k
Park Road East Spur, Calverton (opposite Clover Fields) - Micro Asphalt	Gedling	<£10k
Perlethorpe Close, Gedling - Micro Asphalt	Gedling	<£10k
Perlethorpe Crescent, Gedling - Micro Asphalt	Gedling	<£10k
Perlethorpe Drive, Gedling - Micro Asphalt	Gedling	<£10k
Rowan Close, Calverton - Micro Asphalt	Gedling	<£10k
St Helens Grove, Burton Joyce - Micro Asphalt	Gedling	£10k-£25k
Station Road, Burton Joyce - Micro Asphalt	Gedling	£10k-£25k
Storey Avenue, Gedling - Micro Asphalt	Gedling	<£10k
Caunton Close, Mansfield - Micro Asphalt	Mansfield	<£10k
Century Avenue, Mansfield - Micro Asphalt	Mansfield	<£10k
Grange Avenue, Mansfield - Micro Asphalt	Mansfield	£10k-£25k
Hermitage Avenue, Mansfield - Micro Asphalt	Mansfield	£10k-£25k
Hillsway Crescent, Mansfield - Micro Asphalt	Mansfield	£25k-£50k
King Edward Avenue, Mansfield - Micro Asphalt	Mansfield	£25k-£50k
Sylvester Street, Mansfield - Micro Asphalt	Mansfield	£10k-£25k
The Knoll, Mansfield - Micro Asphalt	Mansfield	£25k-£50k
Western Avenue, Mansfield - Micro Asphalt	Mansfield	<£10k
B6325 Great North Road, South Muskham - Surface dressing	Newark and Sherwood	£75k-£100k
C68 Dale Lane, Blidworth - Surface dressing	Newark and Sherwood	£50k-£75k
De Lacy Court, Ollerton - Micro Asphalt	Newark and Sherwood	£10k-£25k
Dove Croft, Ollerton - Micro Asphalt	Newark and Sherwood	£50k-£75k
Glasby Court, Ollerton - Micro Asphalt	Newark and Sherwood	<£10k
Maida Lane, Ollerton - Micro Asphalt	Newark and Sherwood	<£10k
Silvey Avenue, Southwell - Micro Asphalt	Newark and Sherwood	£10k-£25k
Springfield Road, Southwell - Micro Asphalt	Newark and Sherwood	£25k-£50k
C26 Wysall Road / Costock Road, Costock - Surface dressing	Rushcliffe	£75k-£100k
C33 Bunny Lane, East Leak - Structural patching for future surface dressing	Rushcliffe	£75k-£100k
Elms Close, Ruddington - Micro Asphalt	Rushcliffe	£10k-£25k
Fern Lea Avenue, Cotgrave - Micro Asphalt	Rushcliffe	<£10k
Greenfields Drive, Cotgrave - Micro Asphalt	Rushcliffe	<£10k
Hawthorne Avenue, Cotgrave - Micro Asphalt	Rushcliffe	<£10k
Peacock Close, Ruddington - Micro Asphalt	Rushcliffe	£10k-£25k
Thurman Drive, Cotgrave - Micro Asphalt	Rushcliffe	<£10k
Western Fields, Ruddington - Micro Asphalt	Rushcliffe	£10k-£25k
	Sub-block allocation	£1,200,000

Sub-block/2023-24 scheme	District	Scheme budget (£)
Street lighting replacement/upgrades		
Works programme under development - Dependent on in year inspection		
	Sub-block allocation	£750,000

Sub-block/2023-24 scheme	District	Scheme budget (£)
Traffic signal renewal A60 Portland Street / St Peters Way, Mansfield	Mansfield	£200k-£250k
Sub-block allocation		£300,000

Sub-block/2023-24 scheme	District	Scheme budget (£)
Safety fencing Works programme developed in year	Countywide	
Sub-block allocation		£300,000

Sub-block/2023-24 scheme	District	Scheme budget (£)
Network structural patching Works programme developed in year - Carriageway Works programme developed in year - Footways and Cycleways	Countywide Countywide	
Sub-block allocation		£6,000,000

Sub-block/2023-24 scheme	District	Scheme budget (£)
Preventative maintenance Works programme developed in year	Countywide	
Sub-block allocation		£100,000

Sub-block/2023-24 scheme	District	Scheme budget (£)
County Council additional funding - Network structural patching Works programme developed in year	Countywide	
Sub-block allocation		£3,000,000

Highway maintenance programme sub-block	2024/25 funding allocation
Bridges (including condition assessments)	£ 650,000
Carriageway maintenance (A, B & C, Unclassified roads)	£ 2,250,000
Carriageway structural investigation (Trial holes, coring and assessment of waste)	£ 65,000
Surface dressing (added protection to the carriageway surface, sealing it from the ingress of water while also enhancing its skid resistance, including pre-patching)	£ 800,000
Footway maintenance	£ 750,000
Structural drainage	£ 400,000
Street lighting renewal and improvement	£ 500,000
Traffic signal renewal	£ 400,000
Safety fencing	£ 200,000
County Council additional funding - network structural patching	£ 3,000,000
Network structural patching - carriageways	£ 4,000,000
Network structural patching - footways and cycleways	£ 2,000,000
Preventative maintenance	£ 1,000,000
Unallocated	£ 6,615,000
TOTAL	£ 22,630,000

Sub-block/2024-25 scheme	District	Scheme budget (£)
Bridges		
Works programme under development - Dependent on in year inspections		
	Sub-block allocation	£650,000

Sub-block/2024-25 scheme	District	Scheme budget (£)
Carriageway maintenance - Principal classified road network (A roads)		
A609 Nottingham Road, Trowell (Section 2) - Resurfacing	Broxtowe	£200k-£250k
A617 Pleasley Hill Way, Mansfield (Phase 1) - Resurfacing	Mansfield	>£250k
	Sub-block allocation	£400,000

Sub-block/2024-25 scheme	District	Scheme budget (£)
Carriageway maintenance - Non-principal classified road network (B & C roads)		
B6045 Carlton Road, Worksop - Resurfacing	Bassetlaw	>£250k
C8 Holly Road / High Spannia / Cliff Boulevard, Kimberley - Resurfacing	Broxtowe	£200k-£250k
B684 Plains Road, Mapperley - Carried forward	Gedling	>£250k
C16 Lowdham Lane, Woodborough - Resurfacing	Gedling	£100k-£150k
C83 Coddington Lane, Balderton - Resurfacing	Newark and Sherwood	£150k-£200k
C126 Clifton Lane / Clifton Road, Ruddington - Structural patching	Rushcliffe	£75k-£100k
	Sub-block allocation	£850,000

Sub-block/2024-25 scheme	District	Scheme budget (£)
Carriageway maintenance - Unclassified road network		
Hartley Road, Kirkby in Ashfield (Phase 2) - Resurfacing	Ashfield	£75k-£100k
Main Street, Huthwaite - Resurfacing	Ashfield	£25k-£50k
Queen Street, Retford - Resurfacing	Bassetlaw	£200k-£250k
Hall Drive, Chilwell - Resurfacing	Broxtowe	>£250k
Arnot Hill Road, Arnold - Resurfacing	Gedling	£100k-£150k
Birkland Street, Mansfield - Resurfacing	Mansfield	£50k-£75k
King Street, Mansfield - Resurfacing	Mansfield	£25k-£50k
The Ropewalk, Southwell - Resurfacing	Newark and Sherwood	£150k-£200k
Ethel Road, West Bridgford - Resurfacing	Rushcliffe	£25k-£50k
Exeter Road, West Bridgford - Resurfacing	Rushcliffe	£50k-£75k
	Sub-block allocation	£1,000,000

Sub-block/2024-25 scheme	District	Scheme budget (£)
Footway maintenance		
B6018 Sutton Road, Kirkby in Ashfield - Resurfacing	Ashfield	£50k-£75k
Richmond Road, Kirkby in Ashfield - Resurfacing	Ashfield	£100k-£150k
Galway Avenue, Bircotes - Resurfacing	Bassetlaw	£25k-£50k
Galway Drive (LHS), Bircotes - Resurfacing	Bassetlaw	£10k-£25k
West Park Place, Retford - Resurfacing	Bassetlaw	£75k-£100k
St Marys Close, Attenborough - Resurfacing	Broxtowe	£50k-£75k
Maris Drive, Burton Joyce - Resurfacing	Gedling	£50k-£75k
Tissington Avenue, Church Warsop - Resurfacing	Mansfield	£50k-£75k
Cranmer Road, Newark	Newark and Sherwood	£100k-£150k
Hollies Drive, Edwalton - Resurfacing	Rushcliffe	£100k-£150k
Sub-block allocation		£750,000

Sub-block/2024-25 scheme	District	Scheme budget (£)
Drainage		
Bawtry Road, Everton - Drainage improvements	Bassetlaw	£25k-£50k
Low Street, Carlton in Lindrick - Drainage repairs	Bassetlaw	<£10k
Sycamore Close, Worksop - Drainage improvements	Bassetlaw	£25k-£50k
Cherry Tree Close, Brinsley - Drainage improvements	Broxtowe	£10k-£25k
Nottingham Road, Eastwood - Drainage repairs	Broxtowe	£10k-£25k
Countywide Drainage Repairs / Improvements - Drainage repairs and improvements	Countywide	£200k
Calverton Road, Arnold - Drainage repairs	Gedling	£10k-£25k
Station Street, Mansfield Woodhouse - Drainage repairs	Mansfield	£10k-£25k
Bowbridge Lane, Balderton - Drainage repairs	Newark and Sherwood	£10k-£25k
Brackenhurst Lane, Southwell - Drainage improvements	Newark and Sherwood	<£10k
Kirton Road, Egmonton - Drainage improvements	Newark and Sherwood	<£10k
Newark Road, Cotham - Drainage repairs	Newark and Sherwood	<£10k
Wolfit Avenue, Balderton - Drainage repairs	Newark and Sherwood	£10k-£25k
Burton Lane, Whatton - Drainage repairs	Rushcliffe	<£10k
Kneeton Road, East Bridgford - Drainage repairs	Rushcliffe	£10k-£25k
Main Street, Rempstone - Drainage improvements	Rushcliffe	£10k-£25k
Melton Road, Normanton on the Wolds - Drainage repairs	Rushcliffe	£10k-£25k
Sub-block allocation		£400,000

Sub-block/2024-25 scheme	District	Scheme budget (£)
Surface dressing (added protection to the carriageway surface, sealing it from the ingress of water while also enhancing its skid resistance, including pre-patching)		
A611 Annesley Road, Annesley - Surface dressing	Ashfield	£100k-£150k
Balmoral Grove, Hucknall - Micro Asphalt	Ashfield	£10k-£25k
Buckingham Avenue, Hucknall - Micro Asphalt	Ashfield	£25k-£50k
Sandringham Place, Hucknall - Micro Asphalt	Ashfield	<£10k
Windsor Close, Hucknall - Micro Asphalt	Ashfield	<£10k
A616 Budby Road, Cuckney - Structural patching for future surface dressing	Bassetlaw	£200k-£250k
C161 Long Lane, Attenborough - Micro Asphalt	Broxtowe	£75k-£100k
Herald Close, Beeston - Micro Asphalt	Broxtowe	<£10k
Saxton Close, Beeston - Micro Asphalt	Broxtowe	£10k-£25k
Templar Road, Beeston - Micro Asphalt	Broxtowe	£10k-£25k
Church Road, Bestwood Village - Micro Asphalt	Gedling	<£10k
Coronation Road, Bestwood Village - Micro Asphalt	Gedling	£10k-£25k
Hill Road, Bestwood Village - Micro Asphalt	Gedling	£10k-£25k
Lancaster Road, Bestwood Village - Micro Asphalt	Gedling	£10k-£25k
Mayes Rise, Bestwood Village - Micro Asphalt	Gedling	<£10k
School Walk, Bestwood Village - Micro Asphalt	Gedling	<£10k
St Albans Road, Bestwood Village - Micro Asphalt	Gedling	£10k-£25k
The Spinney, Bestwood Village - Micro Asphalt	Gedling	£10k-£25k
The Square, Bestwood Village - Micro Asphalt	Gedling	£10k-£25k
Coronation Drive, Forest Town - Micro Asphalt	Mansfield	£10k-£25k
Mayhall Avenue, Mansfield Woodhouse - Micro Asphalt	Mansfield	£10k-£25k
Olive Grove, Forest Town - Micro Asphalt	Mansfield	£25k-£50k
Princess Avenue, Forest Town - Micro Asphalt	Mansfield	<£10k
Sherwood Hall Gardens, Forest Town - Micro Asphalt	Mansfield	<£10k
Stuart Avenue, Forest Town - Micro Asphalt	Mansfield	£25k-£50k
Woodhall Close, Forest Town - Micro Asphalt	Mansfield	<£10k
B6386 Southwell Road, Oxtou Hill - Surface dressing	Newark and Sherwood	£100k-£150k
Main Street, North Muskham - Surface dressing	Newark and Sherwood	£50k-£75k
C26 Station Road, Sutton Bonington / Kingston on Soar - Structural patching for future surface dressing	Rushcliffe	£50k-£75k
Clarke Close, Cropwell Bishop - Micro Asphalt	Rushcliffe	<£10k
Cotgrave Lane, Tollerton - Structural patching for future surface dressing	Rushcliffe	£50k-£75k
Hardys Close, Cropwell Bishop - Micro Asphalt	Rushcliffe	<£10k
Magdalen Drive, East Bridgford - Micro Asphalt	Rushcliffe	£10k-£25k
Mercia Avenue, Cropwell Bishop - Micro Asphalt	Rushcliffe	<£10k
	Sub-block allocation	£800,000
Sub-block/2024-25 scheme	District	Scheme budget (£)
Street lighting replacement/upgrades		
Works programme under development - Dependent on in year inspections		
	Sub-block allocation	£500,000
Sub-block/2024-25 scheme	District	Scheme budget (£)
Traffic signal renewal		
A38 Kings Mill Road / Kirkby Road / B6018 Sutton Road - Sutton in Ashfield	Ashfield	>£250k
	Sub -block allocation	£400,000
Sub-block/2024-25 scheme	District	Scheme budget (£)
Safety fencing		
Works programme developed in year	Countywide	
	Sub-block allocation	£200,000
Sub-block/2024-25 scheme	District	Scheme budget (£)
Network structural patching		
Works programme developed in year - Carriageway	Countywide	
Works programme developed in year - Footways and Cycleways	Countywide	
	Sub-block allocation	£6,000,000

Sub-block/2024-25 scheme	District	Scheme budget (£)
Preventative maintenance		
Works programme developed in year	Countywide	
Sub-block allocation		£1,000,000

Sub-block/2024-25 scheme	District	Scheme budget (£)
County Council additional funding - Network structural patching		
Works programme developed in year	Countywide	
Sub-block allocation		£3,000,000

Integrated transport programme sub-block	Funding allocation
Access to local facilities (e.g. footway improvements and new crossings)	£ 1,000,000
Bus improvements (e.g. bus stop infrastructure and bus stop clearways)	£ 410,000
Capacity improvements (e.g. traffic signal and junction improvements to reduce congestion)	£ 500,000
Cycling and health (match funding for Active Travel Fund and visitor economy related route improvements)	£ 800,000
Traffic monitoring and advanced development and design of future schemes	£ 600,000
Parking (e.g. review of parking in town centres, and delivery and review of new residents' parking schemes)	£ 35,000
Rail improvements (e.g. small scale improvements to services and stations as well as feasibility studies on large scale improvements)	£ 30,000
Safety improvements (e.g. local safety schemes, including £50k for the provision of crossing facilities on routes to school)	£ 770,000
Smarter choices (e.g. Ev charging infrastructure, travel planning and, and support for businesses developing travel plans)	£ 150,000
Speed management (e.g. addressing local speed concerns, 20mph speed limits and interactive signs)	£ 152,000
Additional County Council capital allocation for road safety	£ 350,000
TOTAL	£ 4,797,000

The £350k additional County Council funding for road safety will be included in the safety improvements sub-block to address injury accidents

Sub-block/scheme	District	Scheme budget (£)
Access to local facilities		
<i>New crossings are prioritised based on the number of people crossing and the volume of traffic at the proposed crossing location. New footways are based on the costs of provision compared to their likely useage</i>		
Retford Road, Rampton (near Primary School) - footway widening	Bassetlaw	£25k-£50k
Rights of Way - signing improvements	Countywide	≤£10k
Rights of Way upgrades	Countywide	£10k-£25k
Station Road, Burton Joyce - access to The Poplars sports ground	Gedling	≤£10k
B6326 Great North Road/William Hall Way, Fernwood - crossing improvements	Newark & Sherwood	£25k-£50k
Beckingham Road, Coddington - puffin crossing	Newark & Sherwood	£75k-£100k
Forest Corner, Edwinstowe - visitors' centre access improvements	Newark & Sherwood	≤£10k
Southwell FP12 - surfacing	Newark & Sherwood	£10k-£25k
Station Road, Lowdham - dropped kerbs	Newark & Sherwood	≤£10k
A60 Loughborough Road, Bunny - pedestrian refuge	Rushcliffe	≤£10k
Church Street and Main Street, Bunny - dropped kerbs	Rushcliffe	≤£10k
Gotham Road (St Mary's Crescent to Lantern Lane), East Leake - footway widening	Rushcliffe	£50k-£75k
Malkin Avenue/Queens Road, Radcliffe on Trent - dropped kerbs	Rushcliffe	≤£10k
Musters Road/George Road, West Bridgford - build outs	Rushcliffe	£25k-£50k
Shelford Road, Radcliffe on Trent - ramped zebras	Rushcliffe	£100k-£150k
Carryover schemes from 2021/22		
Barbara Square, Hucknall-Junction protection (carryover from 2021/22)	Ashfield	≤£10k
Redbarn Way, Sutton in Ashfield - footway extension and dropped kerbs (carryover from 2021/22)	Ashfield	£10k-£25k
Unrecorded path, Thrumpton - surfacing (carryover from 2021/22)	Bassetlaw	£50k-£75k
City Road, Beeston - cycle access improvements (carryover from 2021/22)	Broxtowe	£10k-£25k
Spring Lane, Lambley - signing/lining (carryover from 2021/22)	Gedling	≤£10k
B6035 Sherwood Street, Market Warsop - pedestrian crossing	Mansfield	£75k-£100k
Pelham Street, Mansfield - route improvements (carryover from 2021/22)	Mansfield	£75k-£100k
Reserve schemes		
Spring Lane, Lambley - access to country park (subject to feasibility, option and benefit assessment, and consultation, etc.)	Gedling	
Queens Road, Newark - footway widening	Newark & Sherwood	≤£10k
Gotham Road (south of Stonebridge Drive), East Leake - footway widening (subject to securing external funding)	Rushcliffe	£25k-£50k
	Sub-block allocation	£1,000,000
	External funding	£150,000
	Sub-block total	£1,150,000

Sub-block/scheme	District	Scheme budget (£)
Bus improvements		
<i>Schemes are targeted at locations to increase bus patronage by improving journey times and reliability of services, as well as the passenger transport experience</i>		
A38 Kings Mill Rd East/B6022 Station Road, Sutton in Ashfield - traffic light priority	Ashfield	≤£10k
A38 Kings Mill Rd/Penny Emma Way, Sutton in Ashfield - traffic light priority	Ashfield	≤£10k
A611 Annesley Road/Hucknall Road (Newstead Turn), Newstead - traffic light priority	Ashfield	≤£10k
A611 Derby Road / Forest Road (Badger Box pub) Kirkby in Ashfield - traffic light priority	Ashfield	≤£10k
A611 Derby Road/Shoulder of Mutton Hill, Kirkby in Ashfield - traffic light priority	Ashfield	≤£10k
Bus service 1 bus stop, Huthwaite - bus stop accessibility improvements	Ashfield	£10k-£25k
Kings Mill Rd East/Kirkby Rd/Sutton Rd (Fire Station) Sutton in Ashfield - traffic light priority	Ashfield	≤£10k
Lowmoor Road/Portland Street, Kirkby in Ashfield - traffic light priority	Ashfield	£10k-£25k
Mansfield Road/Hill Crescent, Sutton in Ashfield - traffic light priority	Ashfield	£10k-£25k
The threes & the nines, Kikby in Ashfield - bus stop accessibility improvements	Ashfield	£25k-£50k
The threes, the nines & service 1, Sutton in Ashfield - bus stop accessibility improvements	Ashfield	£25k-£50k
Coniston Road, Worksop - junction protection	Bassetlaw	≤£10k
Kingston Road & Cavendish Road, Worksop - junction protection & bus stop clearways	Bassetlaw	≤£10k
Markham Road, Langold - bus stop clearways	Bassetlaw	≤£10k
Ordsall Road, Retford - relocation of shelter to improve junction visibility	Bassetlaw	≤£10k
Rayton Spur, Worksop - bus stop clearways	Bassetlaw	≤£10k
Scaftworth - parking restrictions and bus stop clearway	Bassetlaw	≤£10k
Attenborough Lane, Chilwell - bus stop accessibility improvements	Broxtowe	≤£10k
Main Road, Watnall - bus stop improvements	Broxtowe	≤£10k
Homefield Avenue, Arnold - junction protection & bus stop clearways	Gedling	≤£10k
Forest Hill/Nottingham Road, Mansfield - bus stop accessibility improvements	Mansfield	≤£10k
Nottingham Road/Baum's Lane, Mansfield - traffic light priority	Mansfield	≤£10k
Ravensdale Avenue, Mansfield - bus stop clearways	Mansfield	≤£10k
The Fairways, Mansfield - bus stop accessibility improvements	Mansfield	≤£10k
Bus service 28/29 & 90, Newark - bus shelter investment programme	Newark & Sherwood	£25k-£50k
Bus service 28/29 & 90, Newark - real time information investment programme	Newark & Sherwood	£50k-£100k
Bus service 29, Southwell - bus shelter investment programme	Newark & Sherwood	£25k-£50k
Main Street, Egmanton - bus stop clearway	Newark & Sherwood	≤£10k
New Hill, Walesby - bus stop clearways	Newark & Sherwood	≤£10k
Newark Road, Coddington - bus stop improvements	Newark & Sherwood	≤£10k
Bingham Road, Radcliffe on Trent - bus stop clearways	Rushcliffe	≤£10k
Carnarvon Place, Bingham - bus stop clearway	Rushcliffe	≤£10k
Melton Road, Hickling Pastures - bus stop accessibility improvements	Rushcliffe	≤£10k
Rectory Road, West Bridgford - bus stop accessibility improvements	Rushcliffe	≤£10k
<u>Carryover schemes from 2021/22</u>		
Annesley Cutting - bus stop accessibility improvements (carryover from 2021/22)	Ashfield	≤£10k
Coxmoor Estate Hotspot Resolution (carryover from 2021/22)	Ashfield	£25k-£50k
BR0375 Relocation & Clearway Accessibility Scheme (Brinsley Bus Stop) (carryover from 2021/22)	Broxtowe	≤£10k
Musters Road, Newstead - bus stop improvements (carryover from 2021/22)	Gedling	≤£10k
Rushcliffe Clearway Programme- Ring Leas, Cotgrave & Bingham Road, Radcliffe on Trent (carryover from 2021/22)	Rushcliffe	≤£10k
	Sub-block allocation	£410,000
	Sub-block total	£410,000

Sub-block/scheme	District	Scheme budget (£)
Capacity improvements		
<i>Schemes are prioritised based on their ability to address journey time delay</i>		
Match funding for proposed A614-A6097 improvements	Various	>£250k
	Sub-block allocation	£500,000
	Sub-block total	£500,000

Sub-block/scheme	District	Scheme budget (£)
Cycling and health		
<i>Schemes are prioritised based on their ability to deliver a strategic cycle network consistent with the Cycling Strategy Delivery Plan and as part of a package to help address journey time delay</i>		
Visitor economy walking/cycling route improvements	Various	>£250k
Active Travel Fund Tranche 3 match funding - <i>subject to DfT programme announcements</i>	Various	>£250k
<u>Carryover schemes from 2021/22</u>		
Active Travel Fund Tranche 2 - match funding and DfT funding for:		
Dovecote Lane, Beeston - modal filter (<i>subject to option and benefit assessment, and consultation, etc.</i>) (<i>carryover from 2021/22</i>)	Broxtowe	£25k-£50k
Regatta Way, Gamston - segregated cycle facilities (<i>carryover from 2021/22</i>)	Rushcliffe	>£250k
Ruddington village centre - cycle parking (<i>carryover from 2021/22</i>)	Rushcliffe	≤£10k
	Sub-block allocation	£800,000
	External funding	£1,708,000
	Sub-block total	£2,508,000

Sub-block/scheme	District	Scheme budget (£)
Traffic monitoring and advanced development/design of future schemes		
Advanced design/feasibility of future schemes to help deliver (and mitigate) proposed growth	Countywide	£150k-£200k
Scheme development and management	Countywide	£150k-£200k
Technical surveys	Countywide	£50k-£100k
Traffic monitoring	Countywide	£150k-£200k
	Sub-block allocation	£600,000
	Sub-block total	£600,000

Sub-block/scheme	District	Scheme budget (£)
Parking		
<i>Residents parking schemes are only delivered where people do not have off-street parking and where a scheme won't negatively affect nearby streets and town centres, or increase rat running or traffic speeds. Schemes are prioritised based on the level of parking throughout the day</i>		
West End, Sutton in Ashfield - parking	Ashfield	≤£10k
Sherwood Avenue, Newark - modification to parking restrictions	Newark & Sherwood	≤£10k
<u>Carryover schemes from 2021/22</u>		
Barratt Lane / Long Lane, Attenborough - double yellow lines with parking restrictions (<i>carryover from 2021/22</i>)	Broxtowe	≤£10k
Nottingham Road, Eastwood - evening taxi rank (<i>carryover from 2021/22</i>)	Broxtowe	≤£10k
Church Drive East, Arnold - conversion of RPS bay (part) to taxi rank (<i>carryover from 2021/22</i>)	Gedling	≤£10k
Park Avenue, West Bridgford - extension of RPS (<i>carryover from 2021/22</i>)	Rushcliffe	≤£10k
	Sub-block allocation	£35,000
	Sub-block total	£35,000

Sub-block/scheme	District	Scheme budget (£)
Rail improvements		
Feasibility work on:		
Newark Line speed improvements	Various	£25k-£50k
Robin Hood Line extension	Various	
Maid Marian Line	Various	
	Sub-block allocation	£30,000
	Sub-block total	£30,000

Sub-block/scheme	District	Scheme budget (£)
Safety improvements		
<i>Schemes are prioritised at locations with a history of reported road casualties</i>		
A38 Alfreton Road/Pinxton Lane, Sutton in Ashfield - modification to traffic signals	Ashfield	£10k-£25k
A611 Hucknall Bypass/Dorey Way, Hucknall - surfacing	Ashfield	£10k-£25k
B6021 Kirkby Folly Road (south of mini roundabout), Sutton in Ashfield - surfacing	Ashfield	£25k-£50k
A631 The Flood Road (bends west of Gainsborough) - signing and/or lining	Bassetlaw	≤£10k
B6045 Blyth Road/Hundred Acre Lane, Worksop - 50mph speed limit	Bassetlaw	£10k-£25k
B6045 Eel Pool Road (Mattersey bend adjacent Miners Holt), Everton - surfacing	Bassetlaw	£10k-£25k
B6463 Blyth Road/Bawtry Road, Harworth - modify roundabout or mini-roundabout	Bassetlaw	£10k-£25k
Eastgate, Worksop - lighting	Bassetlaw	£10k-£25k
Hallcroft Roundabout, Retford - signing and/or lining	Bassetlaw	≤£10k
Mary Street, Rhodesia Worksop - traffic calming	Bassetlaw	£25k-£50k
Retford Road, Worksop - lighting	Bassetlaw	£25k-£50k
Westgate, Worksop - traffic calming	Bassetlaw	£50k-£100k
Worksop Road/Woodsetts Lane/Owday Lane, Worksop - signing and/or lining	Bassetlaw	≤£10k
Lilac Grove, Beeston - signing and/or lining	Broxtowe	£10k-£25k
Stapleford Lane/Darley Avenue, Toton - signing and/or lining	Broxtowe	£10k-£25k
Swiney Way/Tesco Acces, Chilwell - signing and/or lining	Broxtowe	≤£10k
Safe systems route upgrades - various route treatments	Countywide	£25k-£50k
A60 Mansfield Road (between Leapool and Burntstump) - speed management	Gedling	£150k-£200k
Church Street and Mellors Road, Arnold - signing and/or lining	Gedling	≤£10k
Foxwood Lane (bend at High Trees), Woodborough - surfacing	Gedling	£10k-£25k
Lambley Lane at Recreation Ground car park, Gedling - visibility improvement	Gedling	£10k-£25k
A60 Leeming Road North/B6407 Sookholme Road, Warsop - surfacing	Mansfield	≤£10k
A6009 Chesterfield Road South and West Bank Avenue, Mansfield - signing and/or lining	Mansfield	≤£10k
Church Road The Carrs Car Park, Warsop - signing and/or lining	Mansfield	≤£10k
Jubilee Way, Mansfield - lighting	Mansfield	£10k-£25k
Littleworth Bath Street, Mansfield - visibility improvement	Mansfield	£10k-£25k
Rosemary Street/St John Street, Mansfield - modification to traffic signals	Mansfield	£10k-£25k
Bowbridge Lane/Staple Lane, Balderton - signing and/or lining	Newark & Sherwood	≤£10k
Main Street (in vicinity of St Marys Church), Blidworth - interactive sign	Newark & Sherwood	£10k-£25k
Rock Terrace/Fishpool Road, Blidworth - signing and/or lining	Newark & Sherwood	≤£10k
A6097 Gunthorpe Bridge/Trent Lane, East Bridgford - signing and/or lining	Rushcliffe	£10k-£25k
Alford Road, West Bridgford - visibility improvement	Rushcliffe	£10k-£25k
Bingham Road (bends north of Langar), Bingham - signing and/or lining	Rushcliffe	£25k-£50k
Bingham Road/Hollygate Lane/Colston Gate, Cotgrave - signing and/or lining	Rushcliffe	≤£10k
Cliffhill Lane/Smite Lane, Aslockton - signing and/or lining	Rushcliffe	£10k-£25k
Cotgrave Road (bend southwest of Cotgrave Lane), Tollerton - signing and/or lining	Rushcliffe	≤£10k
Ruddington Lane/Landmere Lane, Wilford - signing and/or lining	Rushcliffe	≤£10k
Stamford Road/Trevor Road, West Bridgford - signing and/or lining	Rushcliffe	£10k-£25k
Tithby Road (bend south of A52), Bingham - signing and/or lining	Rushcliffe	≤£10k
<u>Reserve schemes</u>		
A161 - Safer Roads Fund (subject to securing external funding)	Bassetlaw	>£250k
<u>Carryover schemes from 2021/22</u>		
Derbyshire Lane/Yorke Street/Central Avenue, Hucknall - build outs (carryover from 2021/22)	Ashfield	£10k-£25k
Keswick Road Worksop - speed limit (carryover from 2021/22)	Bassetlaw	≤£10k
Bank Hill, Woodborough - signing and/or lining (carryover from 2021/22)	Gedling	≤£10k
Daybrook A60 Mansfield Road - signing and/or lining (carryover from 2021/22)	Gedling	≤£10k
Stragglethorpe Road Stragglethorpe - route treatment (carryover from 2021/22)	Rushcliffe	£50k-£100k
Sub-block allocation		£720,000
County Capital		£350,000
Improvements (e.g. crossings) on routes to schools		£50,000
		£1,120,000
Sub-block/scheme	District	Scheme budget (£)
Smarter choices		
<i>EV charging infrastructure trials - subject to feasibility studies and securing external funding</i>		
Travel Plans review	Countywide	≤£100k
	Countywide	£10k-£25k
Sub-block allocation		£150,000
Sub-block total		£150,000

Sub-block/scheme	District	Scheme budget (£)
Speed management		
<i>Speed limit changes are only delivered where they meet DfT guidelines and are prioritised based on traffic speeds, traffic volumes, reported road casualty accidents, population size, and the road purpose/use. Interactive speed signs are only delivered where the speeds of traffic exceeds police enforcement guidelines and are prioritised based on the speed and volume of traffic</i>		
B6011 Wighay Road, Hucknall (west of Knightsbridge Gardens) [north-east bound] - interactive speed sign [member request]	Ashfield	≤£10k
Main Road, Ragnall - signing and lining improvements	Bassetlaw	£25k-£50k
Main Street, Bothamsall - signing and lining	Bassetlaw	≤£10k
Retford Road, Rampton (near Primary School) - lining and rumble strips	Bassetlaw	£10k-£25k
B600 Church Road, Moorgreen (south-east of New Road) [direction to be determined] - interactive speed sign [member request]	Broxtowe	≤£10k
B6003 Stapleford Lane, Toton (south of P&R) [southbound] - interactive speed sign	Broxtowe	≤£10k
A60 Mansfield Road, Redhill - interactive speed sign [direction to be determined] - interactive speed sign [member request]	Gedling	≤£10k
A60 Nottingham Road, Mansfield (north-west of Mansfield Cemetery entrance) [direction to be determined] - interactive sp	Mansfield	≤£10k
Southwell Road, Farnsfield - extension of speed limit	Newark & Sherwood	≤£10k
Upton Road, Southwell - interactive bend warning sign	Newark & Sherwood	≤£10k
Hardigate Road and Radcliffe Road, Cropwell Butler - speed limit extensions	Rushcliffe	≤£10k
<u>Reserve schemes</u>		
Felton Avenue/The Fairways, Mansfield Woodhouse - traffic calming modifications (<i>subject to securing external funding</i>)	Mansfield	£25k-£50k
Harcourt Street etc, Newark (<i>subject to feasibility, option and benefit assessment, and consultation, etc.</i>)	Newark & Sherwood	£25k-£50k
Main Street, Newton - traffic calming (<i>subject to securing external funding</i>)	Rushcliffe	£25k-£50k
<u>Carryover schemes from 2021/22</u>		
B684 Mapperley Plains - extension of speed limit (<i>carryover from 2021/22</i>)	Gedling	≤£10k
Harcourt Street / Smith Street, Newark (<i>carryover from 2021/22</i>)	Newark & Sherwood	≤£10k
Kneesall Road, Moorhouse Road and Bar Road, Laxton - speed limit extension (<i>carryover from 2021/22</i>)	Newark & Sherwood	≤£10k
Market Place Bingham - speed limit and one way system (<i>carryover from 2021/22</i>)	Rushcliffe	£25k-£50k
Radcliffe Road, West Bridgford - speed limit (<i>carryover from 2021/22</i>)	Rushcliffe	≤£10k
	Sub-block allocation	£152,000
	Sub-block total	£152,000

Appendix 3 - Provisional 2022/23 Traffic management revenue programme

Location/Scheme	District	Scheme budget (£000)
Chapel Road, Selston - double yellow lines	Ashfield	<£5k
Church View, Sutton in Ashfield - H-bar markings at pedestrian crossing	Ashfield	<£5k
Cooperative Avenue, Hucknall - no through road signage at junction of The Connery	Ashfield	<£5k
Deepdale Gardens/Alfred Street, Sutton in Ashfield - junction protection	Ashfield	>£5k
Fackley Road, Stanton Hill - double yellow lines and limited waiting restrictions at Co-Op	Ashfield	<£5k
Gill Street/Alfreton Road, Sutton in Ashfield - extension to double yellow lines	Ashfield	<£5k
Hayden Lane/Vaughan Avenue and Hayden Lane/Devitt Drive, Hucknall - give way markings	Ashfield	<£5k
In Year Member Requests	Ashfield	>£5k
Lengthsman Contingency	Ashfield	>£5k
Mapplewells Road/Mapplewells Crescent and Mapplewells Road/Alfreton Road, Sutton in Ashfield - junction protection	Ashfield	<£5k
Moseley Road, Annesley - junction markings	Ashfield	<£5k
Nabbs Lane/Watnall Road, Hucknall - junction protection	Ashfield	<£5k
Nottingham Road, Selston - paint railings in service strip	Ashfield	<£5k
Reform Street/Cutts Row, Annesley - double yellow lines and narrow road sign	Ashfield	<£5k
Rookery Lane, Sutton in Ashfield - deer warning signs	Ashfield	<£5k
Ruffs Drive/Watnall Road, Hucknall - junction protection	Ashfield	<£5k
Various - Disabled Bay Provision	Ashfield	£5k
Westdale Avenue/Dalestorth Road, Sutton in Ashfield - junction protection	Ashfield	<£5k
Westwood, New Westwood - hard standing	Ashfield	<£5k
A60 Doncaster Road near Lamb Lane, Oldcotes - SLOW markings	Bassetlaw	<£5k
A60 Mansfield Road/entrance to Worksop Manor, Worksop - concealed entrance sign	Bassetlaw	<£5k
A614/A638 Hawkes Nest, Bawtry - extra chevron	Bassetlaw	<£5k
A620/Eastfield Road, North Wheatley - 'Unsuitable for HGVs' signage	Bassetlaw	<£5k
A631/A161 Gainsborough Road onto Mutton Lane - agricultural warning signs	Bassetlaw	<£5k
Blyth Road/Crossley Hill Lane and Woodsetts Road/Owday Lane, Carlton in Lindrick - reflective marker posts	Bassetlaw	<£5k
Carolgate, Retford - 'no cycling' signs	Bassetlaw	<£5k
Chapel Lane near Blyth Road, Everton - junction protection	Bassetlaw	<£5k
Church Lane, Mattersey - No Through Road sign	Bassetlaw	<£5k
Clumber Street/Cobwell Road and Clumber Street/Pelham Street, Retford - dropped kerbs	Bassetlaw	<£5k
Devonshire Street, Worksop - parking restrictions in the area of St Annes C of E primary school	Bassetlaw	<£5k
Goosemoor Lane, Retford - additional chevrons	Bassetlaw	<£5k
Grace Road, Retford - junction protection	Bassetlaw	<£5k
Grove Road/London Road, Retford - Give Way signage	Bassetlaw	<£5k
Harworth Road, Blyth - side road warning sign for Harworth Avenue	Bassetlaw	<£5k
Humphries Gardens, Worksop - review of restrictions	Bassetlaw	<£5k
John Street, Worksop - extension of double yellow lines at school entrance	Bassetlaw	>£5k
Lengthsman Contingency	Bassetlaw	<£5k
Low Street (near village hall), Dunham-on-Trent - 'Children playing' signage	Bassetlaw	<£5k
Outgang Lane/Town Street, Cottam - horse warning signs	Bassetlaw	<£5k
Ragnall - gateway signs	Bassetlaw	<£5k
Scampton Road, Worksop end of cul-de-sac - alterations to lining and no through road sign	Bassetlaw	<£5k
Scrooby Road, Harworth - additional parking restrictions outside Church of England Academy	Bassetlaw	<£5k
Soss Lane, Misterton - No Through Route signage	Bassetlaw	<£5k
Styrrup Road, Oldcotes - Double yellow lines	Bassetlaw	<£5k
Sutton-cum-Lound - Traffic Management measures, including pedestrians in road signs and road markings	Bassetlaw	<£5k
Treswell Road, South Leverton - gateway scheme	Bassetlaw	<£5k
West Carr Road, Ordsall - 'SLOW' markings on approach to bridge	Bassetlaw	<£5k
Westfield Road, Upton - horse warning signs	Bassetlaw	<£5k
Wheatley Road, Clayworth - bend signs/SLOW markings	Bassetlaw	<£5k

Appendix 3 - Provisional 2022/23 Traffic management revenue programme

Location/Scheme	District	Scheme budget (£000)
12 Cliff Boulevard, Kimberley - extension to junction protection	Broxtowe	<£5k
Allison Gardens/High Road and Allison Gardens/Bye Pass Road, Chilwell - junction protection	Broxtowe	<£5k
Blake Road, Stapleford - single yellow line through bends and junction protection at Sisley Avenue	Broxtowe	<£5k
Church Lane, Cossall - replacement weight restriction signs	Broxtowe	<£5k
Coppice Drive/Fern Crescent and Coppice Drive/Ambleside Drive, Eastwood - junction protection	Broxtowe	<£5k
Cornfield Road/Ruislip Close/Almond Close/Alma Hill, Kimberley - junction protection	Broxtowe	<£5k
Digby Street/Gilthill, Kimberley - junction protection	Broxtowe	<£5k
Disabled Bays Broxtowe	Broxtowe	<£5k
Edgwood Road/Abba Close and Edgwood Road/Brewery Street, Kimberley - junction protection	Broxtowe	<£5k
Edward Road/Nottingham Road, Eastwood - junction protection	Broxtowe	>£5k
Halls Road/Balfour Road, Halls Road/Lawrence Street and Halls Road/Antill Street, Stapleford - junction protection	Broxtowe	<£5k
Hickings Lane/Ikeston Road, Stapleford - junction protection	Broxtowe	<£5k
Larkfield Road/Ash Crescent, Nuthall junction - junction protection	Broxtowe	<£5k
Lengthsman Contingency	Broxtowe	<£5k
Low Wood Road/Hemphill Lane, Nuthall - junction protection	Broxtowe	<£5k
Main Street/Broad Lane, Brinsley -warning signs and SLOW markings	Broxtowe	<£5k
Margaret Court/Derby Road, Bramcote -junction protection	Broxtowe	<£5k
North Street/Cromwell Road, Beeston - junction protection	Broxtowe	<£5k
Park Street/Bramcote Road, Beeston - junction protection	Broxtowe	<£5k
Ruislip Close, Kimberley - reduction in wall height	Broxtowe	<£5k
Salthouse Lane, Beeston - remove two parking bays and install junction protection	Broxtowe	<£5k
Thoresby Road, Bramcote - new 30mph sign	Broxtowe	<£5k
Wellington Street, Stapleford -no waiting restriction and reposition sign	Broxtowe	<£5k
Wilkinson Avenue, Beeston - reduce no waiting restriction	Broxtowe	<£5k
Beech Avenue/Meadow Road, Netherfield - junction protection	Gedling	<£5k
A612 Nottingham Road (between A6097 and the gateway sign), Burton Joyce - deer warning signs	Gedling	<£5k
Bonington Road/Coronation Road, Woodthorpe - junction protection	Gedling	<£5k
Brookfield Road (near Bonington Drive), Arnold - bend ahead with junction warning sign	Gedling	<£5k
Stoke Lane near Cats Lane, Stoke Bardolph - pedestrian crossing ahead sign	Gedling	<£5k
Chandos Street, Netherfield - replacement bollards	Gedling	<£5k
Charles Street, Nottingham Road, Arnold - upgrade no access signs	Gedling	<£5k
Main Street/Chesterfield Drive and Main Street/Langham Drive, Burton Joyce - junction protection	Gedling	<£5k
Chesterfield Street/Foxhill Road East, Carlton - junction protection	Gedling	<£5k
Church Road, Main Street, Mayfield Avenue, Willow Wong, Farnsfield Avenue, Shelford Crescent and Woodsend Close, Burton Joyce - junction protection and extension to existing restrictions	Gedling	<£5k
Coppice Road adjacent to Coppice Gate, Arnold - extension to No Waiting Restrictions	Gedling	<£5k
Emrys Road, Gedling -junction protection	Gedling	<£5k
Gedling area - Disabled Bays	Gedling	<£5k
Lingwood Lane, Woodborough - parking restrictions outside the school	Gedling	<£5k
Coppice Road (near the shops), Arnold - SLOW carriageway markings	Gedling	<£5k
Collyer Road (outside the Co-op), Calverton - H bar marking to cover pedestrian access	Gedling	<£5k
Redhill - gateway signs	Gedling	<£5k
Runswick Drive/Ravenswood Road, Arnold - junction protection	Gedling	<£5k
Sacred Heart CVA, Southcliffe Road, Carlton- extend School Keep Clear signs	Gedling	<£5k
Southdale Road cul de sac to 106, Southdale Road and junc Southdale Drive, Carlton - junction protection	Gedling	<£5k
St Albans Road/ A60 Mansfield Road, Arnold - 'Unsuitable for HGVs' signage	Gedling	<£5k
Lengthsman Contingency	Gedling	>£5k
A60 Nottingham Road, Mansfield - signage in advance of Cauldwell Road for Environmental Weight Restriction	Mansfield	<£5k
Budby Avenue, Mansfield - staggered barrier entrance to park	Mansfield	<£5k
Debdale Lane, Mansfield - Keep Clear markings	Mansfield	<£5k
Debdale Lane, Mansfield - wildlife warning signage	Mansfield	<£5k
Derwent Avenue, Mansfield - pedestrian dropped kerbs at junction Springfield Close and Derwent Close	Mansfield	<£5k
Elkesley Road, Meden Vale - removal of double yellow lines and provision of H-Bars	Mansfield	<£5k
George Street, Mansfield Woodhouse - H-bar markings at pedestrian crossings at the junction with Warsop Road	Mansfield	<£5k
Leeming Lane, Mansfield - install bollards to prevent parking on wide verge	Mansfield	<£5k
Lengthsman Contingency	Mansfield	>£5k
Meden Place, Warsop - Keep Clear markings	Mansfield	<£5k
Queen Street/Dame Flogan Street, Mansfield - relocate disabled parking bays	Mansfield	<£5k
Sandgate Road, Mansfield Woodhouse - No Through Road sign	Mansfield	<£5k
Scarcliffe Street, Mansfield - dropped kerbs at car park entrance	Mansfield	<£5k
Sedgebrook Street link footpath, Mansfield - adjust staggered barriers	Mansfield	<£5k
Southwell Road West, Mansfield - Double Yellow Lines and Limited Waiting	Mansfield	<£5k
Tennyson Avenue, Mansfield Woodhouse - dropped kerbs at junction of Mansfield Road	Mansfield	<£5k
Various - Disabled Bay Provision	Mansfield	£5k
Westfield Lane, Mansfield - near junction of Welbeck Street, removal of double yellow lines and provision of limited waiting bays	Mansfield	<£5k

Appendix 3 - Provisional 2022/23 Traffic management revenue programme

Location/Scheme	District	Scheme budget (£000)
A612/Shafesbury Avenue, Bulcote - village name plate	Newark & Sherwood	<£5k
A616 Little Carlton - Install some marker posts / bollards in verge near 'Valley View'	Newark & Sherwood	<£5k
A617 Rainworth bypass - 2 x Deer Warnings signs , (1 x 500m from traffic island with the A6191 Eastbound - 1 x Just Prior to signalled Junc with Rufford Coal Lane)	Newark & Sherwood	<£5k
Alverton - bend warning signs	Newark & Sherwood	<£5k
B6325 Great North Road, South Muskham - side up and resurface footway	Newark & Sherwood	<£5k
Bede House Lane and Bowbridge Road, Newark - extension of parking restrictions	Newark & Sherwood	<£5k
Cannon Close, Coddington - cul-de-sac signs	Newark & Sherwood	<£5k
Caunton Road Knapthorpe - Livestock warning signs	Newark & Sherwood	<£5k
Cockett Lane, Farnsfield - Drainage works (Grips)	Newark & Sherwood	<£5k
Easthorpe, Southwell - junction protection	Newark & Sherwood	<£5k
Elston Lane, Cotham - reflective verge markers	Newark & Sherwood	<£5k
Fourth Avenue/Fifth Avenue, Edwinstowe - junction protection	Newark & Sherwood	<£5k
Great North Road railway bridge, North Muskham - barrier repairs	Newark & Sherwood	<£5k
Hagg Lane/Main Street and Chapel Lane/Main Street, Epperstone - junction protection	Newark & Sherwood	<£5k
Hall Close, Rainworth - junction protection	Newark & Sherwood	<£5k
Harcourt Street, Newark - disabled parking bay	Newark & Sherwood	<£5k
Lengthsman Contingency	Newark & Sherwood	<£5k
London Road, Balderton - safety railing at the end of Blind Lane	Newark & Sherwood	<£5k
Marshall Court, Balderton & Plum Way, Fernwood dead end (cul-de-sac) signs	Newark & Sherwood	>£5k
Mill Lane, Kings Clipstone & B6030 - knee rail fencing to prevent parking	Newark & Sherwood	<£5k
New Hill/Chapel Lane, Eaton Close/Main Street, New Hill/Station Lane/Broomfield Lane/Far Back Lane and Southwell Road, Farnsfield - junction protection	Newark & Sherwood	<£5k
Paddock Close/Greendale Avenue, Edwinstowe - junction protection	Newark & Sherwood	<£5k
Peck Lane/Main Street, Gunthorpe - 'unsuitable for HGVs' signs	Newark & Sherwood	<£5k
Pocket Park, Newark - site clearance	Newark & Sherwood	<£5k
Southwell Road, Kirklington - horse warning signs	Newark & Sherwood	<£5k
Station Road, Harby - Advance warning signs on approach to 30mph over bridge	Newark & Sherwood	<£5k
The Leys, Lowdham - junction protection	Newark & Sherwood	<£5k
The Turnpike, Halam - crossroad warning sign outside Halam CofE Primary School and relocation of existing sign on Halam Hill	Newark & Sherwood	<£5k
Tuxford Road (from Osbourne Cottage to Ollerton House), Ollerton - H-Bar marking	Newark & Sherwood	<£5k
Upton Road & Westhorpe, Southwell - new drainage gullies	Newark & Sherwood	<£5k
Abingdon Road/Abbey Road, Abingdon Road/Oxford Road, Davies Road/Cyril Road and Rufford Way/Stamford Road, West Bridgford - junction protection markings	Rushcliffe	< £5k
Bridgate Lane, Hickling - playground warning signs	Rushcliffe	< £5k
Carnarvon Road/Exchange Road, West Bridgford – junction protection	Rushcliffe	< £5k
Cliff Drive/Shelford Road, Radcliffe on Trent - junction protection markings	Rushcliffe	< £5k
Eaton Place, Bingham - concrete bollards	Rushcliffe	< £5k
Europa View and Wilford Lane/Bruce Drive, West Bridgford - parking restrictions	Rushcliffe	< £5k
Fosse Walk to Eastwold (footpath) and between 95 and 97 Ringleas, Cotgrave - pedestrian guard railing	Rushcliffe	< £5k
Greythorn Drive/Rugby Road/School access and Stowe Drive/Uppingham Crescent, West Bridgford - double yellow lines	Rushcliffe	< £5k
Henson Lane, Upper Saxondale and Cropwell Bishop - deer warning signs	Rushcliffe	< £5k
Holme Road (Trent Boulevard end) on both approaches to the chicanes, West Bridgford - double yellow lines	Rushcliffe	>£5k
Lantern Lane, East Leake - upgrade existing advisory 20mph sign	Rushcliffe	< £5k
Lengthsman Contingency	Rushcliffe	< £5k
Market Place (outside No. 26), Bingham (Asset No 6) - repaint ornate street light	Rushcliffe	< £5k
Melton Lane/Station Road/College Road, Sutton Bonington - signing and lining	Rushcliffe	< £5k
Mill Lane, Orston - horse warning sign	Rushcliffe	< £5k
Nottingham Road, Gotham - new finger for existing sign for 'Gotham Nature Reserve'	Rushcliffe	< £5k
Nottingham Road, Gotham and Keyworth Road, Widmerpool - deer warning signs	Rushcliffe	< £5k
Owthorpe Road/Daleside, Owthorpe Road/Greenfields Drive, Fern Lea Avenue/Hawthorn Avenue and Daleside, Cotgrave - parking restrictions	Rushcliffe	£5k - £10k
Radcliffe Road/The Green, Cropwell Butler - SLOW marking	Rushcliffe	< £5k
Tythy Road, Cropwell Butler to Tythy and Smithe Lane, Orston - pedestrians in the road warning signage	Rushcliffe	< £5k
Village Street (near Wellin Lane junction), Edwalton - bend warning signage and SLOWs	Rushcliffe	< £5k
Water Lane/Nottingham Road, Radcliffe on Trent - bend warning sign and give way sign	Rushcliffe	< £5k
West Furlong (in RBC verge, car park beside the shops), Cotgrave - install bespoke "residents only parking" sign	Rushcliffe	< £5k
Wood View junction Alford Road, plus the dog leg at the junction of Wellin Lane / Alford Road, Edwalton - double yellow lines	Rushcliffe	< £5k
<i>Reserve schemes:</i>		
<i>Southfield Terrace, Newark - Traffic management measures (subject to feasibility, option and benefit assessment, and consultation, etc.)</i>	Newark & Sherwood	
Civil parking enforcement related schemes		
Minor amendments to existing TROs required as a consequence of enforcement issues	Countywide	£5k-£10k
School keep clear markings - introduction of appropriate markings to provide clear crossing points for pedestrians as required	Countywide	£5k-£10k

2022/23	Road Safety Issue	Target Audience	Key messages	Activity / Event(s)	Campaign	Press Release / Publicity May include local press, and social media
Winter 2022	Winter driving	Drivers, Riders	Tyres Weather related advice			X Social media & press releases
	Drink / Drugs	Drivers, Riders & Pedestrians	Designated driver Morning after			X
Spring 2022	British Summer Time begins	All Road Users	Change in driving conditions (commute)			X
	Drivers	Young Drivers	Additional support & training Influences on your driving/riding behaviour	X Pre-driver training events		X
	Cycle safety	Adult Pedal Cyclists, Drivers	Road positioning #RoadSharingisCaring Campaign Cycle helmets	X NRSP Partnership events and awareness raising	X NRSP adult cyclist campaign #RoadSharingisCaring"	X
Summer 2022	Drink / Drugs	Drivers, Riders & Pedestrians	Designated driver Morning after	X		X
	Cycle safety	Adult Pedal Cyclists	Road positioning #RoadSharingisCaring Campaign Cycle helmets	X NRSP Partnership events and awareness raising		X
		Teenage Pedal Cyclists	Riding on footway & road positioning Cycle helmets Meet & Greet sessions in school	X Partnership events and awareness raising	X	X
		E-scooters & electric bikes	General safety (monitor stats and any legislation)	X		X
	Pedestrian safety	Pedestrians	Use of crossings, safe place to cross Walking on rural roads Distraction	X NRSP Partnership events and awareness raising	X NRSP older pedestrians	X
In-car safety	Drivers & Passengers	Car seat advice Seatbelt wearing	X Car seat advice events	X Promotion of seatbelt wearing	X	
Autumn 2022	Back to school	All Road Users	Children on school journey Route planning			X
	British Summer Time end	All Road Users	Change in driving conditions (commute) Use of lights (in working order)			X
	Conspicuity	Pedestrians, Pedal Cyclists & Motorcyclists	Visibility of road users Reflective & Hi Vis clothing	X RSE in schools		X
Winter 2022	Winter driving	Drivers, Riders	Tyres Weather related advice	X Partnership events		X
	Driver/ Rider behaviour	Drivers & Riders	Attitudes to driving Influences on your driving/riding behaviour	X Partnership events		X
	Drink / Drugs	Drivers, Riders & Pedestrians	Designated driver 2022 Football World Cup Morning after	X Mocktails & advice events partnership events	X	X
All year	Road safety education	Primary & Secondary Pupils, Colleges & Universities	The resource package has been developed for each year group that can be delivered in person or remotely online Road accident data used to target message appropriately for each age group Particular emphasis on Secondary age group	X Freshers fayres and partnership events in schools or remotely delivered		X An occasional press release may be considered for special circumstances or events that promote the 'service' and NCC
		Adults of All ages including businesses & Older Drivers	Occupational road risk with businesses 'Drive On' workshop with older road users Adult events	X		X As above
	Awareness raising	All Road Users	Messages appropriate to the audience attending	X Public and partnership events		X As above
	Partnership events & campaigns	All Road Users as appropriate	Specific to target group e.g. young drivers Any activity will be 'data led' Key partners include 'NRSP' – Nottinghamshire Road Safety Partnership	X Partnership events Supporting Police	X Road side campaigns & targeted Police enforcement operations	X

Training

	2021-22	Activity	Training Module	Target Age Group
All year	Pedal cycle training (Bikeability) including school holidays	Bikeability core activities and training	Level 1	Years 3 -6
			Level 2	Primary
			Level 3	Primary & Secondary
		Bikeability Plus modules	Balance bikes	KS1
			Learn to ride	KS1 & 2
			Bikeability fix	All Ages
			Family	Level 2 and above
			Adult	All levels
		Partnership events	Fix track & road	11-14 yr olds
	School holidays: Easter, summer and half-terms	Pre-driver events	All day event	15-17 year olds (prior to learning to drive)

23 March 2022

Agenda Item:6

REPORT OF THE CORPORATE DIRECTOR, PLACE**THE NOTTINGHAMSHIRE COUNTY COUNCIL (STATION ROAD AREA,
BEESTON) (PROHIBITION OF WAITING AND REMOVAL OF PARKING PLACES)
TRAFFIC REGULATION ORDER 2022 (5305)****Purpose of the Report**

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

Information

2. Station Road is a cul-de-sac service road that provides access to Beeston Railway Station and two residential streets. It is located approximately 1km south-east of Beeston town centre. This section of Station Road is subject to waiting restrictions which comprises of double yellow lines, short term parking bays and a licensed hackney carriage rank in operation Mon – Sat 8 am – 6 pm. A loading restriction is in place on the south-western side of the road.
3. Planning permission to build a new housing development on a disused site, on the north-east side of Station Road, was granted by Broxtowe Borough Council in 2021. In accordance with that planning permission, a new access road running parallel to the north side of the railway line, will be constructed to serve the development and the southern end of Station Road will be realigned to reflect the new layout. This is to ensure that larger vehicles, such as refuse lorries, are able to access the development. New waiting restrictions are proposed to ensure the safe and efficient operation of the new access road.
4. To enable the new access road and junction to be built in accordance with the planning permission, it is necessary to remove two of the existing 20-minute parking bays at the south-eastern extremity of Station Road and replace these with new No Waiting At Any Time restrictions (Double Yellow Lines). It is also proposed to introduce new Double Yellow Lines on both sides of the new junction and along the entire length of the south-eastern side of the new access road and the new turning head at its eastern end. The proposals are designed to provide unobstructed access to the new housing and will enable larger vehicles to manoeuvre through the development.
5. These proposals were publicly advertised between 12th August and 9th September 2021, as detailed on the attached drawing H/SLW/3772/01.
6. During the consultation period six responses were received. One response from Nottinghamshire Police, supported the proposals. The remaining five responses are considered to be outstanding objections to the proposals.

Objections Received

7. Objection – removal of two 20-minute parking bays

All respondents objected to the removal of two of the 20-minute parking bays. The respondents considered that alternative parking facilities should be provided either on the Highway or within the car parks to facilitate the free drop off and pick up of passengers.

8. One objector stated that the existing car parks did not have short-term parking options and that the loss of two on-street short-term parking bays would discourage the use of sustainable public transport. They stated that the removal of the bays was therefore contrary to the County Council's aim of promoting sustainable transport. One respondent stated that planning permission for the development was given on the basis that Network Rail would provide improved circulation and drop-off facilities under Station Bridge and that the housing development should not proceed until Network Rail had confirmed what alternative arrangements for access, including a new lift system, were being proposed.

9. One respondent stated that the removal of the parking bays was discriminative. They stated that a disabled person may need to take their blue badge to their destination and therefore it could not be displayed in the vehicle used to take them to the station, whilst the driver was helping them onto the train.

10. All respondents considered that alternate provision for short term pickup/drop-off parking at the station should be provided.

11. Response – removal of two 20-minute parking bays

There are many competing demands for free, convenient on-street parking in urban areas, particularly those close to local amenities and destinations. When dealing with this finite supply it is not possible to meet all demands for parking. The importance of parking availability in these areas is acknowledged however the Authority's primary duty is in relation the safe and efficient operation of the highway. The carriageway space currently occupied by the two bays is now required for the movement of traffic as the current layout approved by the Local Planning Authority does not offer sufficient space for the junction to be built and to operate safely.

12. As part of the planning process NCC's Highway Development Control Team and Broxtowe Borough Council considered the impact of the development and associated new junction. They have acknowledged that this will change the drop off / pick up arrangements at the station and are satisfied with those altered arrangements.

13. Short term parking remains available in the area for all users, including disabled passengers. One 20-minute parking bay on Station Road is to be retained and alternative short-term (two-hour) parking bays are available on Station Road to the north-west of Waterloo Road, approximately 40m away. In addition, a free 30-minute parking bay was recently introduced on Technology Drive to provide additional short-term parking in the area. Car parking is also available in both the Broxtowe Borough Council and National Rail owned car parks adjacent to the station, which include disabled parking bays. The existing taxi rank is to be retained, offering rail users alternative transport options for accessing the station. The internal road layout of the development itself, would also offer opportunity for the safe drop off and pick up of users of the station.

14. Each planning application has to be considered on its own merits and the Planning Authority has granted permission for the housing development. Whilst the intention of Network Rail to reserve sections of land near the railway for Station expansion and parking was noted, the

housing development permission was not tied or conditional on the redevelopment of the station, nor has an application for the station redevelopment been submitted.

Other Options Considered

15. The highway alterations are required to comply with conditions associated with an approved planning application. The loss of on-street parking has been kept to the minimum required to facilitate the movement of vehicles and pedestrians.

Comments from Local Members

16. County Councillor Foale is supportive of the proposals.

Reasons for Recommendation

17. The proposed scheme offers a balanced solution to mitigate road safety concerns and facilitate the safe operation of the new access road with minimum loss of parking availability. The measures contained in the proposals meet the requirements of the development's planning conditions and are considered appropriate taking into account a balanced view of the needs of all sectors of the community, including non-drivers.

Statutory and Policy Implications

18. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance 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, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Crime and Disorder Implications

19. Nottinghamshire Police raised no objections to the proposals.

Financial Implications

20. The estimated cost to implement the works and traffic order detailed in the report is £5,000. This cost will be funded entirely by the developer.

Human Rights Implications

21. The implementation of the proposals within this report might be considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property, for example). However, the Authority is entitled to affect these rights where it is in accordance with the law and is both necessary and proportionate to do so, in the interests of public safety, to prevent disorder and crime, to protect health, and to protect the rights and freedoms of others. The proposals within this report are considered to be within the scope of such legitimate aims.

Public Sector Equality Duty Implications

22. As part of the process of making decisions and changing policy, the Council has a duty 'to advance equality of opportunity between people who share a protected characteristic and those who do not' by thinking about the need to:

- Eliminate unlawful discrimination, harassment and victimisation.
- Advance equality of opportunity between people who share protected characteristics (as defined by equalities legislation) and those who don't.
- Foster good relations between people who share protected characteristics and those who don't.

23. Disability is a protected characteristic and the Council therefore has a duty to make reasonable adjustments to proposals to ensure that disabled people are not treated unfairly.

24. An Equality Impact Assessment has been undertaken to assess the potential impact of the proposal, the results of the consultation and any appropriate mitigation. This equality impact assessment is included as a background paper to this committee report.

Implications for Sustainability and the Environment

25. The proposed waiting restrictions are designed to facilitate the safe operation of the highway for drivers, cyclists and pedestrians. Improving the environment for vulnerable highway users, such as pedestrians and cyclists, may encourage modal shift to sustainable modes of transport.

RECOMMENDATION

It is **recommended** that:

- 1) The Nottinghamshire County Council (Station Road Area, Beeston) (Prohibition of Waiting and Removal of Parking Places) Traffic Regulation Order 2022 (5305) is made as advertised, and the objectors informed accordingly.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Helen North – Improvements Manager (0115 9772087) / Sonya Hurt – Head of Major Projects and Improvements (0115 9774272)

Constitutional Comments (SJE – 23/02/2022)

26. This decision falls within the Terms of Reference of the Transport & Environment Committee to whom responsibility for the exercise of the Authority's functions relating to traffic regulation orders, traffic management, road safety, parking provision and the planning and management of highways has been delegated.

Financial Comments (RWK 17/02/2022)

27. The cost of the works proposed in the report is estimated at £5,000 and will be fully funded by the developer. Therefore, there are no specific financial implications for the County Council arising directly from 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.

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

- Equality Impact Assessment: Station Road, Beeston (TRO 5305)

Electoral Division(s) and Member(s) Affected

- Beeston Central and Rylands Councillor Kate Foale

KEY



Proposed Double Yellow Lines
(No Waiting At Time)



Existing 20 Minutes parking bay to be removed to accommodate new junction



Existing No Waiting and No Loading At Any Time to be retained



Existing Double Yellow Lines to be retained

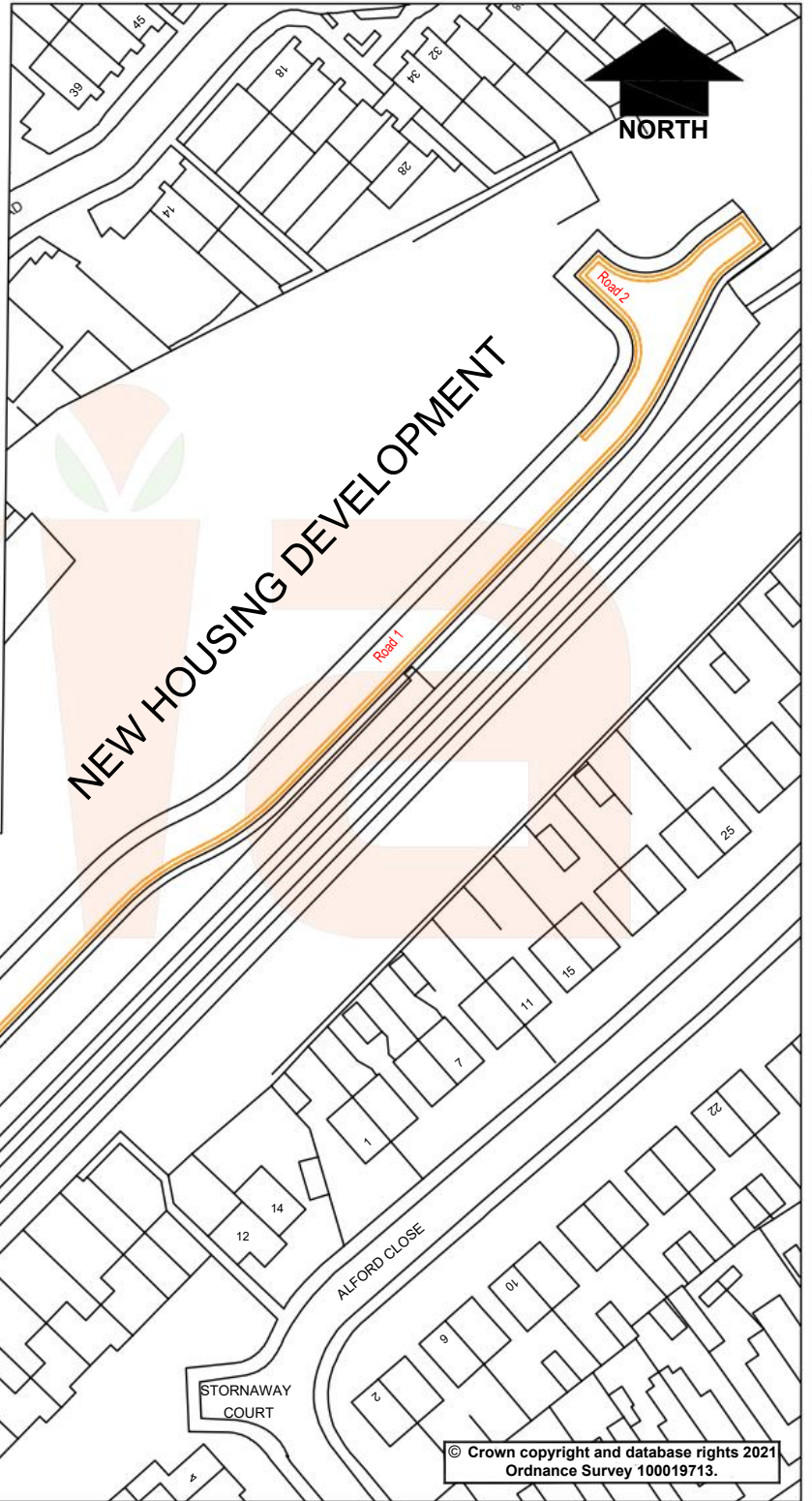


Existing 20 minute parking to be retained



TAXI

Existing TAXI Rank to be retained



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Ordnance Survey 100019713.

Rev.	Description	Drawn	Ch'kd	Auth	Date
		SLW			Aug '21
		MN			Aug '21
		HRN			
Project		Drawn		Date	
Station Road Area, Beeston		SLW		Aug '21	
Status		Ch'kd		Date	
Advert		MN		Aug '21	
Drawing Title		Auth		Traced	
Proposed Parking Restrictions - Advert Plan		HRN			
Drawing No.		Scale		Scale	
H/SLW/3772/01		1:1000 @A4			
		Rev.		0	

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 Bilsthorpe Depot, Bilsthorpe Business Park, Bilsthorpe, Nottinghamshire, NG22 8ST

Aug 02, 2021 - 3:55pm I:\Highways\0121 N Drive\Highways\Improvements\Current Schemes\RW05\2021-22\Station Road, Beeston\Station Road, Beeston.dwg

Equality Impact Assessment (EqIA)

Introduction

This EqIA is for:	Station Road, Beeston (TRO 5305)	
Details are set out:	The Nottinghamshire County Council (Station Road Area, Beeston) (Prohibition of Waiting and Removal of Parking Places) Traffic Regulation Order 2022 (5305)	
Officers undertaking the assessment:	Helen North – Improvements Manager, Via East Midlands Ltd Dave Walker – District Manager Broxtowe and Gedling, Via East Midlands Ltd	
Assessment approved by:	Gary Wood, Group Manager Highways and Environment	Date:

The Public Sector Equality Duty which is set out in the Equality Act 2010 requires public authorities to have due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation; Advance equality of opportunity between people who share a protected characteristic and those who do not; Foster good relations between people who share a protected characteristic and those who do not.

The purpose of carrying out an Equality Impact Assessment is to assess the impact of a change to services or policy on people with protected characteristics and to demonstrate that the Council has considered the aims of the Equality Duty.

Part A: Impact, consultation and proposed mitigation

1 What are the potential impacts of proposal? *Has any initial consultation informed the identification of impacts?*

Station Road is a cul-de-sac service road that provides access to Beeston Railway Station and two residential streets. It is located approximately 1km south-east of Beeston town centre. This section of Station Road is subject to waiting restrictions which comprises of double yellow lines, short term parking bays and a licensed hackney carriage rank in operation Mon – Sat 8 am – 6 pm. A loading restriction is in place on the western side of the road.

Planning permission to build a new housing development on a disused site, on the north-west side of Station Road, was granted by Broxtowe Borough Council in 2021. A new access road running parallel to the north side of the railway line, will be constructed to serve the development and the southern end of Station Road will be realigned to reflect the new layout. This will ensure that larger vehicles, such as refuse lorries, are able to access the development. New waiting restrictions are proposed to ensure the safe and efficient operation of the new access road.

To enable the new access road and junction to be built, it is necessary to remove two of the existing 20-minute parking bays at the south-eastern extremity of Station Road and replace these with new No Waiting At Any Time restrictions (Double Yellow Lines). It is also proposed to introduce new Double Yellow Lines on both sides of the new junction and along the entire length of the south-eastern side of the new access road and the new turning head at its eastern end. The proposals are designed to provide unobstructed access to the new housing and will enable larger vehicles to manoeuvre through the development.

These proposals were publicly advertised between 12th August and 9th September 2021, as detailed on the attached drawing H/SLW/3772/01.

2 Protected Characteristics: Is there a potential positive or negative impact based on:

Age	<input checked="" type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input type="checkbox"/> Neutral Impact
Disability	<input checked="" type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input type="checkbox"/> Neutral Impact
Gender reassignment	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Pregnancy & maternity	<input checked="" type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input type="checkbox"/> Neutral Impact
Race <small>including origin, colour or nationality</small>	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Religion	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Gender	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Sexual orientation <small>including gay, lesbian or bisexual</small>	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact

3 Where there are potential negative impacts for protected characteristics these should be detailed including consideration of the equality duty, proposals for how they could be mitigated (where possible) and meaningfully consulted on:

How do the potential impacts affect people with protected characteristics <i>What is the scale of the impact?</i>	How might negative impact be mitigated or explain why it is not possible	How will we consult
No negative impact.		

Part B: Feedback and further mitigation

4 Summary of consultation feedback and further amendments to proposal / mitigation

During the consultation period six responses were received. One response from Nottinghamshire Police, supported the proposals. The remaining five responses are considered to be outstanding objections to the proposals.

Within those objections, one respondent raised concerns about the effect of the proposals on rail users with a disability. One respondent stated that the removal of the parking bays was discriminatory. They stated that a disabled person may need to take their blue badge to their destination and therefore it could not be displayed in the vehicle used to take them to the station, whilst the driver was helping them onto the train.

There are many competing demands for free, convenient on-street parking in urban areas, particularly those close to local amenities and destinations. When dealing with this finite supply it is not possible to meet all demands for parking. The importance of parking availability in these areas is acknowledged however the provision of this must always be secondary to the safe and efficient operation of the highway. The carriageway space currently occupied by the two bays is now required for the movement of traffic as the current layout does not offer sufficient space for the junction to be built and operate safely.

As part of the planning process NCC's Highway Development Control Team and Broxtowe Borough Council considered the impact of the development and associated new junction. They have acknowledged that this will change the drop off / pick up arrangements at the station and are satisfied with those altered arrangements.

Short term parking remains available in the area for all users, including disabled passengers. One 20-minute parking bay on Station Road is to be retained and alternative short-term (two-hour) parking bays are available on Station Road to the north-west of Waterloo Road, approximately 40m away. In addition, a free 30-minute parking bay was recently introduced on Technology Drive to provide additional short-term parking in the area. Car parking is also available in both the Broxtowe Borough Council and National Rail owned car parks adjacent to the station, which include disabled parking bays. The existing taxi rank is to be retained, offering rail users alternative transport options for accessing the station. The internal road layout of the development itself, would also offer opportunity for the safe drop off and pick up of users of the station.

The restrictions are designed to improve highway safety by prohibiting parking on areas of road where parked vehicles would obstruct visibility or safe movement along the highway and through junctions. No alteration to the scheme is proposed as a result of the EqIA.

Completed EqIAs should be sent to equalities@nottscc.gov.uk and will be published on the Council's website.

23 March 2022**Agenda Item:7****REPORT OF CORPORATE DIRECTOR, PLACE****THE NOTTINGHAMSHIRE COUNTY COUNCIL (BEDE HOUSE LANE,
NEWARK ON TRENT) (PROHIBITION OF WAITING) TRAFFIC REGULATION
ORDER 2022 (3345)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

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

Information

2. Bede House Lane is located to the east of Newark town centre, within the conservation area. Sherwood Avenue Park lies to its southern side and Newark College to the north. The main vehicular entrance to the college is located on Bede House Lane. Places of worship and residential properties are located on the south-eastern end of the lane. Off-street parking in the area is limited in extent and vehicles are usually parked to capacity on the unrestricted sections of the lane.
3. Nottinghamshire County Council has received complaints from Newark College regarding obstruction arising from the current parking patterns. They state that larger delivery vehicles are unable to access the college, and express concern that emergency vehicles will similarly be unable to attend the campus. They noted that the fire service attempted to traverse the route and were unable to get their appliance through, forcing them to reverse out of Bede House Lane. They note that when drivers do not park directly up against the wall on the southern edge of the road the route also becomes obstructed for smaller vehicles. These complaints regarding obstruction, road safety and access for emergency vehicles around Newark College and Sherwood Avenue Park, Newark have been raised several times.
4. In response Nottinghamshire County Council propose to introduce 'No Waiting at Any time' (double yellow line) restrictions at this location. The statutory consultation and public advertisement of the proposals was carried out between 18th November 2021 and 17th December 2021 and are detailed on the attached drawing, H/MN/3862/01.
5. Four responses to the consultation were received; three of which expressed their support. The response from Newark Town Council, is considered to be an outstanding objection to the proposals.

Objections Received

6. Objection – Loss of on-street parking.
Newark Town Council objected to the proposals due to the loss of on-street parking. They stated that they were unaware of any issues arising from the current parking patterns and that the reduction in parking capacity in the area was unacceptable.
7. Response – Loss of on-street parking
The double yellow lines (No Waiting at Any Time) proposed are designed to ensure that sufficient unobstructed carriageway is available for the safe movement of vehicles and pedestrians along Bede House Lane. The restrictions are proposed in response to a pattern of complaints directed to the County Council as the body responsible for the Highway.
8. Whilst it is recognised that convenient free on-street parking opportunities are valued in town centres and near education establishments, this must be secondary to the primary purpose of the Highway, which is the expeditious, convenient and safe movement of traffic (including pedestrians). The proposed restrictions are required to address safety concerns arising from the current parking patterns and to secure and maintain reasonable access to premises. Unrestricted, free on-street parking capacity on the northern side of the road has been retained and fee-charged parking is available in the locality.
9. There is always a balance to be struck between competing demands for a finite resource; it is considered that the proposed scheme offers the best solution to improving highway operation whilst retaining on-street parking where feasible.

Other Options Considered

10. Other options considered relate to the length of the restrictions proposed, which could have been greater. The restrictions are considered to strike a reasonable balance between the need to maintain the safe operation of the highway and recognition of the demand for on-street parking.

Comments from Local Members

11. Councillor Keith Girling expressed concern regarding the loss of on-street parking but supports the proposed restrictions.

Reasons for Recommendation

12. The measures contained in the proposed clearway restrictions are considered appropriate taking into account a balanced view of the needs of all sectors of the community, including non-drivers. The proposals will ease congestion, contribute to road safety, and protect access for emergency vehicles around Newark College and Sherwood Avenue Park.

Statutory and Policy Implications

13. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance 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, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Crime and Disorder Implications

14. Nottinghamshire Police expressed support for the proposals. No additional crime or disorder implications are envisaged.

Financial Implications

15. This scheme is being funded through the 2021/22 Traffic Management Revenue budget for Newark and Sherwood with an estimated cost to implement the works and traffic order of £1,500.

Human Rights Implications

16. The implementation of the proposals within this report might be considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property, for example). However, the Authority is entitled to affect these rights where it is in accordance with the law and is both necessary and proportionate to do so, in the interests of public safety, to prevent disorder and crime, to protect health, and to protect the rights and freedoms of others. The proposals within this report are considered to be within the scope of such legitimate aims.

Public Sector Equality Duty implications

17. As part of the process of making decisions and changing policy, the Council has a duty 'to advance equality of opportunity between people who share a protected characteristic and those who do not' by thinking about the need to:

- Eliminate unlawful discrimination, harassment, and victimisation.
- Advance equality of opportunity between people who share protected characteristics (as defined by equalities legislation) and those who don't.
- Foster good relations between people who share protected characteristics and those who don't.

18. Disability is a protected characteristic and the Council therefore has a duty to make reasonable adjustments to proposals to ensure that disabled people are not treated unfairly.

Implications for Sustainability and the Environment

19. The proposed waiting restrictions are designed to facilitate the safe and efficient operation of the Highway. The restrictions may encourage drivers to use sustainable modes to access their destination.

RECOMMENDATION

It is **recommended** that:

- 1) The Nottinghamshire County Council (Bede House Lane, Newark On Trent) (Prohibition of Waiting) Traffic Regulation Order 2022 (3345) is implemented, and Newark Town Council informed accordingly.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Helen North (Improvements Manager),
Tel: 0115 9772087

Constitutional Comments (SJE – 23/02/2022)

20. This decision falls within the Terms of Reference of the Transport & Environment Committee to whom responsibility for the exercise of the Authority's functions relating to parking provision, road safety, traffic management and traffic regulation orders has been delegated.

Financial Comments (RWK 17/02/2022)

21. The estimated cost to implement the works detailed in the report is £1,500. This cost will be funded as part of the contract with VIA which includes an allocation of £934,500 for Traffic Management works.

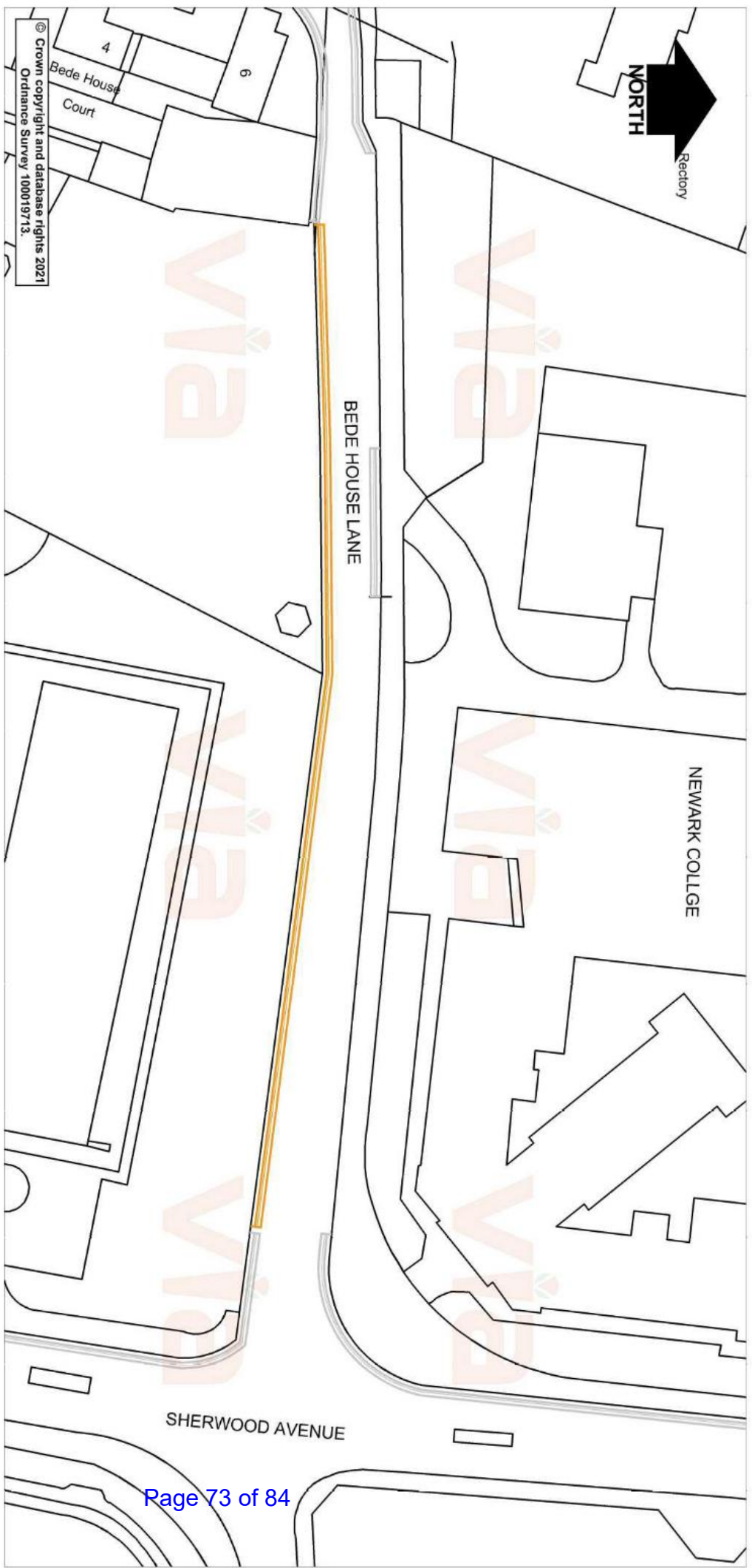
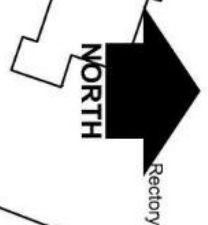
Background Papers

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

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

Electoral Division(s) and Member(s) Affected

- Newark West Councillor Keith Girling



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Ordnance Survey 100019713.

KEY

- Proposed -No Waiting At Any Time (Double Yellow Lines)
- Existing No Waiting At Any Time (Double Yellow Lines)

VIA

In partnership with

Nottinghamshire
County Council

www.viam.com.uk Tel 0115 804 2100
Bilthorpe Depot, Bilthorpe Business Park, Bilthorpe,
Nottinghamshire, NG22 8ST

Project	Status	Project No	Drawn	Chkd	Date	Ch'kd	Auth	Date
Bede House Lane, Newark On Trent	Advert	TR0 3345	MIN	SLW	November 21	HRN		November 21

Project	Status	Project No	Drawn	Chkd	Date	Ch'kd	Auth	Date
Bede House Lane, Newark On Trent	Advert	TR0 3345	MIN	SLW	November 21	HRN		November 21
Proposed Double Yellow Lines- Advert		H/MMN/3862/01	0					NTS

23 March 2022**Agenda Item: 8****REPORT OF THE 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 presented to the County Council at its 25 November 2021 and 20 January 2022 meetings.

Information

- A. Request for a One-way TRO on Reform Street and Cutts Row, Annesley Woodhouse (Ref:2021/0426)**
2. A 12-signature petition was presented to the 25 November 2021 meeting of the County Council by County Councillor Daniel Williamson on behalf of residents in the Cutts Row and Reform Street area. The petition requests that a one-way system is introduced on Reform Street and Cutts Row, Annesley Woodhouse.
3. In some circumstances one-way streets can be a means of reducing conflict between vehicles and improving traffic flow, unfortunately they can also lead to additional access difficulties, increased vehicle speeds, and a diversion of traffic. The introduction of a one-way system is generally only considered in exceptional circumstances and will not be considered in any area where increased traffic speeds may generate accidents, significant access difficulties would be created, or transferred traffic would cause problems elsewhere.
4. Following an assessment of the above the request for a one-way system at this location is not supported and therefore alternatives have been explored. To help address the concerns raised by petitioners the introduction of parking restrictions to aid traffic flow and reduce vehicle conflict, with the addition of advisory signage and road markings to improve awareness will be considered at this location.
5. It is recommended that the lead petitioner be informed accordingly.

B. Request for the speed limit to be reduced on Barnby Road, Newark (Ref: 2022/0429)

6. A 509-signature petition was presented to the 20 January 2022 meeting of the County Council by County Councillor Sam Smith on behalf of residents on Barnby Road in Newark. The petition requests that the speed limit is reduced or the existing 30mph limit is extended past Barnby Crossing Cottages.
7. An extension of the existing 30mph speed limit on Barnby Road was approved by Transport & Environment Committee at its 10 June 2021 meeting as part of the 2021/22 Highways capital and revenue programmes. A scheme is therefore currently at the consultation stage and if there are no objections to the proposals the speed limit will be extended and in place by the end of Spring 2022.
8. It is recommended that the lead petitioner be informed accordingly.

C. Petition requesting Traffic Restrictions on Lingwood Lane, Woodborough (Ref: 2022/0431)

9. An 80-signature petition was presented to the 20 January 2022 meeting of the County Council by County Councillor Boyd Elliott on behalf of residents of Woodborough. The petition requests that additional 'no waiting restrictions' are introduced outside the school on Lingwood Lane.
10. A meeting on site was held with Councillor Elliott to determine the extent of the problems. Following this a scheme including the introduction of waiting restrictions and a pedestrian dropped crossing have been included in the provisional Highways capital and revenue programmes to be delivered during 2022/23, subject to Committee approval. Any proposals will be subject to consultation with residents.
11. It is recommended that the lead petitioner be informed accordingly.

D. Request for a footway along the B684 Mapperley Plains (Ref:2021/0424)

12. A 453-signature petition was presented to the 25 November 2021 meeting of the County Council by Councillor Pauline Allan on behalf of residents requesting the construction of a footway along the B684 Mapperley Plains between the Mellish RFC ground and Arnold Footpath 7, a length of approximately 200m.
13. It is proposed that officers will carry out a study to determine the feasibility, cost, and value for money of the proposal. If a footway is feasible it will be considered along with other such requests for inclusion in a future year's programme of highway works.
14. It is recommended that the lead petitioner be informed accordingly.

E. Request for a pedestrian crossing on Compton Acres, West Bridgford (Ref:2021/0425)

15. A 159-signature petition was presented to the 25 November 2021 meeting of the County Council by Councillor Gordon Wheeler on behalf of residents requesting the construction of a pedestrian crossing over Compton Acres south of Rugby Road, West Bridgford.
16. The County Council receives far more requests for pedestrian crossings than it is able to fund and therefore requests for crossings are prioritised based on the number of people crossing, the volume of traffic and other relevant factors at the proposed location so that the available funding helps the greatest number of people.

17. This location has been the subject of previous requests and was surveyed in June 2013 and again in June 2021. Whilst the number of people crossing at this location has increased, the survey undertaken in 2021 identified that the numbers of pedestrians crossing the road at this location is still very low in comparison to other locations that have requested a formal crossing. For this location to be prioritised for a formal crossing the numbers of pedestrians crossing the road in its vicinity would therefore need to increase significantly.
18. Formal crossings are also provided where they are identified as the most effective means of addressing a history of reported road collisions resulting in injuries. Fortunately, our records show that there have been no reported injury accidents at this location in the last three years.
19. At locations where formal crossings aren't provided, alternative measures are also considered to help overcome issues raised. Officers will therefore also carry out an assessment of the site to determine if there are alternative options to a formal crossing that are feasible and could be considered for inclusion in a future years' highways programme.
20. It is recommended that the lead petitioner is informed.

F. Request for a raised zebra crossing on Digby Avenue, Mapperley (Ref:2021/0427)

21. An 817-signature petition was submitted to the 25 November 2021 meeting of the County Council by Councillor John Clarke on behalf of residents requesting the installation of a raised zebra crossing on Digby Avenue, Mapperley.
22. Digby Avenue is a primarily residential road but does have three schools, care facilities, and pedestrian access to Digby Park located within an approximate 300m section between Lambley Avenue and College Road. The road is subject to a 30mph speed limit and has school warning signs and a signed advisory 20mph speed limit in the vicinity of the schools.
23. The County Council receives far more requests for pedestrian crossings than it is able to fund and therefore requests for crossings are prioritised based on the number of people crossing, the volume of traffic and other relevant factors such as accident history at the proposed location so that the available funding helps the greatest number of people. For road safety reasons formal crossings are also currently only installed where they are used by pedestrians throughout the day.
24. A pedestrian and traffic survey will therefore be undertaken on Digby Avenue to determine whether a pedestrian crossing at this location should be prioritised for future funding. At locations where formal crossings aren't provided, alternative measures are also considered to help overcome issues raised. Officers will therefore also carry out an assessment of the site to determine if there are alternative options to a formal crossing that could be considered for inclusion in a future year's highways programme.
25. It is recommended that the lead petitioner be informed accordingly.

G. Request for the speed limit to be reduced on Tollerton Lane and Cotgrave Lane, Tollerton (Ref: 2022/0430)

26. An 83-signature petition was presented to the 20 January 2022 meeting of the County Council by Councillor Richard Butler on behalf of residents requesting the reduction of the speed limits on Tollerton Lane and Cotgrave Lane, Tollerton.

27. The County Council is obliged to review speed limits using national guidance. An assessment will be carried out of the sections of these roads set out in the petition and the County Councillor and lead petitioner will be informed accordingly of the results once these assessments are complete. If changes to the speed limits are considered appropriate, this will be considered for inclusion in a future year's work programme.

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

H. Request for changes to the management of hostile vehicle mitigation barriers across highway at the City Ground, West Bridgford (Ref: 2022/0432)

29. A 36-signature petition was presented to the 20 January 2022 meeting of the County Council by Councillor Penny Gowland.

30. The petition was submitted to the Councillor by residents from the streets adjacent to the City Ground, West Bridgford who have been affected by the introduction of hostile vehicle mitigation barriers operational when Nottingham Forest FC have a home fixture.

31. The barriers and associated Traffic Regulation Orders were introduced following a local consultation that commenced in 2019. Following tragic attacks in crowded public places by terrorists using vehicles, the Council in consultation with the police introduced the barriers to protect members of the public from potential incursions from hostile vehicles.

32. The barriers are deployed shortly before kick-off as the crowd arrives and then again around the final whistle to restrict access whilst the concentration of pedestrians on these roads is at its highest. Residents of Colwick Road, Orston Road (East and West), Hawksworth Road, Pavilion Road, and Rosebery Avenue can purchase a permit that allows them access through the gates for urgent reasons only. This ensures that the gates are kept closed as much as possible to maintain the safety of pedestrians.

33. The gates were first used on 2 December 2021 and there have been some operational issues surrounding clarity of when the gates are to be closed and when residents can gain access. Consequently, the Council and representatives from the police and Nottingham Forest FC have arranged to meet with affected residents who have an access permit to address these concerns. The expectation is that some operational changes can be proposed that will improve upon the existing situation and the County Councillor and lead petitioner will be informed accordingly.

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

I. Request for a pedestrian crossing on Westdale Lane, Carlton (Ref: 2022/0433)

35. A 698-signature petition was presented to the 20 January 2022 meeting of the County Council by Councillor Jim Creamer requesting a pedestrian crossing on Westdale Lane outside Haddon Primary School, Carlton.

36. The location is a school crossing patrol site but the school crossing patrol post has been vacant since November 2021. A school crossing patrol, operating at the start and end of the school day, is still considered to be the most appropriate form of crossing to help school pupils cross at this location. Via EM Ltd has therefore worked with the school and advertised locally around the site and on its website but have so far been unsuccessful in finding a replacement patrol. Via East Midlands will continue to actively try to recruit to the position in both the mornings and afternoons, as previously the post was mornings only.

37. A formal crossing could, however, be considered if the school crossing patrol site remains vacant and the location meets the criteria for the provision of a formal crossing. As the County Council receives far more requests for pedestrian crossings (such as puffin or zebra crossings) than it is able to fund, requests for crossings are prioritised based on the number of people crossing, the volume of traffic and other relevant factors such as accident history at a proposed location so that the available funding helps the greatest number of people. For road safety reasons formal crossings are also currently only installed where they are used by pedestrians throughout the day. A pedestrian and traffic survey will therefore be undertaken to determine whether a pedestrian crossing at this location should be prioritised for future funding in case the school crossing patrol post remains vacant in the long-term.

38. It is recommended that the lead petitioner is informed accordingly.

J. Request for a pedestrian crossing on Nottingham Road, Keyworth (Ref: 2022/0434)

39. A 524-signature petition was presented to Full Council on the 20 January 2022 by Councillor John Cottee requesting a pedestrian crossing on Nottingham Road outside Keyworth Primary and Nursery School in Keyworth.

40. Nottingham Road is subject to a 30mph speed limit. There is no school crossing patrol located in the vicinity of the school as the role was disestablished in 2008. A school crossing patrol is still considered to be the most appropriate form of crossing to be located outside a school to help school pupils cross. Via EM will therefore be asked to review the site for the potential establishment and provision of a school crossing patrol at this location.

41. The County Council receives far more requests for pedestrian crossings than it is able to fund and therefore requests for crossings are prioritised based on the number of people crossing, the volume of traffic and other relevant factors such as accident history at the proposed location so that the available funding helps the greatest number of people. For road safety reasons formal crossings are also currently only installed where they are used by pedestrians throughout the day.

42. A pedestrian and traffic survey will therefore be undertaken on Nottingham Road to determine whether a school crossing patrol, or alternative formal pedestrian crossing, at this location should be prioritised for future funding.

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

Statutory and Policy Implications

44. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance 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, smarter working, sustainability and the environment 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:

- 1) the proposed actions be approved, and the lead petitioners be informed accordingly;

2) the outcome of Committee's consideration be reported to Full Council.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact:

Items A to C – Joanne Horton, Via EM Ltd Service Manager Highway Management, Tel: 0115 804 0123

Items D to J – Ellie Jaycock, Local Transport Plans Officer, Tel: 0115 804 3891

Constitutional Comments (SJE – 23/02/2022)

45. This decision falls within the Terms of Reference of the Transport & Environment Committee to whom responsibility for the consideration of petitions concerning matters falling under the remit of that Committee and the reporting back to Full Council in relation to the same has been delegated in accordance with the County Council's Petition Scheme.

Financial Comments (RWK 21/02/2022)

46. There are no specific financial implications arising directly from the report.

Background Papers and Published Documents

- None

Electoral Division(s) and Member(s) Affected

- Arnold North – Councillor Pauline Allan and Councillor Michael Payne
- Arnold South – Councillor John Clarke and Councillor Michelle Welsh
- Calverton – Councillor Boyd Elliott
- Carlton West – Councillor Jim Creamer and Councillor Errol Henry
- Cotgrave – Councillor Richard Butler
- Keyworth – Councillor John Cottee
- Kirkby South – Councillor Daniel Williamson
- Newark East – Councillor Sam Smith
- West Bridgford North – Councillor Penny Gowland
- West Bridgford West – Councillor Gordon Wheeler

23 March 2022**Agenda Item: 9****REPORT OF SERVICE DIRECTOR, GOVERNANCE AND EMPLOYEES****WORK PROGRAMME****Purpose of the Report**

1. To consider the Committee's work programme for 2021-2022

Information

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, each committee is expected to review day to day operational decisions made by officers using their delegated powers. The Committee may wish to commission periodic reports on such decisions where relevant.

Other Options Considered

5. None.

Reason/s for Recommendation/s

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

Statutory and Policy Implications

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

RECOMMENDATION/S

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

Marje Toward
Service Director, Governance and Employees

For any enquiries about this report please contact: Noel McMenamin, Democratic Services Officer on 0115 993 2670

Constitutional Comments (CEH)

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

Financial Comments (SES)

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

Background Papers

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

- None

Electoral Division(s) and Member(s) Affected

- All

Place Department Committee Forward Plan - Transport and Environment (T&E)

Month	Committee	Report Title	Report Author
23 Mar			
Mar	T&E	Finance and performance report Q3	Chris Williams/Steph Shardlow
Mar	T&E	Provisional Highways Externally Funded and Revenue Programmes 2022/23 (deferred from January)	Derek Higton/Gary Wood
Mar	T&E	TRO Bede House Lane, Newark	Gary Wood/Helen North
Mar	T&E	TRO Station Road, Beeston	Gary Wood/Helen North
Mar	T&E	Responses to Petitions	Sean Parks
4 May			
May	T&E	Highways Capital & Revenue Programmes 2022/23 – April 2022	Gary Wood withdrawn
May	T&E	LTP Implementation Plan	Gary Wood/Sean Parks
May	T&E	Highway Out of Hours Service	Gary Wood/Doug Coutts (VIA)
15 June			
June	T&E	Finance and performance report Q4	Chris Williams/Steph Shardlow
June	T&E	LCWIP Priorities for Future Investment	Gary Wood
27 July			
July	T&E	Flood Risk Management Update Report	Gary Wood/Sue Jaques

September:

Highways Asset Management – Gary Wood

To schedule:

School Travel Zones

Car Clubs

Highways Improvement Plan Update

