



**Nottinghamshire
County Council**

Communities and Place Committee

Thursday, 07 January 2021 at 10:30

Virtual meeting, <https://www.youtube.com/user/nottsc>

AGENDA

1	Minutes of Last Meeting Held on 3 December 2020	1 - 4
2	Apologies for Absence	
3	Declarations of Interests by Members and Officers:- (see note below) (a) Disclosable Pecuniary Interests (b) Private Interests (pecuniary and non-pecuniary)	
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8	Traffic Regulation Order 2021 (8284) (Cropwell Road Radcliffe on Trent) (Prohibition of Waiting and Stopping) and New Zebra Crossing	59 - 66
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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 977 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>



**Nottinghamshire
County Council**
minutes

Meeting Communities and Place Committee

Date 3 December 2020 (commencing at 10:30 am)

Membership

Persons absent are marked with an 'A'

COUNCILLORS

John Cottee (Chairman)
Phil Rostance (Vice-Chairman) **A**
John Handley (Vice-Chairman)

Pauline Allan	Tom Hollis
Richard Butler	Vaughan Hopewell A
Jim Creamer	Bruce Laughton
Glynn Gilfoyle	John Ogle
Kevin Greaves	

SUBSTITUTE MEMBERS

Councillor Richard Butler substituted for Councillor Phil Rostance.

OTHER COUNTY COUNCILLORS IN ATTENDANCE

Gordon Wheeler

OFFICERS IN ATTENDANCE

Doug Coutts	-	VIA
Rob Fisher	-	Place Department
Sally Gill	-	Place Department
Martin Green	-	Place Department
Derek Highton	-	Place Department
Sue Jaques	-	Place Department
Matthew Neal	-	Place Department
Adrian Smith	-	Place Department
Mark Walker	-	Place Department
Jan Witko	-	Place Department
Gary Wood	-	Place Department
Noel McMenamin	-	Chief Executive's Department

1. MINUTES OF THE LAST MEETING

The minutes of the meeting held on 5th November 2020, having been circulated to all Members, were taken as read and were signed by the Chairman.

2. APOLOGIES FOR ABSENCE

Councillor Phil Rostance (other reasons).

3. DECLARATIONS OF INTERESTS

None.

4 COMMUNITIES AND PLACE PERFORMANCE AND FINANCE REPORT FOR QUARTER 2 – PLACE CORE DATA SET

RESOLVED 2020/063

That actions required in relation to the performance and finance information on the Council's services for communities and place for the period 1 July 2020 to 30 September 2020 be considered.

5. LAW COMMISSION WEDDING CONSULTATION

RESOLVED 2020/064

That the contents of the reports be considered, and that a future update be provided once the outcome of the consultation was known.

6. FLOOD RISK MANAGEMENT SECTION 19 REPORT

RESOLVED 2020/065

That

- 1) The publication of the Section 19 report at Appendix A be approved, in accordance with the Flood and Water Management Act 2010 and the County Council's Lead local Flood Authority responsibilities;
- 2) That the work outlined in the report be endorsed;
- 3) All agencies involved be encouraged to seek and implement suitable measures to alleviate flooding as soon as reasonably possible;
- 4) Committee be updated on all relevant agencies' progress with alleviation measures as part of regular Flood risk Management updates.

7. NOTTINGHAMSHIRE HIGHWAY DESIGN GUIDE

RESOLVED 2020/067

That

- 1) the Nottinghamshire Highway Design Guide be endorsed and recommended to Policy Committee for adoption as County Council policy;
- 2) it be recommended that policy committee delegate authority to the Corporate Director for Place, in conjunction with the Chair of the Communities and Place Committee, to make minor changes to the Highway Design Guide when required.

8. LOCAL IMPROVEMENT SCHEME CAPITAL FUND – 2020-2021

It was explained that the projects recommended for approval had not been included in the report considered at the November 2020 Committee meeting because issues around match funding had not been resolved at that point.

RESOLVED 2020/068

That

- 1) The capital funding for the projects from 27 organisations highlighted at Appendix 1 to the report be approved in principle;
- 2) Approved projects be subject to the terms and conditions of the Local Improvement Scheme Agreement (Deed), which had been drafted in consultation with Legal Services;
- 3) Organisations awarded capital funding would have until 31 December 2021 to complete their project, as reflected in the Funding Agreement (Deed);
- 4) Proportionate practical support and/or signposting be provided to organisations that had not been successful with their application.

9. RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL

The Chairman presented an alteration to the recommendations in the published report, and this was seconded, becoming the substantive recommendation. The alteration was required because the commentary within the report in respect an identified action was not accurate, and that further evidence had come to light which required further consideration.

RESOLVED 2020/069

That:

- 1) The proposed actions B to I be approved, and the lead petitioners be informed accordingly;

- 2) consideration of action A be deferred to the January 2021 meeting of the Committee;
- 3) the outcome of the Committee's consideration be reported to Full Council.

10. WORK PROGRAMME

RESOLVED 2020/070

That the Committee's work programme be agreed.

The meeting concluded at 11.57pm

Chairman



7 January 2021

Agenda Item: 4

REPORT OF THE CORPORATE DIRECTOR, PLACE

PROVISIONAL HIGHWAYS CAPITAL & REVENUE PROGRAMMES 2021/22

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 2021/22. The proposed programmes detailed in this report and its appendices set out how the Council proposes to use the £35.8m it is investing in Nottinghamshire's highways during 2021/22. This figure includes successful external funding bids, as well as a proportion of the Authority's additional £21.4m investment in highways improvements during the period 2018/19 to 2021/22 to help deliver local highway priorities.
2. The programmes will be reviewed and updated following the Council's 2021/22 budget decisions. Similarly, the programmes will need to be reviewed and updated if anticipated Department for Transport (DfT) allocations are revised or not made. Approval of the provisional programmes at this time, however, provides an opportunity for comments on the programmes to be given by County Council members, local communities, residents, interested groups and road users which will be considered and reported to Committee as necessary when approval of the final 2021/22 highway programmes is sought. Approval at this time also enables development of the programmes to start (e.g. advance design and consultation; as well as publicity and media activity) which in turn enables delivery of the programmes to start in April 2021.
3. It should be noted that the programmes set out in this report and its appendices (including their potential delivery) could be affected by existing and/or future measures which are considered necessary to safeguard the public and employees against infection of Covid-19. 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 2020/21 being delayed until 2021/22; and such schemes/programmes are highlighted within this report and its appendices as necessary. The 2021/22 programmes will therefore be subject to change and will be reviewed in the future as and when government and/or County Council guidance on safeguarding practices is provided. Similarly, the programmes will be reviewed should there be changes to the availability of materials and/or other resources necessary for their delivery.
4. Whilst the Council supports the need to proceed with these essential works it also recognises that some of the planned works are due to take place outside of people's homes at a time when more people will be potentially inconvenienced by noise and disruption whilst working from home or on furlough from work. Continued community support for such schemes (and patience during their delivery) is therefore also required in order to deliver the proposed programmes.

Information

5. 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; by reducing the impacts of journey time delay; and to help deliver growth in the county
 - 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.
6. The capital and revenue allocations for all highway improvements (including the integrated transport and highway capital maintenance block allocations) will be determined at the 25 February 2021 County Council meeting but the provisional programmes detailed in this report and its appendices have been developed based on the provisional 2021/22 allocations approved in February 2020. The proposed 2021/22 highways programmes, comprising of capital and revenue funding, include:
 - £16.4m allocated to capital maintenance schemes to improve local roads and other highway assets
 - £5.5m 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
 - £13.4m of funding secured to deliver Gedling Access Road, active travel programmes and to continue delivery of the street lighting energy saving programme
 - £0.64m of revenue funding to deliver the traffic management revenue programme which includes £0.21m of additional County Council funding to help react to emerging traffic management problems 'in-year'; and public health general reserves to deliver travel planning.

2021/22 Capital and Revenue Funding Allocations

7. The provisional 2021/22 capital and revenue allocations for highways improvements are in line with future allocations determined at the 27 February 2020 County Council meeting as part of its 'Annual Budget 2020/21' report. The provisional 2021/22 allocation for integrated transport and capital maintenance, based on previous 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.

Capital maintenance funding	£m
Highway capital maintenance road maintenance and renewals (M-TFS allocation)	£12.006
Highway capital maintenance (DfT Incentive Fund predicted allocation)	£ 2.501
Flood alleviation and drainage (M-TFS county capital allocation)	£ 0.900
Street lighting renewal (M-TFS county capital allocation)	£ 1.000
Total funding available for capital maintenance improvements	£16.407

NB. No ‘Pothole Fund’ or ‘Challenge Fund’ allocations are included in the above figures as DfT are yet to provide information on how these will be allocated in 2021/22

	£m
Integrated transport funding	
Integrated transport block allocation (M-TFS allocation)	£4.416
Additional County Council capital allocation for capacity improvements	£0.750
Additional County Council capital allocation for road safety (M-TFS allocation)	£0.350
Total funding available for integrated transport improvements	£5.516

	£m
Revenue funding	
Traffic management revenue	£0.525
Public health general reserves (travel planning)	£0.119
Total revenue funding available for specific programmes	£0.644

	£m
Externally funded capital and revenue schemes	
Gedling Access Road (figure includes £1.544m contribution from the County Council)	£9.573
DfT Active Travel Fund	£2.178
DfT Access Fund (travel planning)	£0.200
Salix Grant (street lighting energy saving programme)	£1.300
Total external funding available for specific programmes/improvement schemes	£13.251

Capital Programmes

- Despite the best efforts of Via EM Ltd (and other delivery partners) to deliver the whole of the 2020/21 highway capital programmes, several schemes originally programmed for delivery during 2020/21 will now be delivered during 2021/22. In addition to common delays (such as those resulting from the need to amend scheme proposals following feedback from the public), delivery of the 2020/21 capital programmes has been impacted by Covid-19 safeguarding measures, as well as the availability of materials and/or other resources necessary for their delivery. 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 included in the 2021/22 capital programme (and are annotated as such in the attached appendices).

Capital Maintenance Block

- As detailed in the table in paragraph 7 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.
- The detailed provisional capital maintenance programme is set out in appendix 1 of this report. Please note that the programme shown in the appendix totals £19.038m and is based on an assumption that ‘Challenge Fund’ and ‘Pothole Fund’ monies from the DfT will cover the shortfall between the £17.707m allocation and £19.038m indicative programme. The final allocation and programme will therefore be subject to review in April 2021 once the final figures from the DfT are known. In 2021/22 the highway capital maintenance block accounts for 76% 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.

11. Due to the success of the current preventative maintenance carriageway patching programme, it is proposed to increase the level of preventative maintenance and structural patching on footways & cycleways across the county (as detailed in the attached appendix 1). The current programme consists of sites identified through highway inspection regimes, alongside recommendations from County Council members, which are prioritised and delivered as part of a rolling programme of works. This enables sites of various sizes to be resurfaced, ranging from discreet areas of severe deterioration to larger scale works as and when required, and provides the in-year flexibility to deal with locations where rapid deterioration has occurred.
12. The proposed maintenance programme includes a contribution to the resurfacing of Bestwood Lodge Drive. It is proposed that the County Council consider a contribution of either 30% of the cost of the necessary resurfacing works, or £40,000 (whichever is the smaller figure), in recognition of the road's use as an access point to Bestwood Country Park.

Integrated Transport Block

13. 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.
14. The County Council has been successful in securing significant amounts of external funding for a number of highway schemes (as detailed in the table in paragraph 7 above). To help secure external funding and to be ready to bid for funding (as and when opportunities arise) the County Council will need 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 provisional 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.

Externally Funded Schemes

Gedling Access Road

15. Gedling Access Road (GAR) is a proposed new access road bypassing Gedling village and is being provided as supporting infrastructure for the mixed-use residential and employment development on the former Gedling colliery/Chase Farm site. The necessary funding arrangements, planning approvals and statutory processes are all in place and the construction of the new £40.9m GAR scheme started in January 2020. It is currently anticipated that GAR will be completed and open to traffic by Autumn 2021 (subject to any unseen delays, such as further Covid-19 related impacts). Options to bring the project back on track are currently under review. The current funding allocations for this scheme (as approved at Finance and Major Contracts Management Committee on 16 December 2019) are shown in the table below (and include carry over from 2019/20).

	Funding contribution (£m)								
	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	TOTAL
County Council	0.017	0.207	0.604	0.540	0.350	2.138	1.544		5.400
D2N2 LEP LGF			0.500		1.800	8.500			10.800
Developer contributions/ Gedling BC					1.750	8.500	6.529	0.750	17.529
Homes & Communities Agency	0.003	0.140	0.110	0.197	2.720	1.500	1.500	1.000	7.170
TOTAL	0.020	0.347	1.214	0.737	6.620	20.638	9.573	1.750	40.899

Flood Risk Management

16. 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 Summer 2021 and will result in a reduced risk of flooding to approximately 240 properties and 60 businesses.
17. A project to protect 86 properties from flooding along the Titchfield Park Brook catchment has been allocated £985k of Flood Defence Granting Aid and Local Levy funding for delivery in 2020/21 with support from County Council capital. This project is programmed for completion in March 2021.
18. 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 (FDGID), £585k SR20 (EA) plus district council and community contributions.
19. A scheme to deliver Property Flood Resilience to vulnerable communities across the County has been approved with a value of £1m (NCC Capital). The Tender process has been completed with contract award expected in December and works completed by July 2021.
20. In addition to the Southwell mitigation scheme detailed above, flood risk management schemes led by the County Council currently in delivery include schemes in Southwell, Daybrook, Bleasby, Calverton, Normanton on Soar, Sutton on Trent, Mansfield, Egmanton, Shireoaks, Newthorpe and Hucknall. Schemes supported by the County Council but being progressed by the Environment Agency include schemes in Gunthorpe, Worksop, Lowdham and Carlton on Trent.
21. Nottinghamshire's Local Levy revenue contributions for 2021/22 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 2021 on any proposed increases to the levy; which has been set at 2% for the last six years.

Street Lighting Energy Saving Programme

22. Via East Midlands has been awarded the 2020 Association of Public Sector Excellence Street Lighting Innovation Award for its work on the Nottinghamshire LED street lighting renewals project. The 'Nottinghamshire's Lighting the Way to Save Energy' project has been managed and implemented by Via EM, in partnership with the County Council's Energy Team and Salix Finance. It has now seen over 70,000 LED lanterns installed in the county, saving 71.3 thousand tonnes of carbon and reducing electricity consumption by 81.5 million kWh since its start in 2014. Not only has the project delivered significant environmental benefits through carbon savings, it has also seen a 47% reduction in street lighting faults resulting in an improved service and value for money for Nottinghamshire residents.
23. The project has achieved almost £10m in energy savings to date and, following a further successful bid to Salix for £2.6m, is set to be extended to convert more of the county's 94,000 streetlights through to 2023. Salix offer interest free loans to local authorities for energy saving projects and this has been utilised to deliver a programme of LED lantern upgrades on the network, resulting in the benefits detailed above. The successful £2.6m bid will enable the delivery of the street lighting energy saving programme to continue with the next planned phase of the project, a two-year programme starting in April 2021, to replace SON with LED in the Gedling and Rushcliffe areas.

Active Travel Fund

24. 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. In the short-term this will also help avoid overcrowding on public transport as the economy restarts.

Tranche 1

25. The DfT allocated Nottinghamshire £263,250 from Tranche 1 of the ATF which was available for temporary measures (such as road closures, pop-up cycle lanes and pop-up footway widening), as well as permanent measures that could be delivered within 12 weeks of the funding allocation. The programme to be delivered using this funding was subsequently determined by the Council's COVID 19 Resilience, Recovery and Renewal at its meeting on 16 July 2020; and most schemes included in the approved programme have now been delivered. The DfT's intention was that the Tranche 1 programme would be delivered, whilst traffic levels were reduced due to Covid-19 restrictions, to help embed walking and cycling as part of new long-term commuting habits. However, by the time the funding allocations were confirmed by DfT (at the end of June 2020) small retailers were able to reopen and bars/restaurants were about to reopen which had resulted in traffic levels returning to 80% of their pre-lockdown levels. It was therefore decided that a review of some of the planned schemes was required prior to their implementation to determine their local impacts, such as on journey time delay. This resulted in the need to undertake consultation with the local County Council member and/or local businesses to ensure, working in partnership, that the proposed schemes were considered in the context of the economic recovery. Based on the review of scheme impacts and/or consultation, it is proposed that the planned Tranche 1 schemes at the following locations will not be progressed any further (and that this be reported to the DfT):

- Arnot Hill Road/Nottingham Road junction
- B6020 Station Road/Urban Road, Kirkby in Ashfield
- B684 Plains Road, Mapperley

- Forest Street, Sutton in Ashfield
- Victoria Parkway, Netherfield
- Victoria Street/Portland Street/Mill Gate, Newark.

Tranche 2

26. As detailed in the 3 December 2020 ‘Communities and Place Performance and Finance Report for Quarter 2 Place Core Data Set’ report to this Committee, the DfT has announced that it has allocated £2.178m towards the Council’s ATF Tranche 2 proposals. The Council’s ambitious Tranche 2 bid proposals, however, totalled over £3m which exceeds the Council’s funding allocation. As the costs of the proposals exceed the funding available it won’t be possible to deliver all the schemes included within the original Bid (or currently to replace any of the Bid proposals with alternative schemes). Further refinement of the proposals included in the Bid is therefore required to determine a programme that fits the funding available. The first stage of this process was to undertake further feasibility work on each of the schemes included in the Bid proposals. This work has identified that it is not feasible to deliver the following scheme as planned and consequently it will not be progressed any further:

- Victoria Street/Portland Street, Newark – creation of a new lightly segregated cycleway on Victoria Street/Portland Street following the introduction of a new one-way traffic system on Victoria Street/Portland Street/Albert Street

27. Public and stakeholder consultation will be undertaken to demonstrate both general support for proposals and on the detailed design of each scheme included in the final delivery programme (and the proposed consultation plan is attached as appendix 3). The consultation will be used to help determine the programme taken forward for detailed design and delivery; and to inform the design of each of the schemes subsequently included in the final ATF Tranche 2 delivery programme. It is proposed that consultation will be undertaken on the following schemes for possible inclusion in the final ATF Tranche 2 programme:

- A6191 Chesterfield Road North/South, Mansfield – improvements to the existing on-road cycle lane from north of Rosemary Street to south of Debdale Lane junction to provide a fully segregated cycle track
- Beeston cycling improvements – a point closure to through traffic on Dovecote Lane to provide a quiet route for cyclists; and additional secure cycling hubs at the nearby rail station
- Randall Way, Retford – a new fully segregated cycleway/footway adjacent to the existing carriageway between Hallcroft Road and the A638 North Road
- Regatta Way, Gamston – upgrade of the existing shared use footway to create a new fully segregated cycleway between Adbolton Lane and the A6011 Radcliffe Road
- A targeted behaviour change support package, potentially including:
 - a Bike Aid programme providing refurbished bikes to key workers living/working along/near the Tranche 1 and Tranche 2 infrastructure improvements
 - targeted travel planning at workplaces, schools, health providers, and/or local community groups close to Tranche 1 and Tranche 2 infrastructure improvements.

28. A meeting with the local County Council members that represent that area to discuss a potential scheme on High Pavement, Sutton in Ashfield is scheduled for 8 January 2021. It will be determined if the High Pavement, Sutton in Ashfield proposals will proceed to consultation (and potential delivery) following this date.

29. It is planned that the first stage of consultation will be undertaken during January/February 2021 and that the proposed final ATF Tranche 2 programme taken forward for construction is determined following consideration of the consultation responses. In order to meet the funding’s delivery requirements this process will need to be completed by the end of March

2021. Due to the scheduled Communities & Place Committee cycles it will not be possible to report the outcomes of the consultation to Committee before the 31 March 2021 deadline. To meet the deadline, it is therefore proposed that the Corporate Director Place, in consultation with the Chair of Communities & Place Committee, is given delegated authority to consider and approve the proposed final ATF Tranche 2 programme taken forward for construction. An update on the proposed ATF Tranche 2 programme (which will still be subject to the necessary detailed scheme design, consultation and equality impact assessments) will, however, be reported to Committee in the final 'Highways Capital & Revenue Programmes 2020/21' report currently scheduled for consideration at April's Committee meeting.

DfT Access Fund / Public Health General Reserves Programme

30. The 10 December 2018 meeting of the Adult Social Care and Public Health Committee approved a number of proposals to be funded from the Public Health General Reserves programme. These proposals included a successful bid to fund personal travel planning with residents and businesses during 2020/21. Using the Public Health funding as match funding, the County Council also successfully secured funding from the DfT Access Fund to deliver personal travel planning with jobseekers, residents and at workplaces during 2020/21. The funding was secured to deliver tailored travel advice to 18,000 targeted residents and at 20 workplaces in Ashfield and Bassetlaw districts to encourage people to walk and/or cycle (as well as using public transport or car-sharing) on their commute to work or to services such as shops. The travel planning will also be used to promote active leisure activities such as using the countryside access network in the county which provides opportunities for walkers, cyclists and horse riders. The DfT funding has also been secured to deliver travel planning advice to jobseekers in Ashfield to help them overcome transport barriers to work and/or training opportunities.
31. The workplace element of the programme has gone ahead as planned, but with additional focus on helping employees travel to work safely during the current Covid-19 pandemic. The jobseeker and residential elements of the programmes have, however, been delayed due to the nature of these programmes, the delivery options available and the impacts of Covid-19 safeguarding measures. The start of the delivery of the jobseeker element was delayed until October 2020; and the residential travel planning has been postponed until Spring 2021. Recognising the reasons for the delays, the DfT and Public Health colleagues have agreed that the Council can carry forward the funding for the jobseeker and residential travel planning elements that are not spent during 2020/21.
32. It should be noted that, as these travel planning services are publicly funded, they are not available to any businesses or developers at sites that have ongoing travel planning obligations (i.e. they must develop and deliver a travel plan/travel planning) as part of a planning consent.

A6006 Safety Cameras

33. Local concerns about traffic speeds along the A6006 have been raised with the County Council and feasibility work is underway looking into the possibility of safety cameras along the route. Any such scheme would be subject to securing the necessary funding for its delivery (including the potential for external contributions) and Committee approval as part of a future capital programme. Further detail including costs and funding arrangements will therefore be provided to members in due course.

Revenue Programmes

Traffic Management Revenue Programme

34. 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, hand rails or bollards. It was acknowledged by Members that there was a need to react to emerging traffic management problems ‘in-year’, and as such, the funding available for the traffic management revenue programme has been increased by £0.210m in 2021/22 to accommodate these requests. Consequently, in 2021/22 the Council has allocated £0.525m 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 4 details the schemes provisionally prioritised for delivery using this funding during 2021/22 (an element of the funding has been retained for in-year requests, such as for disabled parking bays).

Road Safety Education, Training and Awareness

35. 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 2) 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 5) 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

36. 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.

Public Health General Reserves

37. Additional bids have been submitted to try to secure Public Health General Reserves to deliver additional travel planning and active travel infrastructure across the county.

A614/A6097 Junction Improvements

38. The County Council has 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.

39. Although the OBC was originally submitted in May 2020, the County Council in consultation with the DfT submitted a revised and final OBC in December 2020, and if subsequently approved by the Transport Minister this will be followed by a full business case submission in late 2021.

40. Further detailed design is ongoing, along with public consultation events, to move this scheme forward in anticipation of a positive sign-off by the DfT. This process will inevitably lead to some detailed design alterations to minimise the localised impacts of the scheme whilst maintaining the overall benefits of the A614-A6097 junction improvement package.

Pinch Point Fund

41. The Budget 2018 announced a competitive Pinch Point Fund for local authorities to bid for high-impact schemes to help address congestion pinch points and to reduce congestion on local roads. The £150m funding (£75m in each of the 2021/22 and 2022/23 financial years) is available to all local highway authorities in England outside London to deliver capital infrastructure improvements supporting economic growth by tackling barriers on the local highway network that may be restricting the movement of goods and people. The first stage of the application process asked authorities to make brief expressions of interest by 31 January 2020.

42. Analysis of journey time delay on routes across the county which were eligible for the funding (it excludes the local Major Road Network [MRN]) identified potential locations/deliverable schemes that are likely to be eligible for the funding. Following completion of this work the Council submitted bids for the following two schemes which are still pending a decision as DfT has advised that owing to the current circumstances regarding COVID-19 a decision on these bids will be made later in the financial year:

- A60 Nottingham Road/Park Lane/Baums Lane junction improvements, Mansfield
- Newark Intelligent Transport System Project (improvements to traffic signals at several junctions in Newark town centre).

Further Scheme/Programme Development, Design and Consultation

43. 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).

44. 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 clearways.

45. 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.

46. Several proposed schemes in the programmes included in this report and its appendices will require more pro-active communications with local residents, including:

- The 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.

47. 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.

48. 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

49. Other options considered are set out within this report. Whilst the highway capital programmes are detailed within the appendices to this report, scheme development work is underway for future years' programmes as well as feasibility work on schemes which have been included as reserve schemes in the programmes. Reserve schemes could potentially be delivered during the 2021/22 financial year should other schemes become undeliverable or if other funding sources become available enabling schemes to be brought forward for delivery.

Reason/s for Recommendation/s

50. 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

51. 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

52. The financial implications, including budget allocations, are set out within the report and are in line with future allocations determined at the 27 February 2020 County Council meeting. The allocations are made up of a combination of capital grant, borrowing and successful external funding bids. The programmes included within this report are still subject to the Council's 2021/22 budget decisions and confirmation of the DfT indicative allocations.

Public Sector Equality Duty implications

53. 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.

54. 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

55. 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.

RECOMMENDATION/S

It is recommended that Committee:

- 1) approve the proposed provisional highway capital maintenance programme for implementation as contained in this report and detailed in Appendix 1 subject to the provisions set out in paragraphs 2 and 43;
- 2) approve the proposed provisional integrated transport block programme for implementation as contained in this report and detailed in Appendix 2 subject to the provisions set out in paragraphs 2 and 43;
- 3) approve the proposed externally funded schemes as detailed within this report subject to the provisions set out in paragraphs 2 and 43
- 4) grant the Corporate Director Place, in consultation with the Chair of Communities & Place Committee, delegated authority to determine the final Active Travel Fund Tranche 2 programme based on the outcome of the proposed public consultation, as set out in paragraph 29
- 5) approve the proposed provisional highway traffic management revenue programme for implementation as contained in this report and detailed in Appendix 4 subject to the provisions set out in paragraphs 2 and 43;

- 6) approve the proposed provisional road safety education, training and awareness programmes as contained in this report and detailed in Appendix 5 subject to the provisions set out in paragraphs 2 and 43;
- 7) 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 – Local Transport Plan Manager Tel: 0115 9774251

Constitutional Comments (SJE 22/12/2020)

56. This decision falls within the Terms of Reference of the Communities & Place Committee to whom responsibility for the exercise of the Authority's functions relating to the planning, management and maintenance of highways (including traffic management and residents' parking schemes), and the development of integrated transport systems, has been delegated.

Financial Comments (GB 18/12/2020)

57. The provisional 2021/22 capital allocations are set out in paragraph 7. The confirmed allocations and any further proposed variations required to the capital programme will be included for formal approval as part of the Annual Budget Report 2021/22 to Full Council in February 2021.

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.

- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- Nottinghamshire Local Transport Plan Implementation Plan 2015/16-2017/18
- Nottinghamshire Local Transport Plan Evidence Base 2010
- Provisional Highways Capital & Revenue Programmes 2020/21 – 9 January 2020 Communities & Place Committee
- Gedling Access Road – Progress Report – 5 December 2019 Communities & Place Committee report
- Place Departmental Strategy – January 2018
- Street Lighting Energy Saving – 11 January 2018 Communities & Place Committee report
- Highway Infrastructure Asset Management Plan (HIAMP) – 12 November 2015 Transport & Highways Committee report
- Electric Vehicle Charging Infrastructure – 18 July 2018 Policy Committee report
- Electric Vehicle Charging Infrastructure – 19 July 2018 Communities & Place Committee report
- Flood Risk Management Update – 5 December 2019 Communities & Place Committee report
- Miner to Major: The Real Sherwood Forest Stage 2 Application – 11 January 2018 Communities & Place Committee report
- Alternative Road Repair Techniques – 7 February 2019 Communities & Place Committee report

- Use of Public Health General Reserves – 10 December 2018 meeting of the Adult Social Care and Public Health Committee report.

Electoral Division(s) and Member(s) Affected

- All

		Financial allocation
		2021/22
Highway maintenance programme sub-block		
Bridges (including condition assessments)		1.700
Carriageway maintenance (A, B & C, Unclassified roads)		5.207
Carriageway structural investigation (Trial holes, coring and assessment of waste)		0.250
Surface dressing (added protection to the carriageway surface, sealing it from the ingress of water while also enhancing its skid resistance, including pre-patching)		2.500
Footway maintenance		1.300
Structural drainage		0.500
Flood alleviation (part of 5year allocation)		0.900
Street lighting renewal and improvement		1.000
Traffic signal renewal		0.350
Safety fencing		0.300
Network structural patching - Carriageways		2.400
Network structural patching - Footways and Cycleways		0.300
Preventative maintenance		1.000
Salix street light energy savings initiative		1.331
TOTAL		£19.038m

Sub-block/scheme	District	Scheme budget (£000)
Bridges		
Babworth Railway Bridge - Maintenance painting	Bassetlaw	£10k-£25k
Sutton Crossroads Railway Bridge - Concrete repairs	Bassetlaw	£50k-£75k
West Stockwith Bridge - Maintenance painting	Bassetlaw	£10k-£25k
Woodhouse Inn Viaduct - Cathodic protection	Bassetlaw	£10k-£25k
Knowle Hill Footbridge - Concrete repairs	Broxtowe	£25k-£50k
Stapleford Railway Bridge - Parapet repairs feasibility study	Broxtowe	≤£10k
Bridges and Culverts miscellaneous work	Countywide	≤£10k
Emergency Repairs	Countywide	£50k-£75k
General repairs work	Countywide	>£250k
Minor Bridge Painting	Countywide	£25k-£50k
Principal Inspections	Countywide	£150k-£200k
Rights of Way Bridge repairs	Countywide	£200k-£250k
Grantham Railway Bridge - Joint repairs	Gedling	£10k-£25k
Newark Railway Bridge, Colwick - Joint repairs	Gedling	£25k-£50k
Station Road Culvert, Burton Joyce - Culvert Infill feasibility study	Gedling	≤£10k
Carter Lane - Bridge underfilling	Mansfield	£50k-£75k
Beaconhill Railway Bridge - Concrete repairs	Newark and Sherwood	£25k-£50k
Lincoln Road Viaduct - Joint repairs	Newark and Sherwood	£10k-£25k
Muskhall Bridge over River Trent - Concrete repairs	Newark and Sherwood	£25k-£50k
Trent Bridge - Maintenance painting (Contribution to Nottingham City)	Rushcliffe	>£250k
Sub-block allocation		£1,700

Sub-block/scheme	District	Scheme budget (£000)
Carriageway maintenance - Principal classified road network (A roads)		
A620 / A1 Slip roads and junctions, Ranby - Resurfacing	Bassetlaw	>£250k
*A612 Nottingham Road, Gedling - Contribution to maintenance works to be completed at the same time as GAR	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
A60 Nottingham Road, Mansfield - Resurfacing	Mansfield	>£250k
A612 Nottingham Road, Bulcote - Resurfacing	Newark and Sherwood	£150k-£200k
A617 Kirklington Road, Kirklington - Structural patching	Newark and Sherwood	£50k-£75k
A60 Loughborough Road, West Bridgford - Resurfacing	Rushcliffe	£200k-£250k
Sub-block allocation		£850

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

Sub-block/scheme	District	Scheme budget (£000)
Carriageway maintenance - Non-principal classified road network (B & C roads)		
B6019 Kirkby Lane / Pinxton Lane, Kirkby in Ashfield - Structural patching	Ashfield	£100k-£150k
C147 Chesterfield Road, Huthwaite - Resurfacing - Carried forward	Ashfield	£100k-£150k
C151 Pinxton Lane, Fulwood, Sutton in Ashfield - Resurfacing	Ashfield	£50k-£75k
C7 Main Street, North Leverton - Resurfacing	Bassetlaw	£200k-£250k
C162 Moorbridge Lane, Stapleford - Resurfacing	Broxtowe	£100k-£150k
C6004 Plains Road, Mapperley - Contribution to maintenance works to be completed at the same time as GAR - Carried forward	Gedling	£100k-£150k
B684 Plains Road, Mapperley - Resurfacing	Gedling	>£250k
C3 Friary Road, Newark on Trent - Resurfacing	Newark and Sherwood	£100k-£150k
C32 Easthorpe, Southwell - Resurfacing	Newark and Sherwood	£100k-£150k
C28 Bingham Road, Langar - Structural patching	Rushcliffe	£200k-£250k
Sub-block allocation		£2,300

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

Sub-block/scheme	District	Scheme budget (£000)
Carriageway maintenance - Unclassified road network		
Brierley Cottages, Sutton in Ashfield - Resurfacing	Ashfield	£25k-£50k
Hartley Road, Kirkby in Ashfield - Resurfacing - Part	Ashfield	£75k-£100k
Lime Avenue, Huthwaite - Resurfacing	Ashfield	£50k-£75k
North Street, Sutton in Ashfield - Resurfacing - Carried forward	Ashfield	£50k-£75k
Sherwood Rise, Kirkby in Ashfield - Resurfacing	Ashfield	£50k-£75k
Kirke Street, Retford - Resurfacing	Bassetlaw	£25k-£50k
Mill Lane, Normanton on Trent - Resurfacing - Part - Carried forward	Bassetlaw	£50k-£75k
Plantation Hill, Worksop (Phase 3) - Resurfacing	Bassetlaw	£75k-£100k
Rutland Drive, Harworth - Resurfacing	Bassetlaw	£10k-£25k
Sandrock Road, Harworth - Resurfacing	Bassetlaw	£100k-£150k
Addison Villas, Eastwood - Resurfacing	Broxtowe	£25k-£50k
Alandene Avenue, Watnall - Resurfacing	Broxtowe	£25k-£50k
Bramcote Road, Beeston - Resurfacing - Part	Broxtowe	£50k-£75k
Great Northern Road, Eastwood - Resurfacing	Broxtowe	£25k-£50k
Henry Road, Beeston - Resurfacing	Broxtowe	£50k-£75k
Maple Avenue, Beeston - Resurfacing - Carried forward	Broxtowe	£100k-£150k
Belvoir Road, Netherfield - Resurfacing - Carried forward	Gedling	£10k-£25k
Clumber Avenue, Netherfield - Resurfacing - Carried forward	Gedling	£10k-£25k
Garnet Street, Netherfield - Resurfacing - Carried forward	Gedling	£25k-£50k
Park Road East, Calverton (Phase 1) - Resurfacing	Gedling	£200k-£250k
Birkland Avenue, Mansfield Woodhouse - Resurfacing - Part	Mansfield	£75k-£100k
Oxford Street, Mansfield Woodhouse - Resurfacing - Part	Mansfield	£25k-£50k
Titchfield Avenue, Mansfield Woodhouse (Includes Portland Crescent) - Resurfacing	Mansfield	£100k-£150k
Arnold Avenue, Southwell - Resurfacing	Newark and Sherwood	£25k-£50k
Harewood Avenue, Newark (Phase 2) - Resurfacing	Newark and Sherwood	£200k-£250k
Old Hall Gardens, Coddington - Resurfacing	Newark and Sherwood	£75k-£100k
Walesby Lane, Ollerton (Phase 1) - Resurfacing	Newark and Sherwood	£200k-£250k
Washtub Lane, South Scarle - Resurfacing	Newark and Sherwood	£25k-£50k
Asher Lane, Ruddington - Resurfacing - Carried forward	Rushcliffe	£25k-£50k
Glebe Lane, Radcliffe on Trent - Resurfacing	Rushcliffe	£25k-£50k
Gordon Road, West Bridgford - Resurfacing - Part	Rushcliffe	£200k-£250k
Haddon Road, West Bridgford - Resurfacing	Rushcliffe	£25k-£50k
	Sub-block allocation	£2,307

Sub-block/scheme	District	Scheme budget (£000)
Footway maintenance		
Gladstone Street, Kirkby in Ashfield - Resurfacing	Ashfield	£75k-£100k
Penhale Drive, Hucknall - Resurfacing	Ashfield	£50k-£75k
A631 Flood Road, Beckingham (Phase 3) - Resurfacing and sheet piling reinforcement	Bassetlaw	£50k-£75k
Boughton Road, Rhodesia - Resurfacing	Bassetlaw	£100k-£150k
Royds Crescent, Rhodesia - Resurfacing	Bassetlaw	£100k-£150k
Allison Gardens, Chilwell (Phase 2) - Resurfacing	Broxtowe	£50k-£75k
Coppice Road, Arnold - Resurfacing - Part	Gedling	£25k-£50k
Nottingham Road, Daybrook - Resurfacing - Part - Shared use Footpath and Cycleway	Gedling	£25k-£50k
Southwell Road West, Mansfield - Resurfacing - Part	Mansfield	£50k-£75k
Churchfield Drive, Rainworth - Resurfacing	Newark and Sherwood	£75k-£100k
Fairway, Newark - Resurfacing - Resurfacing	Newark and Sherwood	£75k-£100k
Beckside, Gamston - Resurfacing - Part - Carried forward	Rushcliffe	£75k-£100k
Dovedale Road, West Bridgford - Resurfacing	Rushcliffe	£100k-£150k
Glebe Lane, Radcliffe on Trent - Resurfacing	Rushcliffe	£10k-£25k
Trentside, Lady Bay - Resurfacing - Part	Rushcliffe	£50k-£75k
	Sub-block allocation	£1,300

Sub-block/scheme	District	Scheme budget (£000)
Drainage		
Detailed works programme is under development. It is proposed that the majority of this funding will be utilised to undertake discrete lengths of drainage replacement where systems have failed and there are known capacity issues. Provide new gully and offlet at known ponding locations and improve the existing drainage infrastructure countywide.		
	Sub-block allocation	£500

Sub-block/scheme	District	Scheme budget (£000)
Surface dressing (added protection to the carriageway surface, sealing it from the ingress of water while also enhancing its skid resistance, including pre-patching)		
A611 Derby Road, Kirkby in Ashfield - Surface Dressing	Ashfield	£75k-£100k
Edmond Grove, Hucknall - Micro Asphalt	Ashfield	≤£10k
Hugesson Avenue, Hucknall - Micro Asphalt	Ashfield	≤£10k
Oak Tree Close, Hucknall - Micro Asphalt	Ashfield	≤£10k
Oakenhall Avenue, Hucknall - Micro Asphalt	Ashfield	£25k-£50k
Roughs Wood Lane, Hucknall - Micro Asphalt	Ashfield	£10k-£25k
Woodlands Farm Close, Hucknall - Micro Asphalt	Ashfield	≤£10k
Woodlands Grove, Hucknall - Micro Asphalt	Ashfield	≤£10k
A616 Creswell Road, Cuckney - Structural patching	Bassetlaw	>£250k
B1403 Walkeringham Road / Fountain Hill Road / Gringley Road, (Gringley to Misterton) - Structural patching	Bassetlaw	£100k-£150k
C77 Polly Taylor's Road, High Marnham - Structural patching	Bassetlaw	£100k-£150k
C89 Springs Road, Misson - Structural patching - Carried forward	Bassetlaw	£10k-£25k
Norfolk Avenue, Bircotes - Micro Asphalt - Carried forward	Bassetlaw	≤£10k
Norfolk Grove, Bircotes - Micro Asphalt - Carried forward	Bassetlaw	≤£10k
Norfolk Road, Bircotes - Micro Asphalt - Carried forward	Bassetlaw	£10k-£25k
Antill Street, Stapleford - Micro Asphalt	Broxtowe	£10k-£25k
Beauvale Rise, Eastwood - Micro Asphalt	Broxtowe	≤£10k
Broadgate Avenue, Beeston - Micro Asphalt	Broxtowe	£10k-£25k
Brookland Drive, Beeston - Micro Asphalt	Broxtowe	£10k-£25k
Cedar Avenue, Beeston - Micro Asphalt	Broxtowe	£10k-£25k
Cross Street, Eastwood - Micro Asphalt	Broxtowe	≤£10k
Estwic Avenue, Eastwood - Micro Asphalt	Broxtowe	≤£10k
Gwenbrook Avenue, Beeston - Micro Asphalt	Broxtowe	£10k-£25k
Lawrence Street, Stapleford - Micro Asphalt	Broxtowe	≤£10k
Leslie Avenue, Beeston - Micro Asphalt	Broxtowe	£10k-£25k
Lyndale Road, Bramcote - Micro Asphalt	Broxtowe	≤£10k
Marshall Drive, Bramcote - Micro Asphalt	Broxtowe	£25k-£50k
Misk View, Eastwood - Micro Asphalt	Broxtowe	≤£10k
Moorfields Avenue, Eastwood - Micro Asphalt	Broxtowe	£10k-£25k
Norman Drive, Eastwood - Micro Asphalt	Broxtowe	£10k-£25k
Owlston Close, Eastwood - Micro Asphalt	Broxtowe	£10k-£25k
Queens Road South, Eastwood - Micro Asphalt	Broxtowe	£10k-£25k
Sherwood Rise, Eastwood - Micro Asphalt	Broxtowe	£10k-£25k
Stanley Drive, Bramcote Micro Asphalt	Broxtowe	£10k-£25k
Sutton Court, Eastwood - Micro Asphalt	Broxtowe	≤£10k
Vernon Avenue, Beeston - Micro Asphalt	Broxtowe	≤£10k
Villa Street, Beeston - Micro Asphalt	Broxtowe	≤£10k
Wollaton Crescent, Beeston - Micro Asphalt	Broxtowe	≤£10k
Woodside, Eastwood - Micro Asphalt	Broxtowe	£10k-£25k
Albion Rise, Arnold - Micro Asphalt	Gedling	≤£10k
B683 Moor Road, Papplewick - Site A - Surface Dressing	Gedling	£100k-£150k
B683 Moor Road, Papplewick - Site B - Surface Dressing	Gedling	£50k-£75k
Caroline Close, Ravenshead - Micro Asphalt	Gedling	≤£10k
Grenville Rise, Arnold - Micro Asphalt	Gedling	≤£10k
Highfield Close, Ravenshead - Micro Asphalt	Gedling	≤£10k
Sunbury Gardens, Arnold - Micro Asphalt	Gedling	≤£10k
The Birches, Ravenshead - Micro Asphalt	Gedling	£10k-£25k
Winster Avenue, Ravenshead - Micro Asphalt	Gedling	£10k-£25k
Allendale Way, Forest Town - Micro Asphalt	Mansfield	≤£10k
Alport Place, Mansfield - Micro Asphalt - Carried forward	Mansfield	≤£10k
Brackmills Close, Forest Town - Micro Asphalt	Mansfield	≤£10k
C6 Netherfield Lane, Meden Vale - Surface dressing	Mansfield	£100k-£150k
Cranmer Grove, Pleasley Hill - Micro Asphalt	Mansfield	≤£10k
Hareholme Street, Mansfield - Micro Asphalt	Mansfield	≤£10k
Heath Avenue, Mansfield - Micro Asphalt - Carried forward	Mansfield	£10k-£25k
Kingsthorpe Close, Forest Town - Micro Asphalt	Mansfield	≤£10k
Newtondale Avenue, Forest Town - Micro Asphalt	Mansfield	£10k-£25k
Oxclose Lane, Pleasley Hill - Micro Asphalt	Mansfield	≤£10k
Stainsby Drive, Mansfield - Micro Asphalt - Carried forward	Mansfield	£10k-£25k
Thorpelands Avenue, Forest Town - Micro Asphalt - Part	Mansfield	£10k-£25k
Titchfield Street, Mansfield - Micro Asphalt	Mansfield	£10k-£25k
Wenslydale Close, Forest Town - Micro Asphalt	Mansfield	£10k-£25k
A614 Old Rufford Road, Farnsfield - Surface dressing	Newark and Sherwood	£100k-£150k
B6325 Great North Road, South Muskham - Structural patching	Newark and Sherwood	£50k-£75k
Boy Lane, Edwinstowe - Micro Asphalt	Newark and Sherwood	£10k-£25k
C32 Upton Road, Southwell - Surface dressing	Newark and Sherwood	£25k-£50k
Greenvale, Farnsfield - Micro Asphalt	Newark and Sherwood	≤£10k
Greenwood Close, Farnsfield - Micro Asphalt	Newark and Sherwood	≤£10k
Main Street, North Muskham - Structural patching	Newark and Sherwood	£50k-£75k
Manners Road, Balderton - Micro Asphalt	Newark and Sherwood	£50k-£75k
Mildale Road, Farnsfield - Micro Asphalt	Newark and Sherwood	≤£10k
Norman Avenue, Newark - Micro Asphalt	Newark and Sherwood	£10k-£25k

Nursery Lane, Sutton on Trent - Micro Asphalt	Newark and Sherwood	≤£10k
Pine Close, Newark - Micro Asphalt	Newark and Sherwood	≤£10k
The Markhams, Ollerton - Micro Asphalt	Newark and Sherwood	£50k-£75k
Woodhead Close, Edwinstowe - Micro Asphalt	Newark and Sherwood	≤£10k
Woodland Close, Farnsfield - Micro Asphalt	Newark and Sherwood	≤£10k
Woodside, Farnsfield - Micro Asphalt	Newark and Sherwood	≤£10k
C19 Tollerton Lane, Tollerton - Surface dressing	Rushcliffe	£100k-£150k
Clumber Road, West Bridgford - Micro Asphalt	Rushcliffe	£10k-£25k
Dale Close, West Bridgford - Micro Asphalt	Rushcliffe	£25k-£50k
East Street, Gotham - Micro Asphalt	Rushcliffe	≤£10k
Fairway Crescent cul-de-sacs, Newton - Micro Asphalt	Rushcliffe	≤£10k
Friar Walk, Newton - Micro Asphalt	Rushcliffe	£10k-£25k
Gladstone Avenue, Gotham - Micro Asphalt	Rushcliffe	≤£10k
Kegworth Road, Gotham - Micro Asphalt	Rushcliffe	≤£10k
Loughborough Road (Service Road), West Bridgford - Micro Asphalt	Rushcliffe	£10k-£25k
Mabel Grove, West Bridgford - Micro Asphalt	Rushcliffe	£10k-£25k
Meadow End, Gotham - Micro Asphalt	Rushcliffe	≤£10k
Pygall Avenue, Gotham - Micro Asphalt	Rushcliffe	£10k-£25k
The Green, Radcliffe on Trent - Micro Asphalt	Rushcliffe	£10k-£25k
Tomlinson Avenue, Gotham - Micro Asphalt	Rushcliffe	≤£10k
Trenchard Close, Newton - Micro Asphalt	Rushcliffe	£100k-£150k

Sub-block allocation £2,500

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

Sub-block allocation £900

Sub-block/scheme	District	Scheme budget (£000)
Street lighting replacement/upgrades		
Brookdale Road, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Crampton Close, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Foxhill Close, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Grove Road, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Parkway, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Rowan Croft, Huthwaite - Column replacement	Ashfield	≤£10k
Siddals Drive, Sutton in Ashfield - Column replacement	Ashfield	£25k-£50k
Wenham Lane, Huthwaite - Column replacement	Ashfield	≤£10k
Windsor Avenue, Sutton in Ashfield - Column replacement	Ashfield	≤£10k
Woodland Avenue, Huthwaite - Column replacement	Ashfield	≤£10k
Claylands, Worksop - Column replacement	Bassetlaw	£75k-£100k
Main Road, Watnall - Column replacement	Broxtowe	£25k-£50k
Moorbridge Lane, Stapleford - Column replacement	Broxtowe	£75k-£100k
Pasture Road, Stapleford - Column replacement	Broxtowe	£10k-£25k
Watnall Road, Watnall - Column replacement	Broxtowe	£25k-£50k
A612 Nottingham Road, Burton Joyce - Column replacement	Gedling	£75k-£100k
Chestnut Avenue, Ravenshead - Column replacement	Gedling	£10k-£25k
Fern Avenue, Ravenshead - Column replacement	Gedling	≤£10k
Oaktree Lane, Mansfield - Column replacement	Mansfield	£100k-£150k
North Gate, Newark	Newark and Sherwood	£25k-£50k
Sherwood Avenue, Newark	Newark and Sherwood	£25k-£50k
Reserve Schemes		
<i>London Road, Retford - Column replacement</i>	Bassetlaw	£10k-£25k
<i>Stapleford Lane, Toton - Column replacement</i>	Broxtowe	£25k-£50k
<i>Appleton Gate, Newark - Column replacement</i>	Newark and Sherwood	£25k-£50k

Sub-block allocation £1,000

Sub-block/scheme	District	Scheme budget (£000)
Street lighting energy saving initiative		

Sub-block allocation £1,331

Sub-block/scheme	District	Scheme budget (£000)
Traffic signal renewal		
Spa Lane Crossing, Retford	Bassetlaw	£25k-£50k
Nottingham Road / Barton Lane / Swiney Way, Attenborough	Broxtowe	£100k-£150k
Nottingham Road / High Road, Toton	Broxtowe	£75k-£100k
Nottingham Road / Arnot Hill Road, Arnold	Gedling	£100k - £150k
	Sub -block allocation	£350
Sub-block/scheme	District	Scheme budget (£000)
Safety fencing		
Works programme developed in year	Countywide	
	Sub-block allocation	£300
Sub-block/scheme	District	Scheme budget (£000)
Network structural patching		
Works programme developed in year - Carriageway	Countywide	
Works programme developed in year - Footways and Cycleways	Countywide	
	Sub-block allocation	£2,700
Sub-block/scheme	District	Scheme budget (£000)
Preventative maintenance		
Works programme developed in year	Countywide	
	Sub-block allocation	£1,000

	Funding allocation
	2020/21 (£m)
Integrated transport programme sub-block	
Access to local facilities (e.g. footway improvements and new crossings)	1.290
Bus improvements (e.g. bus stop infrastructure and bus stop clearways)	0.416
Capacity improvements (e.g. traffic signal and junction improvements to reduce congestion)	0.705
Cycling and health (match funding for Miner2Major project and visitor economy realted route improvements)	0.700
Environmental weight limits (e.g. HGV weight limits and HGV route signing)	0.050
Traffic monitoring and advanced development and design of future schemes	0.600
Parking (e.g. review of parking in town centres, and delivery and review of new residents' parking schemes)	0.050
Rail improvements (e.g. small scale improvements to services and stations as well as feasibility studies on large scale improvements)	0.055
Safety improvements (e.g. local safety schemes, including £100k for the provision of crossing facilities on routes to school)	0.820
Smarter choices (e.g. measures to help people access work by bus or walking and support for businesses developing travel plans)	0.250
Speed management (e.g. addressing local speed concerns, 20mph speed limits and interactive signs)	0.175
Additional County Council capital allocation for road safety	0.350
Enhanced rail services	0.055
TOTAL	5.516

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 (£000)
Access to local facilities		
B6009 Watnall Road (east of A611), Hucknall - pedestrian crossing	Ashfield	£75k-£100k
Buckingham Avenue, Hucknall - dropped kerb	Ashfield	≤£10k
Unrecorded path, Thrumpton - surfacing	Bassetlaw	£25k-£50k
Dropped kerb programme	Countywide	£25k-£50k
ROW signing improvements	Countywide	≤£10k
ROW upgrades	Countywide	£10k-£25k
Carlton FP11 - resurfacing	Gedling	£25k-£50k
Victoria Parkway, Netherfield - footway widening	Gedling	£25k-£50k
B6035 Sherwood Street, Market Warsop - pedestrian crossing <i>subject to feasibility</i>	Mansfield	£75k-£100k
Pelham Street/Rock Valley, Mansfield - footway improvements	Mansfield	£75k-£100k
Fosse Road/Main Street, Syerston - dropped kerb	Newark & Sherwood	≤£10k
Queens Road, Newark - footway widening	Newark & Sherwood	£10k-£25k
Beckside, Gamston - pedestrian crossing	Rushcliffe	£25k-£50k
Queens Road, Radcliffe on Trent - dropped kerb	Rushcliffe	≤£10k
Rectory Road, West Bridgford - pedestrian crossing	Rushcliffe	£25k-£50k
	Sub-block allocation	1290.00
	External funding	30.00
	Sub-block total	1320.00

Sub-block/scheme	District	Scheme budget (£000)
Bus improvements		
Ashfield Clearway Programme	Ashfield	≤£10k
Barbara Square, Hucknall Hotspot Resolution	Ashfield	≤£10k
Bassetlaw Clearway Programme	Bassetlaw	≤£10k
Bassetlaw Infrastructure Improvements	Bassetlaw	£50k-£75k
Canal Side, Riverside Road, Beeston Rylands Hotspot Resolution	Broxtowe	≤£10k
Mansfield Infrastructure Improvements	Mansfield	£75k-£100k
Mansfield SQBP Accessibility Improvements	Mansfield	≤£10k
Eakring Road, Bilthorpe Accessibility Improvements	Newark & Sherwood	£10k-£25k
Newark & Sherwood Clearway Programme	Newark & Sherwood	≤£10k
Newark Infrastructure Improvements	Newark & Sherwood	£75k-£100k
Church Farm, Cotgrave Accessibility Improvements	Rushcliffe	£10k-£25k
Rushcliffe Clearway Programme	Rushcliffe	≤£10k
	Sub-block allocation	416.00
	Sub-block total	416.00

Sub-block/scheme	District	Scheme budget (£000)
Capacity improvements Sun Inn gyratory (Mushroom Farm), Eastwood - signal improvements A606 Melton Road/Melton Gardens, Edwalton - traffic monitoring camera	Broxtowe Rushcliffe	£10k-£25k ≤£10k
Potential match funding for: <i>Major scheme bid</i> A614/A6097 improvements <i>Pinch Point programme bid</i> A60 Nottingham Road/Baums Lane/Park Lane, Mansfield (<i>subject to Pinch Point bid and feasibility</i>) Newark Intelligent Transport System	Gedling / Newark & Sherwood Mansfield Newark	> £250k > £250k > £250k
	Sub-block allocation	705.00
	External funding	30.00
	Sub-block total	735.00

Sub-block/scheme	District	Scheme budget (£000)
Cycling and health Holly Road, Watnall - access improvements Bingham cycle signing Miner2Major Visitor economy related walking and cycling route improvements (<i>carry over from 2020/21</i>)	Broxtowe Rushcliffe Various Various	£10k-£25k ≤£10k £25k-£50k >£250k
<i>Active Travel Fund</i> High Pavement, Sutton in Ashfield - new cycle route Randall Way, Retford - new cycle route Beeston railway station - secure cycle hubs; and Dovecote Lane, Beeston - road closure A6191 Chesterfield Road South, Mansfield - cycle route improvements Regatta Way, Gamston - cycle route improvements	Ashfield Bassetlaw Broxtowe Mansfield Rushcliffe	>£250k >£250k £50k-£75k >£250k >£250k
<i>Transforming Cities Fund schemes (dependent on Policy Committee determination, funding and feasibility of schemes)</i> NCN 6, Beeston - cycle route upgrade (<i>subject to feasibility</i>) A612 (Vale Road to Private Road #1), Colwick - shared use cycle route upgrade (<i>subject to feasibility</i>) Former A453 - cycle routes (<i>subject to feasibility</i>) Lady Bay Bridge, West Bridgford - cycle routes (<i>subject to feasibility</i>)	Broxtowe Gedling Rushcliffe Rushcliffe	
	Sub-block allocation	700.00
	External funding	2193.00
	Sub-block total	2893.00

Sub-block/scheme	District	Scheme budget (£000)
Environmental weight limits <i>To be determined</i>		
	Sub-block allocation	50.00
	Sub-block total	50.00

Sub-block/scheme	District	Scheme budget (£000)
Traffic monitoring and advanced development/design of future schemes Advanced design/feasibility of future schemes to help deliver (and mitigate) the proposed growth corridors Scheme development and management Technical surveys Traffic monitoring	Countywide Countywide Countywide Countywide	£150k-£200k £150k-£200k £50k-£100k £150k-£200k
	Sub-block allocation	600.00
	Sub-block total	600.00

Sub-block/scheme	District	Scheme budget (£000)
Parking Bolsover Street, Hucknall - residents' parking scheme Main Road, Jacksdale - parking bay [Member request] Nottingham Road, Eastwood - evening taxi rank Easthorpe Street, Ruddington - RPS <i>subject to assessment</i> Park Avenue, West Bridgford - extension of RPS [Member request]	Ashfield Ashfield Broxtowe Rushcliffe Rushcliffe	≤£10k ≤£10k ≤£10k ≤£10k ≤£10k
	Sub-block allocation	50.00

Sub-block total	50.00
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Sub-block/scheme	District	Scheme budget (£000)
Rail improvements		
	Sub-block allocation	55.00
	External funding	55.00
	Sub-block total	110.00

Sub-block/scheme	District	Scheme budget (£000)
Safety improvements		
A617 Kings Mill Road East Skegby Lane Sutton in Ashfield - Modification to traffic signals	Ashfield	£10k-£25k
B6018 Sutton Road Kirkby - Signing and/or lining	Ashfield	£25k-£50k
B6139 Coxmoor Road Thieves Wood Car Park - Signing and/or lining	Ashfield	≤£10k
Cauldwell Road, Sutton in Ashfield - Signing and/or lining	Ashfield	≤£10k
Portland Road Hucknall - Lighting	Ashfield	≤£10k
Priestsic Road nr York St Sutton in Ashfield - Modification to traffic signals	Ashfield	≤£10k
A57/A1/A614 Five Lanes End Rbt - Surfacing & drainage	Bassetlaw	£10k-£25k
A60 Doncaster Rd A634 Maltby Rd Oldcotes - Signing and/or lining	Bassetlaw	≤£10k
A632 Langwith road bend west of Copper Beeches Langwith - Signing and/or lining	Bassetlaw	≤£10k
B1403 Bends in vicinity of Walkeringham Rd Gringley - Surfacing	Bassetlaw	£10k-£25k
B6040 B6024 Watson Rd Newcastle St Worksop - Pedestrian guardrail	Bassetlaw	≤£10k
B6420 Mansfield Road Babworth - Bend at Green Lane - Signing and/or lining	Bassetlaw	≤£10k
Keswick Road Worksop - Speed Limit	Bassetlaw	£10k-£25k
Old London Road at Barnby Moor - Signing and/or lining	Bassetlaw	≤£10k
Radford Street Manton Worksop - Lighting	Bassetlaw	£10k-£25k
Scrooby Rd Shrewsbury Rd Harworth - Lighting & signals mod	Bassetlaw	£10k-£25k
A6007 B6003 Trowell Rd Pasture Rd Mini Rbt Stapleford - Signing and/or lining	Broxtowe	£25k-£50k
A606 Nottingham Rd Trowell adj Old Workhouse - Surfacing and signing	Broxtowe	£25k-£50k
A60 Mansfield Road Daybrook - Signing and/or lining	Gedling	£10k-£25k
B6386 Oxton road west of Gravely Hollow Calverton - Signing and/or lining	Gedling	≤£10k
Prospect Road Carlton - Lighting	Gedling	£25k-£50k
Spring Lane bends near Lambley Lane - Signing and/or lining	Gedling	≤£10k
A60 St Peters Way/Ratcliffe Gate Mansfield - Lighting & signals mod	Mansfield	£10k-£25k
A60 Warsop Cats Protection League - Signing and/or lining	Mansfield	£10k-£25k
Nottingham Road Jn Station Rd Thurgarton Xrds - Signing and/or lining	Newark	£25k-£50k
Ossington Rd Kneesall Road Laxton - Signing and/or lining	Newark	£10k-£25k
A616 Budby Road Cuckney to Budby and Budby to Ollerton - Speed limit and signing and/or lining	Newark (and Bassetlaw)	£50k-£100k
Bingham Road, Langar - bends NW River Smite - Signing and/or lining	Rushcliffe	≤£10k
Gotham Road Northfield Way East Leake - Lighting	Rushcliffe	£10k-£25k
Leake Lane bend 125m south A6006 East Leake - Surfacing	Rushcliffe	£25k-£50k
Stragglethorpe Road Stragglethorpe - Route Treatment	Rushcliffe	£50k-£100k
Tudor Square Mini Roundabout - Central Ave-Albert Rd West Bridgford - Signing and/or lining	Rushcliffe	£10k-£25k
Reserve schemes		
B6021 Kirkby Folly Road - Approx 100m south of Mini rdbt - Surfacing	Ashfield	£25k-£50k
B6021 Lowmoor Road Southwell Lane Kirkby - Signing and/or lining	Ashfield	£10k-£25k
A60 A616 northern crossroads Cuckney - Signing and/or lining	Bassetlaw	£10k-£25k
B6045 Blyth Road - Hundred Acre Lane Worksop - Speed Limit	Bassetlaw	£10k-£25k
B6079 Retford Rd west of A1 Worksop - Surfacing	Bassetlaw	£10k-£25k
B6463 Blyth Road Bawtry Road Harworth - Modify roundabout or mini-roundabout	Bassetlaw	£10k-£25k
Mary Street Rhodesia Worksop - Traffic Calming	Bassetlaw	£25k-£50k
Lilac Grove Beeston - Signing and/or lining	Broxtowe	£10k-£25k
Main Street - greens Lane Zebra Kimberley	Broxtowe	£10k-£25k
Foxwood Lane Woodborough - Bend at High Trees - Surfacing	Gedling	£10k-£25k
Littleworth Bath Street Mansfield - Visibility improvement	Mansfield	£10k-£25k
Crossing improvements on routes to schools		
Calverton Road, Arnold - zebra crossing upgrades [Member request]	Gedling	£25k-£50k
	Sub-block allocation	720.00
	County Capital	350.00
	Improvements (e.g. crossings) on routes to schools	100.00
	1170.00	1170.00

Sub-block/scheme	District	Scheme budget (£000)
Smarter choices		
Rural and on-street EV charging infrastructure study	Countywide	£10k-£25k
EV rural and on-street EV charging trials - dependant on the result of the study	Countywide	£100k-£150k
EV charging infrastructure grants	Countywide	£25k-£50k
Travel plans	Countywide	≤£10k
Active Travel Fund		
Travel behaviour change programme	Countywide	£100k-£150k
	Sub-block allocation	250.00
	External funding	140.00
	Sub-block total	390.00

Sub-block/scheme	District	Scheme budget (£000)
Speed management		
A57, Dunham on Trent - speed limit amendment [Member request]	Bassetlaw	≤£10k
B6045 Worksop Road, Blyth (NE of Briber Road) - interactive speed sign	Bassetlaw	≤£10k
B684 Mapperley Plains - 30 mph limit extension	Gedling	≤£10k
Harcourt Street, Newark - plateau and gateway signing <i>subject to feasibility</i> [Member request]	Newark & Sherwood	≤£10k
Laxton - 30 mph limit extensions	Newark & Sherwood	≤£10k
	Sub-block allocation	175.00
	Sub-block total	175.00

1. Introduction

The County Council recognises that local people should be involved in decisions about public services and policies that affect their lives. The Active Travel Fund Consultation Plan set out below is complementary to the [County Council's public engagement policy](#) and details how the County Council proposes to:

- keep people well-informed about the Active Travel Fund programme, as well as the reasoning behind the overall programme and the individual schemes contained within it
- engage people in discussions and decisions about the overall programme and individual schemes to deliver schemes that are supported by the local community
- listen and respond to people's views and concerns through consultation.

Following Communities & Place Committee approval for the Active Travel Fund (ATF) Tranche 2 programme in principle, each of the schemes approved by Committee will be subject to the necessary detailed scheme investigation, design and safety audit. Formal consultation and equality impact assessments will be undertaken as part of this process to inform scheme development and design. This Plan sets out the consultation that will be undertaken as part of the scheme development; and will be subject to formal approval through the Communities & Place Committee and will reviewed/updated as the programme develops (e.g. to include dates of individual scheme consultation, etc. when these are known).

2. Active Travel Fund Tranche 2 programme delivery schedule

The proposed consultation forms an integral part of the delivery of the ATF Tranche 2 programme in order to determine support for the overall programme, its individual elements and to help shape the schemes that make up the programme. The table below sets out the current ATF Tranche 2 programme delivery schedule, including consultation planned as part of the overall programme and individual scheme development (actions 3&4 and 8&9 respectively in the table below).

Action	Date
1 – Consultation with affected County Council members	December 2020
2 – County Council Committee approval of proposed programme to be consulted on	January 2021
3 – Public and stakeholder consultation on overall programme	January/February 2021
4 – Review of consultation feedback	March 2021
5 – Member/Committee determination of final proposed programme	March 2021
6 – Programming of schemes' predicted construction start/duration	March 2021
7 – Detailed scheme design	TBD on a scheme by scheme basis to meet scheduled construction start for each scheme
8 – Public and stakeholder consultation on detailed scheme designs	TBD on a scheme by scheme basis to meet scheduled construction start for each scheme
9 – Review of consultation feedback	TBD on a scheme by scheme basis to meet scheduled construction start for each scheme
10 – Confirmation of consultation and final construction programme	TBD on a scheme by scheme basis to meet scheduled construction start for each scheme
11 – Scheme construction	TBD on a scheme by scheme basis to meet scheduled construction start for each scheme
12 – Scheme evaluation	TBD in line with DfT reporting timescales

3. Proposed public and stakeholder consultation

Prior to the start of each stage of the consultation (on both general support for the proposals and on the detailed design of each scheme), each scheme will be assessed to determine those likely to be impacted by the proposals; and this will inform how the planned consultation will be effectively promoted and relayed to the public and stakeholders. A list of consultees already identified for inclusion in any consultation is provided as appendix A.

Restrictions due to Covid-19 mean that any public consultation events will be replaced with a virtual consultation, undertaken to give local residents and stakeholders the chance to have their say on the schemes included in the proposed ATF Tranche 2 programme. The consultation will be promoted to the wider general public and will provide people with the opportunity to look at initial scheme proposals, submit questions for clarification and submit formal comments.

Whilst the County Council encourages consultation responses to be made via our online consultation system, comments submitted by email or letter are also accepted subject to a named email or address being provided. Respondents who

are unable to make comments online, by email, or by letter are able to make comments by phone through the Council's Contact Centre.

3.1 Overall programme consultation (actions 3 and 4 in the delivery schedule)

Following the determination of the ATF Tranche 2 programme (actions 1 and 2 of the delivery schedule), consultation on the proposed ATF Tranche 2 programme and individual elements within it will be undertaken to determine if there is general support for the proposed measures and to gather initial comments (both positive and negative) on the scheme proposals to help inform their detailed scheme design. The consultation will include the following (*NOTE: the public and stakeholder consultations as set out below in 3.1.1 and 3.1.2 will take place concurrently*):

3.1.1 Consultation with adjacent frontages (businesses/residents)

A consultation letter, as well as, copy of the draft scheme proposals and scheme rationale will be sent to all affected frontages (residents and businesses). A period of four weeks will be given for consultees to submit comments on the proposals. Copies of these documents will also be published on the County Council's website.

3.1.2 Consultation with stakeholders and the wider public

Consultation with stakeholders and the wider public will include the following:

- Public notice – A public notice, which details the proposals, will be displayed on site. A copy of the notice will also be published on the County Council's website as part of the consultation documents. A period of four weeks will be given for respondents to submit comments on the proposals.
- Consultation letter – A consultation letter, copy of the draft scheme proposals and scheme rationale will be sent to consultees listed in appendix A. Copies of these documents will also be published on the County Council's website. A period of four weeks will be given for consultees to submit comments on the proposals.
- Online consultation – the programme proposals (as well as the public notice and consultation letter) will be published on the Council's online consultation system.

3.1.3 Consideration of consultation responses

All comments (positive and negative) and objections to the proposals received during the consultation period will be considered at the end of the consultation period. Comments will be used to:

- a) help determine the programme taken forward for detailed design and delivery
- b) inform the design of each of the schemes included in the ATF Tranche 2 programme.

Where it cannot be shown that a proposed scheme has overall public support further discussion will be undertaken with the local County Council member. This information will then be used to help the relevant Committee/member to determine what will be included in the ATF Tranche 2 programme taken forward for detailed design and delivery.

3.2 Consultation on detailed scheme design of individual programme elements (actions 8 and 9 in the delivery schedule)

Following the first phase of consultation described above, detailed design will be undertaken which will include consideration of:

- Initial County Council member, public and stakeholder feedback
- Equality Impact Assessments of each individual scheme design
- Required monitoring/review of each individual scheme
- Safety audit of each individual scheme design
- Local County Council member views on detailed design.

Public consultation will then be undertaken on the detailed scheme design of each of the individual ATF Tranche 2 programme elements to gather comments (both positive and negative) on the scheme proposals to help inform their final scheme design. Where a traffic regulation order (TRO) is required a decision will be made at this stage, based on the specific circumstances of the individual scheme, whether it would be appropriate to use an experimental or permanent order. The type of order used will be tailored to the needs of the scheme and both types of order involve statutory opportunities for active consultation and collaboration between the County Council and public.

Following discussions on the proposals with the relevant County Council member(s) representing the electrical division in which proposals are located, the consultation will end the following:

NOTE: The public and stakeholder consultations (including for a permanent TRO) as set out below in 3.2.2, 3.2.3 and 3.2.4, will take place concurrently. If an experimental TRO is used the first six months of the scheme, after delivery, forms the statutory consultation period. Consideration of all forms of consultation responses will take place as set out in 3.2.5.

3.2.2 Consultation with adjacent frontages (businesses/residents) and essential consultees

A consultation letter and a copy of the draft scheme proposals will be sent to all affected frontages (residents and businesses). Copies of these documents will also be published on the County Council's website. A period of four weeks will be given for consultees to submit comments on the proposals.

3.2.3 Consultation with wider stakeholders and the public

Consultation with stakeholders and the wider public will include the following:

- Public notice – A public notice, which details the proposals, will be displayed on site. A copy of the notice will also be published on the County Council's website as part of the consultation documents. A period of four weeks will be given for respondents to submit comments on the proposals.
- Consultation letter – A consultation letter and a copy of the draft scheme proposals will be sent to consultees listed in appendix A. Copies of these documents will also be published on the County Council's website. A period of four weeks will be given for consultees to submit comments on the proposals.
- Online consultation – the detailed scheme proposals (including public notice, consultation letter and drawings) will be published on the Council's online consultation system.

3.2.4 Consultation on Traffic Regulation Orders – Advertising of the Order

Where scheme proposals include the introduction of a Traffic Regulation Order (TRO) they will be introduced in line with the Council's Highway Network Management Plan and consultation will follow the standard process for advertising of the proposed TRO as set out below. A period of four weeks will be given for the receipt of comments on the proposals.

A pack of documents will be produced containing a consultation letter, plan, public notice (for display on site and to be published in the newspaper), Draft TRO, and Statement of Reasons. The notice, which details the proposals, will be published in the local press and also displayed on site. A consultation letter and a copy of the plan will be sent to all affected frontages (residents and businesses) and statutory consultees. Copies of these documents are also published on the County Council's website. A copy of the draft TRO, notice, plan and statement of reasons are held on deposit at County Hall and the local library. *NOTE: in response to Covid-19, emergency legislation came into force on 23 May 2020 which removed the requirement to have documents on deposit in libraries and Council Offices. This legislation will remain in force until 30 April 2021. During this period all documents (including 'has made' documents) will be available to view on the Nottinghamshire County Council consultation webpage.*

3.2.5 Consideration of consultation responses

All comments (positive and negative) and objections to the individual scheme proposals received during the consultation period will be considered at the end of the consultation period. Comments will be used to inform the refinement of the design of each of the schemes included in the ATF Tranche 2 programme where appropriate/feasible. Where objections to a scheme are received, we will attempt to mitigate the objection if possible; and where appropriate these will be discussed with the affected County Council member. In response to the consultation we may decide to re-consult on a revised scheme, cancel the scheme or reduce it in scope. If it is not practical, appropriate, or possible to revise the scheme the objections will be reported in line with Nottinghamshire County Council's formal procedures.

A report summarising the scheme and consultation responses will be submitted to County Council senior management for consideration by County Council Members at Communities & Place Committee. The report and the decision taken will be publicly available on the County Council's website and communicated to consultation respondents.

4.3 Post-programme delivery consultation to inform programme evaluation

The County Council will work with the DfT to undertake effective programme and scheme evaluation to assess the effectiveness of schemes. DfT has stated that it will circulate updated monitoring guidance to support these requirements, with suggested templates for reports, and this Plan will be reviewed in light of the guidance when received. It is, however, anticipated that the reports will include the results of local resident and stakeholders' surveys that test the effectiveness of schemes post implementation.

Appendix A

List of consultees

To include but not restricted to:

- Affected County Council elected members
- Impacted local residents (including residents/tenants associations)
- Impacted local businesses
- Emergency Services
 - Nottinghamshire Police
 - Nottinghamshire Fire & Rescue Service
 - East Midlands Ambulance Service
- Local disability groups/representatives
- Local MPs
- District Council officers
- Parish and Town Councils
- Key local stakeholders
 - Cycling Groups Representatives
 - Public transport operators
 - Royal Mail
 - Local schools that would be served by the proposals
 - Freight transport organisations
 - Organisations representing trade and commerce
 - Statutory Utility Companies
- Impacted County Council service areas

Location/Scheme	District	Scheme budget (£000)
Frances Street, New Brinsley - bollards at junction with Plainspot Road [Member request]	Ashfield	≤ £5k
Station Road, Selston - parking restrictions [Member request]	Ashfield	≤ £5k
Meden Bank, Stanton Hill - dropped kerbs [Member request]	Ashfield	≤ £5k
Sandhill Road (near Felly Mill Lane), Underwood - bollards [Member request]	Ashfield	≤ £5k
A57, Dunham on Trent - building protection [Member request]	Bassetlaw	≤ £5k
Bridgegate, Retford - extension of existing parking restrictions [Member request]	Bassetlaw	≤ £5k
Carburton - Lengthsman scheme	Bassetlaw	≤ £5k
Chancery Lane, Retford - extension of existing Residents' Parking Scheme [Member request]	Bassetlaw	≤ £5k
Dunham Cluster - Lengthsman scheme	Bassetlaw	≤ £5k
Everton - Lengthsman scheme	Bassetlaw	≤ £5k
Gringley Road/Church Street, Beckingham - bend warning sign [Member request]	Bassetlaw	≤ £5k
B6041 Kilton Hill, Worksop - parking restrictions [Member request]	Bassetlaw	≤ £5k
Longfellow Drive, Worksop - extension of existing parking restrictions and junction protection [Member request]	Bassetlaw	≤ £5k
Main Street, Eaton - additional bridge signage and bollards on eastern approach [Member request]	Bassetlaw	≤ £5k
Mattersey Cluster - Lengthsman scheme (<i>pending confirmation</i>)	Bassetlaw	≤ £5k
Misson - Lengthsman scheme	Bassetlaw	≤ £5k
Newlands, Ordsall - signing [Member request]	Bassetlaw	≤ £5k
Norton & Cuckney - Lengthsman scheme	Bassetlaw	≤ £5k
Ollerton Road, Ordsall - signing [Member request]	Bassetlaw	≤ £5k
Rampton - Lengthsman scheme	Bassetlaw	≤ £5k
Rampton Road, Laneham - junction signage improvement [Member request]	Bassetlaw	≤ £5k
Royds Crescent/Tiln Lane, Rhodesia - junction protection [Member request]	Bassetlaw	≤ £5k
A634 Sheffield Road, Blyth - SLOW carriageway markings [Member request]	Bassetlaw	≤ £5k
Shireoaks Common/Cornwall Road, Shireoaks - junction protection [Member request]	Bassetlaw	≤ £5k
Station Road, Misterton - additional bridge signage [Member request]	Bassetlaw	≤ £5k
Stockwith Road, Misterton - chevron [Member request]	Bassetlaw	≤ £5k
Sturton Cluster - Lengthsman scheme	Bassetlaw	≤ £5k
The Oval, Worksop - extension of existing parking restrictions outside school [Member request]	Bassetlaw	≤ £5k
Thornhill Road, Harworth - parking restrictions [Member request]	Bassetlaw	≤ £5k
Tuxford - Lengthsman scheme	Bassetlaw	≤ £5k
Windmill Lane, Worksop - Speed Reduction Measures [Member request]	Bassetlaw	≤ £5k
Disabled Bay Allocation area wide	Broxtowe	≤ £5k
Central Avenue junctions with Alderman Close and Wallett Avenue, Beeston - junction protection	Broxtowe	≤ £5k
Riverside Road, Beeston - parking restrictions	Broxtowe	≤ £5k
Gladstone Street, Beeston - parking restrictions at dropped crossings (tactile)	Broxtowe	≤ £5k
Field Lane/School Lane, Chilwell - junction protection	Broxtowe	≤ £5k
South View Gardens/Swinton Rise, Ravenshead - junction protection	Broxtowe	≤ £5k
Dennis Avenue/Central Avenue, Beeston - no waiting restrictions	Broxtowe	≤ £5k
Abbey Road/Firs Avenue, Beeston - no waiting restrictions	Broxtowe	≤ £5k
Brook Road/Boundary Avenue, Beeston - no waiting restrictions	Broxtowe	≤ £5k
Chilwell Memorial Institute, 129 High Road, Chilwell - railings	Broxtowe	≤ £5k
Dunstan Street, Netherfield - parking restrictions	Gedling	≤ £5k
Gedling Disabled Bays	Gedling	≤ £5k
Matlock Street/Meadow Road, Netherfield - extend parking restrictions	Gedling	≤ £5k
Mount Pleasant, Carlton - parking restrictions at entrance	Gedling	≤ £5k
Newstead Cluster - Lengthsman Scheme	Gedling	≤ £5k
Park Road, Bestwood - dropped kerb	Gedling	≤ £5k
Woodborough - Lengthsman Scheme	Gedling	≤ £5k
Gedling Road outside Arnold Hill, Arnold - remove School Keep Clears and TRO	Gedling	≤ £5k
Claymoor Close, Mansfield - junction protection [Member request]	Mansfield	≤ £5k
Brownlow Road, Mansfield - reduce existing parking restrictions [Member request]	Mansfield	≤ £5k
Marriott Avenue service road, Mansfield - No Through Road sign [Member request]	Mansfield	≤ £5k
Matlock Avenue/Hillsway Crescent, Mansfield - junction protection	Mansfield	≤ £5k
Padley Hill, Mansfield - modification of parking restrictions [Member request]	Mansfield	≤ £5k
Racecourse Road, Mansfield - junction protection [Member request]	Mansfield	≤ £5k
Bleasby - Lengthsman scheme	Newark & Sherwood	≤ £5k
Bowbridge Lane, Newark - junction protection at school, Co-op, Boundary Road etc.	Newark & Sherwood	≤ £5k
Clipstone - Lengthsman scheme	Newark & Sherwood	≤ £5k
Newark Road/Beckingham Road/Brownlows Hill, Coddington - junction protection [Member request]	Newark & Sherwood	≤ £5k
Windsor Close, Collingham - dropped kerb	Newark & Sherwood	≤ £5k
East Stoke - removal of "40" carriageway markings	Newark & Sherwood	≤ £5k
Friend Lane/Boy Lane, Edwinstowe - junction protection [Member request]	Newark & Sherwood	≤ £5k
Lodge Lane, Elston - advanced warning sign	Newark & Sherwood	≤ £5k
Farnsfield - Lengthsman scheme	Newark & Sherwood	≤ £5k
Kirton Hill, Kirton - advanced warning sign [Member request]	Newark & Sherwood	≤ £5k
Lime Grove/Jubilee Street, Newark - junction protection	Newark & Sherwood	≤ £5k

A616 Ollerton Road, Little Carlton - Farm Traffic sign	Newark & Sherwood	≤ £5k
A616, Little Carlton - trial 40 mph speed limit	Newark & Sherwood	≤ £5k
The Priors, Lowdham - junction protection [Member request]	Newark & Sherwood	≤ £5k
Appleton Gate, Newark - removal of advisory 20 mph signs	Newark & Sherwood	≤ £5k
Barnby Road, Newark - extend 30 mph limit	Newark & Sherwood	≤ £5k
Bede House Lane, Newark – parking restrictions at the park entrance	Newark & Sherwood	≤ £5k
Beech Avenue/The Crescent/Bowbridge Road/Byron Close, Newark – junction protection	Newark & Sherwood	≤ £5k
Corkhill Lane, Normanton – toad advanced warning sign	Newark & Sherwood	≤ £5k
Nelson Lane/Main Street, North Muskham – junction protection	Newark & Sherwood	≤ £5k
A6075 Tuxford Road, Boughton - 30mph road marking at limit terminal point	Newark & Sherwood	≤ £5k
Ollerton Cluster - Lengthsman scheme	Newark & Sherwood	≤ £5k
B6020 Warsop Lane/Nightjar Way, Rainworth - junction protection	Newark & Sherwood	≤ £5k
South Scarle - extension of 30 mph limits	Newark & Sherwood	≤ £5k
Kirklington Road and Halam Road, Southwell – extension of existing parking restrictions [Member request]	Newark & Sherwood	≤ £5k
Southwell - Lengthsman scheme	Newark & Sherwood	≤ £5k
The Ropewalk/Monckton Drive/Appleton Close, Southwell - junction protection	Newark & Sherwood	≤ £5k
Wolsey Road, Southwell – junction protection [Member request]	Newark & Sherwood	≤ £5k
Nursery Lane, Sutton on Trent - dropped kerb	Newark & Sherwood	≤ £5k
B6166 Farndon Road/The Osiers, Newark - loading restriction at junction [Member request]	Newark & Sherwood	≤ £5k
The Hollows, Thurgarton - parking restrictions/junction protection	Newark & Sherwood	≤ £5k
Thoroughfare Lane/Gainsborough Road, Winthorpe – junction protection and parking restrictions [Member request]	Newark & Sherwood	≤ £5k
Walnut Farm Cottage and Main Road/Park Road, Barnstone - dropped kerbs [Member request]	Rushcliffe	≤ £5k
Albert Road, West Bridgford - Playground warning signs at the Pedestrian entrances to the park [Member request]	Rushcliffe	≤ £5k
Bingham Road, Wiverton - SLOW markings, reflective marker posts and renewal of edge markings [Member request]	Rushcliffe	≤ £5k
Main Street/Bollards Lane and Main Street/Bucks Lane, Sutton Bonington - unsuitable for wide vehicles signage [Member request]	Rushcliffe	≤ £5k
Buckfast Way/Abbey Road, West Bridgford - junction protection [Member request]	Rushcliffe	≤ £5k
Cotgrave – lengthsman scheme	Rushcliffe	≤ £5k
Cropwell Bishop – lengthsman scheme	Rushcliffe	£5k - £10k
Cumberland Close/Easthorpe Street, Ruddington - junction protection and parking restriction [Member request]	Rushcliffe	≤ £5k
Main Street/Stonehurst Lane, Normanton on Soar - extension of existing [Member request]	Rushcliffe	≤ £5k
Langar cum Barnstone – lengthsman scheme	Rushcliffe	≤ £5k
Main Street (either side of The Basin), Hickling - duck warning signs	Rushcliffe	≤ £5k
Main Street/Station Road, East Leake - junction protection [Member request]	Rushcliffe	≤ £5k
Market Place, Bingham (Robert Miles School) - school warning signs [Member request]	Rushcliffe	≤ £5k
Musters Road/Boundary Road, West Bridgford - junction protection [Member request]	Rushcliffe	≤ £5k
Buckfast Way, West Bridgford - Playground warning sign [Member request]	Rushcliffe	≤ £5k
Nottingham Road/Wallace Street and Nottingham Road/Meadow End, Gotham - junction protection [Member request]	Rushcliffe	≤ £5k
Tollerton Lane (outside nos 20 to 24), Tollerton - carriageway edge lines on the SE side of the bend [Member request]	Rushcliffe	≤ £5k
Nottingham Road (outside Spar), Gotham - parking restriction alteration [Member request]	Rushcliffe	≤ £5k
Owthorpe Lane, Kinoulton - SLOW marking [Member request]	Rushcliffe	≤ £5k
Platt Lane/A606 Melton Road, Normanton on the Wolds - Redesign and reposition existing Give Way signage [Member	Rushcliffe	≤ £5k
Platt Lane, Normanton on the Wolds - Unsuitable for HGVs warning signing [Member request]	Rushcliffe	≤ £5k
Hungary Lane, Sutton Bonington - railway bridge height cords	Rushcliffe	≤ £5k
Rugby Road (near Compton Acres), West Bridgford - parking restrictions [Member request]	Rushcliffe	≤ £5k
Trevor Road, West Bridgford - Give Way markings and sign illumination [Member request]	Rushcliffe	≤ £5k
Lyme Park (turning head), West Bridgford - parking restrictions [Member request]	Rushcliffe	≤ £5k

2021/22	Road Safety Issue	Target Audience	Key messages	Activity / Event(s)		Campaign	Press Release / Publicity May include local press, and social media
Winter 2021	Winter Driving	Drivers, Riders	• Tyres • Weather related advice				X Social Media & press releases
	Driver/ Rider Behaviour	Drivers & Riders	• Attitudes to driving • Influences on your driving/riding behaviour				X
	Drink / Drugs	Drivers, Riders & Pedestrians	• Designated Driver • Morning After				X Social Media & press releases
Spring 2021	British Summer Time begins	All Road Users	• Change in driving conditions (commute)				X
	Post COVID	All Road Users	• Appropriate reminders as traffic flow etc increases, returns to a 'new norm'				X
	Cycle Safety	Adult Pedal Cyclists, Drivers	• Road positioning • Got your Back Campaign • Cycle helmets	X	NRSP Partnership events and awareness raising	NRSP Adult Cyclist campaign "Got your Back"	X
Summer 2021	Drink / Drugs	Drivers, Riders & Pedestrians	• Designated Driver • Euro 2021 Football • Morning After	X	Mocktails & advice events		X
	Cycle Safety	Adult Pedal Cyclists	• Road positioning • Got your Back' Campaign • Conspicuity • 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 (need to monitor use)	X			X
	Pedestrian Safety	Pedestrians	• Use of crossings, safe place to cross • Distraction	X	NRSP Partnership events and awareness raising	NRSP Older Pedestrians	X
Autumn 2021	In Car Safety	Drivers & Passengers	• Car Seat advice • Seatbelt wearing	X	Car Seat Advice Events	X	X
	Back to School	All Road Users	• Children on school journey • Route planning				X
	Eyesight	All Road Users	• Eye Health • Vision Checks • Eyesight Week	X	Partnership events & Education sessions		X
	British Summer Time End	All Road Users	• Change in driving conditions (commute) • Use of lights (in working order)				X
Winter 2022	Conspicuity	Pedestrians, Pedal Cyclists & Motorcyclists	• Visibility of road users • Reflective & Hi Vis clothing	X	RSE in schools		X
	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
All Year Round	Drink / Drugs	Drivers, Riders & Pedestrians	• Designated Driver • Morning After	X	Mocktails & advice events		X
	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	Road side campaigns & targeted Police enforcement operations	X
					Supporting Police		

Training

2021-22	Activity	Training Module	Target Age Group
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
School Holidays: Easter, Summer and half-terms	Pre Driver Events	All day event	15-17 year olds (prior to learning to drive)



07 January 2021

Agenda Item:5

REPORT OF THE CORPORATE DIRECTOR, PLACE

STREETWORKS PERMIT SCHEME: UPDATE REPORT

Purpose of the Report

1. Further to the January 2020 report that approved the commencement of a Streetworks Permit Scheme in Nottinghamshire following a regulatory consultation process, this report provides an update on progress and impacts of the scheme.

Information

2. The January 2020 report considered the responses predominantly from the statutory utilities on the proposal to introduce a permit scheme for streetworks in Nottinghamshire. The report detailed the changes and benefits that would be expected from adopting the powers available under Traffic Management Act (2004). Briefly these are;
 - i. All organisations wishing to carry out works on the highway must under a permit scheme apply for permission to work and pay a fee if required. Under the current system, such organisations only have to notify the Council of proposed works with no fee.
 - ii. The income from the fees paid is allocated to the additional costs that arise from assuming the powers. These primarily are for the costs of additional staff to receive and approve all requests and for the increased capacity to check works on site.
 - iii. The permit application process ensures that the Council is able to check all proposed works (with the exception of emergency works) as well as all variations of agreed work.
 - iv. Standard national conditions will be applied to ensure that works are managed as efficiently as possible. Additional inspectors will be employed from the fee income to check the compliance of works and Fixed Penalty Notices can be issued to any organisations that are considered to have failed to adhere to the stated conditions.
 - v. All works including those of our own Highways promotor within VIA will be treated with parity. Although charges are not applied by legislation for our own works, the permit scheme requires all organisations to apply for a permit before commencing work to ensure that coordination and communication is as efficient as possible.

3. It is important to note that the introduction of a permit scheme to manage streetworks does not prevent utilities placing their apparatus in the highway and carrying out necessary maintenance. It does though provide income that funds a significantly enhanced resource that will improve our ability to control and check the work. This ensures that the network is managed more efficiently for the benefit of all road users. A 2017 Department for Transport commissioned report determined that permit schemes typically reduce the duration of works and consequently any disruption and congestion associated with those works.
4. The scheme approved for Nottinghamshire introduced a fee for works on all roads within the Council's administrative area but on a sliding scale depending on the nature of the works and the type of road directly affected. These charges reflect the amount of additional management and control required to minimise disruption from works. Discounted permit charges are also applied where utilities work collaboratively or phase works to lessen inconvenience to road users.
5. Operationally, the team responsible for delivering the permit scheme based within VIA East Midlands as an extension to the existing streetworks coordination team.

Scheme Commencement

6. Between the January report and the Permit Scheme legal commencement date on the 1st April 2020, VIA worked to employ and train the additional staff required and undertook a fundamental change to the ICT management system for the processing of the permit applications. The new structure has additional staff in a range of roles designed to cover all works applications efficiently and ensure that staff are also available to make visits to problematic streetworks sites at short notice.
7. The set-up was understandably hampered by the escalating COVID 19 national response and this led to a number of operational difficulties on the lead up to the commencement date. The expansion of the staff structure was managed in a phased way to ensure that the core of the team could stay working whilst new staff were being trained remotely. Utilities were also facing operational challenges and much of the expected testing leading up to the start date was not possible.
8. A further substantial challenge came from the commencement of the DfT's Streetmanager project on the 1st July 2020. This national initiative created an online application process for all streetworks that is part of the Gov website. This portal receives the applications and then distributes them into each Local Authority's processing software. There have inevitably been issues but these are being resolved.
9. The Utilities had a reduced presence on the highway network due to Covid19 from late March which assisted with slowing the permit application work flow but has had a financial impact as detailed below. At the time of writing, utility and VIA street activity has returned to almost pre-lockdown levels. The comparison of permit applications in 2020/21 against streetworks notices in 2019/20 is shown in **Appendix A** together with expected income against actual income. Not all posts have been filled to date so the operational costs are also lower than modelled.

10. The early results are looking very promising. One clear benefit is that Utilities are now being routinely challenged to justify the duration of works they request. Significant works often require the co-ordination of different contractors but by examining each application in detail with the additional staff, the Council has already been able to considerably reduce the duration of works.
11. The new staffing structure includes for 6 Compliance Officers who will be inspecting works to ensure that the conditions applied to the permit are being met on site. These officers are working over 7 days a week so there will always be the ability to visit works outside of normal office hours. Compliance Officers can issue Penalty Notices for any works that do not comply with the applied conditions. At the time of writing, there are still 2 posts to fill for Compliance Officers.
12. The permit scheme will be evaluated annually for the first 3 years of operation (and thereafter every 3 years) and a report will be presented to Members accordingly and made available to stakeholders. This report will detail the performance of the Council operating the Permit Scheme against a number of Key Performance Indicators.

Statutory and Policy Implications

13. The Nottinghamshire Local Transport Plan (LTP) for the period 2011-2026 details the transport strategy for the whole of the county. Section 4.1.2 of this LTP: Managing disruption on the network sets out that the Council will 'examine the provisions relating to permit schemes, including whether to introduce such a scheme'.
14. The LTP Implementation Plan 2018/19 – 2020/21 identifies the following transport priorities as objectives of the LTP, all of which are fully supported by the introduction of a permit scheme:
 - i. Reducing traffic congestion on our roads
 - ii. Maintaining a good quality road network
 - iii. Improving the safety of our roads
15. 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

16. The introduction of a permit scheme has required an increase in resources to administer the permit regime as detailed in the January 2020 report. In addition, additional ICT hardware and software has also been required. All of these additional direct costs together with a proportion of overheads including pensions, accommodation, central services, monitoring of the scheme, KPIs and invoicing should be met by the income from the permit fees. Net proceeds received from Fixed Penalty Notices are ringfenced by the Permit Regulations to be applied to promoting and encouraging safe, integrated, efficient and economic transport facilities and services within the area covered by the permit scheme.

17. In addition to income from the permit fees, a permit scheme also creates a new potential source of income from two new sanctions: (1) working without a permit with a £500 fixed penalty notice; and (2) working in breach of a permit condition with a £300 fixed penalty notice. Any income from these penalties does not have to be applied to any specific cost. A small number of FPNs have been issued in this financial year but as resources increase these can also expect to increase.

Human Resources Implications

18. The introduction of a permit scheme has required an increase in the staff resources to administer the permit regime, primarily for the coordination and inspection of works. The costs of this will be met from the permit fees. In the main these additional staff will be placed within VIA. The impact within the client side at the County Council is currently under consideration and will be subject to a subsequent report to Committee.

Implications for Service Users

19. The introduction of a permit scheme is anticipated to reduce the disruption and impact of roadworks for all Service Users.

Implications for Sustainability and the Environment

20. Reduced traffic congestion will subsequently reduce emissions from queuing vehicles.

RECOMMENDATION

- 1) That Members consider the update on the introduction of the permit scheme as set out in the report.

Adrian Smith
Corporate Director Place

For any enquiries about this report please contact: Gareth Johnson, Enforcement Manager, Tel: 0115 8040388

Constitutional Comments (SG 26/11/2020)

21. This decision falls within the Terms of Reference of the Communities & Place Committee to whom responsibility for the exercise of the Authority's functions relating to Streetworks Permit Scheme has been delegated. SG

Financial Comments (SES 25/11/2020)

22. The financial implications are set out in paragraphs 17 and 18 of the report. The introduction of a permit scheme has required an increase in resources to administer the permit regime as detailed in the January 2020 report. The additional direct costs together with a proportion of overheads should be met by the income from the permit fees. Net proceeds received from Fixed Penalty Notices are ringfenced by the Permit Regulations to be applied to promoting and encouraging safe,integrated,efficient and economic transport facilities and services within the area covered by the permit scheme.

23. In addition to income from the permit fees, a permit scheme also creates a new potential source of income from two new sanctions: (1) working without a permit with a £500 fixed

penalty notice; and (2) working in breach of a permit condition with a £300 fixed penalty notice. Any income from these penalties does not have to be applied to any specific cost. A small number of FPNs have been issued in this financial year but as resources increase these can also expect to increase.

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.

- None

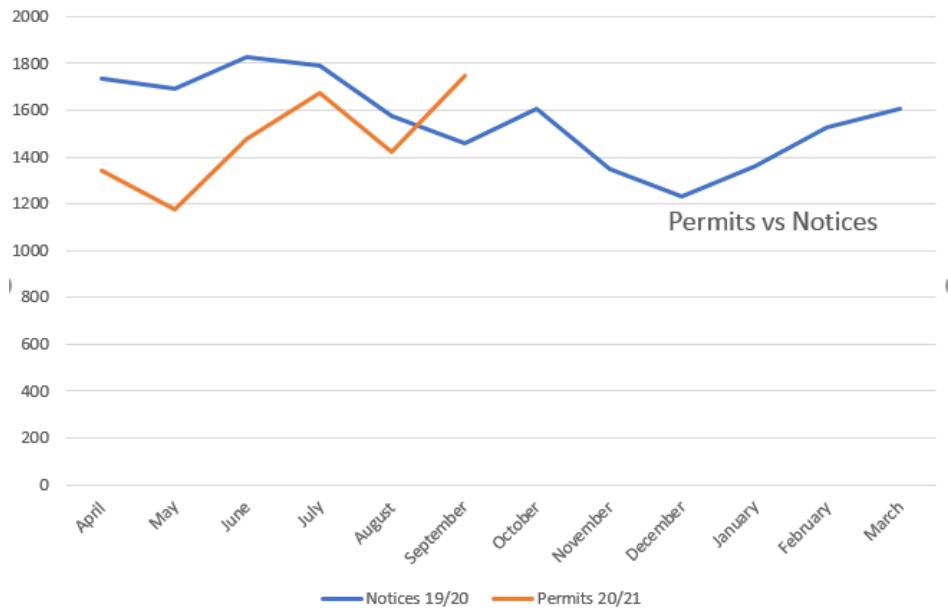
Electoral Division(s) and Member(s) Affected

- All

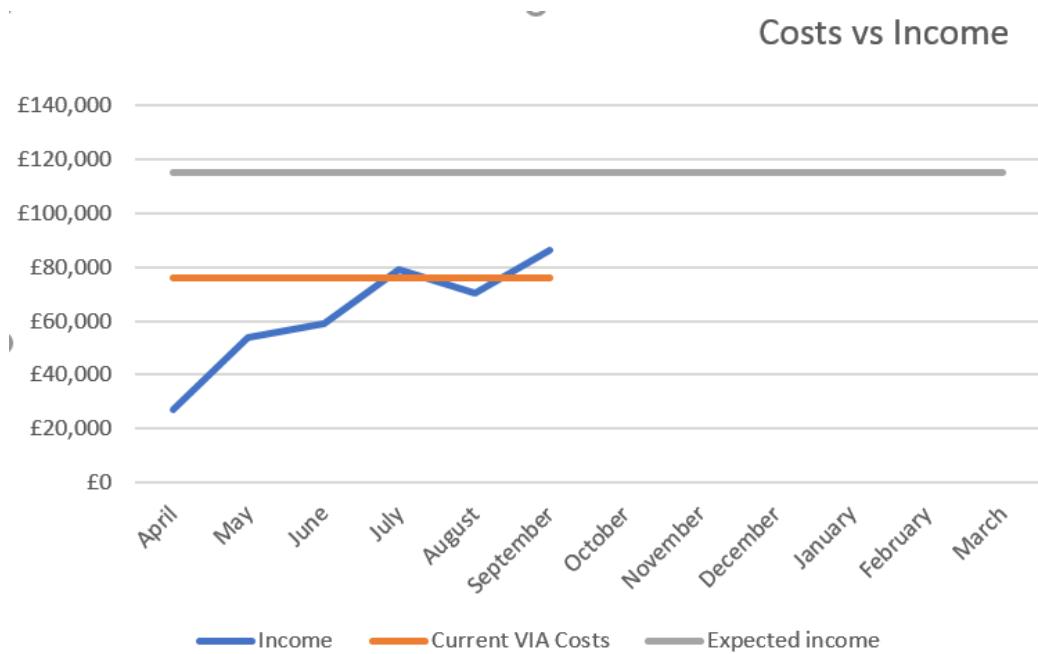
APPENDIX A

Nottinghamshire County Council Permit Scheme-April-September 2020

a) Chart 1-Notices (2019-20) compared to Permit applications (20/21)



b) Chart 2-VIA costs and income (note NCC client costs not included)





7 January 2021

Agenda Item:6

REPORT OF THE CORPORATE DIRECTOR, PLACE

A614/A6097 MAJOR ROUTE NETWORK – SCHEME UPDATE

Purpose of the Report

1. To provide an update on the Outline Business Case (OBC) for the scheme which has now been submitted and to seek approval for ViaEM to lead the delivery of the scheme; and to begin the consideration of minimal land purchases to keep the project progressing after programme entry whilst undertaking the necessary future statutory processes.

Information

2. As part of the Transport Investment Strategy, the Government has committed to creating a Major Road Network (MRN). The current MRN includes both the A614 and A6097 and improvement of this road corridor will;
 - reduce congestion;
 - support economic growth and rebalancing;
 - support housing delivery;
 - support all road users; and
 - support the Strategic Road Network.
3. The A614 / A6097 improvements accord closely with the Nottinghamshire County Council objectives in terms of supporting economic growth along the corridor, principally through enabling the regeneration of the former Thoresby colliery site, delivering traffic relief to adjacent roads within Ollerton Village, providing safe access to the village of Bilthorpe from the A614, and accommodating forecast employment and housing growth in Calverton, Gedling, Newton and Bingham at the southern end of the improvement corridor. All of which will help to support a thriving local economy and minimise the impacts of transport on people's lives, as well as improving access to and enabling new employment opportunities including the visitor economy.
4. In October 2018 the Government agreed in principle to provide MRN monies (provisionally £18m) in the first tranche of funding subject to the submission of a satisfactory OBC. This report details the progress made in the development of the scheme and highlights the most recent submission of the OBC to the Department for Transport.

Scheme Details and Objectives

5. The package of measures within the Scheme includes six junction improvements along the A614 and A6097 in order to increase traffic capacity so that both future residential and employment traffic can be accommodated whilst also reducing journey time delays. The six junctions are physically within the Districts of Newark & Sherwood and Rushcliffe

but the whole A614 and A6097 route passes through the Borough of Gedling and extends into Bassetlaw District. There are a number of both committed and allocated development sites located in close proximity to the Scheme. The junction improvements are identified below:

- Ollerton Roundabout – the intersection of the A614 / A616 / A6075 roundabout.
- Mickledale Lane junction – the A614 / Mickledale Lane crossroads.
- White Post roundabout – the A614 / Mansfield Road roundabout.
- Warren Hill junction – the A614 / A6097 priority junction.
- Lowdham Roundabout – the A6097 / A612 Nottingham Road / Southwell Road roundabout, and
- Kirk Hill junction – the A6097 / Kirk Hill crossroads.

6. Key objectives that will be achieved by the Scheme include:

- Unlocking major development sites;
- Removal of peak period traffic congestion which will bring significant journey time benefits to commuters and local businesses; and
- Improve road safety for all users.

7. The scheme is an important part of NCC's strategy to support growth and investment in Nottinghamshire. It will enable the Strategic Road Network and local roads to operate more efficiently by reducing congestion, improving the reliability of journey times whilst also providing increased capacity at key junctions which will help facilitate economic growth in the area.

8. The package of measures outlined is considered to provide real economic momentum, especially during the current pandemic, in and around the corridor of interest. As an example; the Thoresby Colliery site is earmarked for 850 new houses and will deliver 2.3 hectares of employment land which will bring new jobs to the local area. Other key sites that will be enabled by the Scheme include; land to the north of Petersmith Drive, Ollerton which has been allocated 305 new houses, land in Newton which has been allocated 500 houses and land to the north of Bingham for 1,000 houses and 15.5 hectares of employment development.

9. The A614 serves a dual-economic function: facilitating regular commuter/ business trips and longer distance traffic movements, and also being an important corridor for the visitor economy which is forecast to grow in the future. In keeping with this and recognising the need to maximise the visitor economy, the Authority has improved other junctions on the A614 route in recent years. As follows:

- the A614 / B6034 (Rose Cottage) junction was upgraded from a priority T-junction to a signalised junction with works complete in February 2013.
- the A614 / A617 Lockwell Hill roundabout junction was enlarged in September 2013.

10. The original scope of works had included for the provision of a new signalised junction at the Deerdale Lane exit from Bilshorpe. Following a detailed analysis of the proposals including; the scale of utility diversions and an assessment of the safety works that have already taken place, the scheme has not been able to be included in this package of works.

11. Overall, the provision of measures for the A614/A6097 are considered to be beneficial in terms of impacts on the local highway network and on transport grounds. An expert

analysis has shown the benefit to cost ratio is high, with a transport Benefit Cost Ratio of 3.08 (that is a £3.08 return for every £1 spent). The benefits of undertaking the Scheme are very high.

Construction Delivery

12. The OBC details a full range of procurement options which are considered to secure best value. The approach in the OBC builds on NCC's strong track record in delivering major transport schemes, with a clear understanding between contractor and authority of how they work and what their processes are. This is not just in terms of roles, but also agreed standards, mechanisms and clarity over risk and risk allocation and transfer throughout the design and construction phases.
13. The County Council's suggested preferred construction route for the six junctions forming the A614 / A6097 MRN Scheme is through Via EM, utilising the existing Highways Service Contract (HSC). The preferred route provides best value and brings a unique local ownership and responsibility to its delivery. Via EM is currently in Year 5 of a ten year contract and the construction programme falls well within this period.
14. Via EM is proposing a local mixed economy approach using in-house operational teams and sub-contractors. As local provider to NCC, Via EM has demonstrable experience in successful delivery of traffic signals, street lighting and electrical installations, civils and drainage work while also having the ability to draw on existing established frameworks for expertise in the delivery of specialist areas, such as pavements and traffic management.

Progress to Date

15. Progress to date has focussed on the work required to inform and develop the OBC and this has included assessment of junctions' options, updating land requirements and commencing junction modelling following receipt of traffic flows.
16. Following extensive additional work, detailed design, ongoing liaison with the Department for Transport and further consultation, the OBC was submitted to the DfT ahead of the end of December 2020 deadline. The funding however, is still subject to approval of the OBC and a Full Business Case (FBC) will be required to be submitted, following completion of all statutory procedures as required for the Scheme.
17. NCC has the overall responsibility for land acquisition, design, procurement, construction and delivery of the Scheme and Via East Midlands Limited (Via EM) have been instructed to undertake these tasks on our behalf.
18. In order to deliver and construct the six identified schemes, third party land will be required and a budget will need to be set up to accommodate future land transactions when the OBC has been approved. Whilst every endeavour will be made to acquire parcels of land by negotiation, it is standard practice that Compulsory Purchase Powers are progressed simultaneously to reduce project risk.
19. Communications have commenced with key stakeholders. Land registry searches and land valuation work is ongoing and will be updated once modelling and option assessments have been completed. Geotechnical and ecology work is being commissioned to support the design and Environmental Impact Assessments (EIA) that will be required as part of the planning application processes.

20. As part of the detailed design process, including taking on board comments received through stakeholder engagement, consultation and receipt of more detailed utility diversion works to deliver the amended designs, the overall cost of the package is £28.6million. The revised package has had to include for a new scheme at the southern end (Kirkhill crossroads) which addresses issues raised around the Lowdham junction and provides significant additional benefits to this project.

Planning

21. Planning permission will be required for the construction of the A614/A6097 scheme and will be sought early 2021.

Other Options Considered

22. There have been numerous options considered for each junction and extensive traffic modelling has been undertaken to assist in the decision-making process. An Options Assessment Report has been submitted to the DfT alongside the OBC which outlines the process of option development throughout the preliminary design stage.

Reason/s for Recommendation/s

23. The A614/A6097 scheme will contribute to economic growth and investment in this part of Nottinghamshire and will deliver significant journey time savings and improvements in respect of the highways.

Statutory and Policy Implications

24. 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.

Finance Implications

25. The latest cost estimate for the package of measures is currently £28.6 million. The bid to the DfT is for a contribution of £24.4 million with the remainder being funded by S106 / CIL / NCC contributions. The promoter of the Thoresby Colliery redevelopment site at Edwinstowe (Harworth Group Plc) has already provided a s106 contribution of £1.3 million towards the scheme, and a further £200k has come from development in Ollerton. The DfT allocation is only provisional at this stage and all costs incurred prior to Full Approval are done so at risk and met by NCC.

26. It should be noted that the previously approved local contribution of up to £4million has not been increased. The current level of required NCC match is £2.7m.

27. Under the terms of the OBC, the DfT will require the County Council Section 151 Officer to confirm that NCC accept responsibility for meeting any costs over and above the current contributions totalling £28.6million to deliver all six junction improvements. This is applicable prior to construction as part of the business case approvals and once in

contract, i.e. to cover the costs of construction once in contract and costs exceeding the budget available.

RECOMMENDATION/S

It is **RECOMMENDED** that Committee:

- 1) Endorse the update on Outline Business Case submission for the scheme and next steps in project delivery; and
- 2) Approve in principle for Via East Midlands to lead on the delivery and to consider the appropriate steps towards acquiring land, once programme entry has been confirmed.

Adrian Smith
Corporate Director – Place

For any enquiries about this report please contact: Kevin Sharman 0115 977 2970

Constitutional Comments (EP 21/12/2020)

28. The recommendations fall within the remit of the Communities and Place Committee by virtue of its terms of reference. Any proposed land acquisitions will require the prior approval by the appropriate Committee.

Financial Comments (GB 21/12/2020)

29. The main risk to the Council with regard to this project is that the DfT require Nottinghamshire County Council's Section 151 officer to confirm that the Council accepts responsibility for meeting costs over and above the current DfT contribution. The overall cost package to complete the project currently stands at £28.6m. The bid to the DfT is for a contribution of £24.4m and, in addition, section 106 contributions of £1.5m have been agreed. This leaves a potential funding gap of £2.7m. Efforts will be made to close this funding gap as the project progresses and the financial costs and contributions become more clear. All costs incurred prior to DfT approval are done so at risk and will be met from existing capital budgets.

30. There will be a requirement for a variation to the capital programme through the usual approval processes once the DfT funding is confirmed. At that stage, total project costs and funding streams will need to be identified and a Latest Estimated Cost report submitted for approval.

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.

- Report to Policy Committee 12 September 2018 - Major Infrastructure Improvement Scheme
- Report to Policy Committee 17 October 2018 – A614 / A6097 Major Infrastructure Improvement Scheme
- Report to Communities and Place Committee 4 April 2019 – A614 Major Route Network – Scheme update, compulsory purchase order and side roads orders

- Report to Policy Committee 22 May 2019 A614/A6097 Major Route Network – Scheme Update and Funding Agreements.

Electoral Division(s) and Member(s) Affected

Bingham East	Councillor Francis Purdue-Horan
Bingham West	Councillor Neil Clarke
Muskham and Farnsfield	Councillor Bruce Laughton
Ollerton	Councillor Mike Pringle
Sherwood Forest	Councillor John Peck
Southwell	Councillor Roger Jackson



7 January 2020

Agenda Item:7

REPORT OF THE SERVICE DIRECTOR, PLACE AND COMMUNITIES

UPDATE ON KEY TRADING STANDARDS AND COMMUNITIES MATTERS

Purpose of the Report

1. To update the Committee on key Trading Standards and Communities matters, including the role the Service continues to play in the County Council's response to the Covid-19 emergency.
2. To seek approval for a minor amendment to the Trading Standards staffing structure

Information

TRADING STANDARDS

3. **EU Exit** – At the time of writing, the outcome of trade deal negotiations with the EU at the end of the transition period and the longer term impact on consumer protection legislation is unknown.
4. In order to prepare for the most likely scenarios, officers from the Service have been participating in numerous national seminars run by the Chartered Trading Standards Institute (CTSI) and Central Government agencies/departments, on what the requirements are likely to be.
5. CTSI have been helping the profession to prepare for some time. The national leads for different trading standards legislative areas formed a Brexit Think Tank. The Think Tank has been collating all potential legislative changes, and assessing the risks and opportunities within those areas. This was done to help prepare trading standards professionals who will need understand the legislative landscape and ensure that both consumers and businesses are not negatively impacted after the end of the Implementation Period Completion Day on 31 December 2020. Similarly, the Service has been using its subject lead officers to monitor any potential changes to legislation etc. in their respective areas.
6. The end of the transition period has the potential to pose significant challenges to local businesses; however, the Service is well placed to help businesses deal with the changes.
7. **The Health Protection (Coronavirus, Restrictions)(England)(No.4) Regulations 2020 -** This legislation allows for Trading Standards and Environmental Health officers to enforce the requirement for non-essential businesses to close and others to only operate under strict restrictions such as click and collect.

8. Officers have been advising businesses that are making enquiries with the Service and also undertaking visits to ensure compliance with the Regulations. At present, only advice has been given to traders but the Regulations do allow for prohibition notices and fixed penalty notices to be issued, when necessary.
9. Zinc Bar – West Bridgford (bar) – The direction placed on this premises has now been lifted as the owner put in place a covid secure system to ensure the safety of customers and staff.
10. **County wide approach** - Officers are still linked to County wide groups to ensure enforcement consistency for Covid related matters. Enforcement meetings with Public Health are taking place 3 times a week, with other partners such as police colleagues so that particular incidents or emerging trends can be discussed.
11. **Nottinghamshire Coronavirus Community Support Hub** - Trading Standards continue to manage the volunteer checks. The Communities Team have also been contacting individual volunteers who are registered on the Hub, as during the summer a smaller number of volunteers were dispatched, the purpose of these calls is to try and keep the volunteers engaged, 100% of the volunteers that have been contacted are happy to remain on the Hub.
12. **Personal Protective Equipment (PPE) Safety** - The supply chain for PPE procured for Council officers and others has now recovered to the extent that Trading Standards has not had to advise on any more recent purchases.
13. **Market Surveillance – Face coverings and hand sanitiser** - Stage 2 of the Service's market surveillance project has been completed in terms of shops, they have been written to advising them of their obligations when selling these types of product.
14. Stage 3 of the project is now being planned. Officers will be visiting different areas in all of the district/boroughs in order to give advice to sellers of these types of product. These visits will take place in December before Christmas.
15. **Support to Businesses** - The Commercial Services team continues to provide support to Primary Authority businesses to meet the continually evolving challenges that Covid-19 brings to the trading environment. The Service is also keeping abreast of relevant legislative changes resulting from the Brexit situation as it develops, in order to be best placed to support businesses to be prepared for 1st January 2021.
16. **Income Update** - Trading Standards has an income generation target of £729k for 2020/21. At the time of writing the current cumulative level of income is £377.5k. During this financial year to date the Service's commercial services activities have been heavily impacted by the impact of Covid-19 and lockdown on the UK business sector. As a result, at the time of writing, the Service is currently forecasting a year end income achievement of £575K against the £729k target. This latest forecast is however greatly improved from forecasts earlier in the financial year when the predicted shortfall in income against the £729k target exceeded £300k.
17. Progress has come from work in the intervening period to agree revised contracts for 20/21 with many existing Primary Authority companies, as they recovered from the shock of the first lockdown and adjusted to the new Covid trading environment. The Service has also been able to form 2 new Primary Authority partnerships during this period, one of which was directly connected to a need for technical product support as a result of the move to home working under current Covid restrictions. Managers have also explored all opportunities to secure additional external funding to support the work done within the Service.

18. **Trading Standards Staffing Structure** – this report seeks approval to make a minor amendment to the Trading Standards staffing structure. Nationally, there is a recognised shortage of qualified Trading Standards Officers (TSOs). Nottinghamshire like many other authorities is struggling to both recruit and retain TSOs that have the comprehensive skills and qualifications mix needed going forward.
19. The Service currently has 2 FTE vacant Level 3 Trading Standards Officer (TSO) posts. These recently went through a recruitment process without any success. Most of the work carried out by the Service, including the Commercial, Covid or Animal Disease work covered in this report, require a high degree of skill, experience and knowledge to undertake.
20. In order to make the vacancy more attractive to recruit to, this report seeks approval to decrease the number of Level 3 TSO posts from 6 FTE to 5 FTE, while increasing the number of Level 4 TSO posts from 9.6 FTE to 10.6 FTE. The estimated additional cost involved (£6.4k) can be met from the Trading Standards budget. If the Committee agrees to this proposal, then the plan would be to go out to recruitment for a Level 4 TSO post.
21. **Fireworks** – The Service has renewed 20 fireworks licences and issued 10 new licences to store up to 250kg of fireworks. It has also issued another 1 to store up to 2000kg of explosives. A further 21 storage licences have not been renewed from last year.
22. A total of 64 inspections have taken place by the Service during the time period that fireworks are generally available to be sold to the public. Officers ensured that fireworks were being stored correctly and measures were in place to prevent sales to under 18's.
23. The main issues arising were with combustible materials being stored next to or near to the storage of fireworks, the display of “old” statutory advice posters and the potential over storage at one premises. All issues were dealt with at the time of the inspection by the responsible person for the shop at the time.
24. The period in which you can sell fireworks to the public is between 15th October and 10th November 2020, but also at Christmas, New Year, Chinese New Year and Diwali. However, there are premises that have an all year round licence to sell. Fireworks being “let off” by the public outside of this time period, doesn't necessarily mean that shops are selling them but that the public have bought and stored them for a later time or that they have made a purchase from a shop able to sell all year round.
25. If officers had intelligence to suggest that a shop was selling fireworks outside of these periods and did not have an all year round licence, a visit would be made and advice given. Evidence would be gathered if the shop was displaying the fact that fireworks could be purchased and potentially a test purchase could be made. This could lead to further action being taken.
26. **Preventing Fraud Against The Vulnerable** - Officers continue to safeguard our most vulnerable residents. Recent work includes:
- Working with agencies to help a lone vulnerable Ashfield consumer in her who paid a deposit on a substantially over-priced door. Officers managed to cancel the contract and are working to obtain the consumers deposit back. Ashfield District Council have agreed to replace the consumers door.
 - Supporting a woman who was struggling to buy food, and who's phone was not making outgoing calls, despite her paying for them. Officers connected the lady to a local food bank, who are now delivering food parcels each week, and worked with her phone provider and is now able make outgoing calls.

- A Care Agency alerted us to a man with dementia in his 80's who had paid £2500 for some landscaping work, having also paid a substantial amount to a solar power company. Officers provided substantial and detailed information to the family and to the social worker to help them support the man to break the cycle of further financial loss.
- We received a referral regarding a lone Gedling man in his 70's. Investigations uncovered he had spent over £20,000 on various scams. Officers worked to provide advice and support to his family and the social worker, to try to prevent any further financial loss.
- Victim Care in London referred a case from a lady whose mother lived in Nottinghamshire, and who was receiving a large number of unwanted phone calls. Officers provided detailed advice, to try and prevent financial loss by preventing further unwanted phone calls.

27. Officers have carried out a training session over teams to people that help deliver the Memory Cafes in Nottinghamshire. The Memory Cafes provide support to people suffering with dementia or memory loss and those caring for them. Unfortunately, people who have dementia, can be particularly vulnerable to scams and the training session will help raise awareness.

28. Officers have worked with our colleagues in Energy and Carbon Management to provide the public with some advice following the launch of the Green Homes Grant. The advice informed consumers how to access the scheme, independently verify trader's identification and accreditation to the scheme, along with some addition fraud prevention advice.

29. **Environmental Weight Restrictions (EWR's)** - Work continues to enforce the County's EWRs, on behalf of Highways colleagues, to tackle the problems caused by heavy goods vehicles using inappropriate routes in the county.

30. 40 operations have now taken place since 1st April 2020, and 400 Lorry Watch reports processed. A total of 67 operations were completed in 2019-2020, the number of Lorry Watch reports have decreased by 18% on this time last year. This could have been due to less vehicles being on the roads during covid restrictions.

31. There are now recently introduced restrictions at Lilac Grove, Beeston, and also at Hoveringham and Caythorpe.

32. In terms of enforcement outcomes, officers have issued approximately half the number of warnings to vehicle owners this year, indicating an increasing level of compliance.

33. **How Trading Standards Control Animal Disease** - The Animal Health Act 1981 (as amended) is the primary legislation used by Trading Standards Animal Health Officers to control disease within animals. It is a statutory duty of this local authority to enforce the Act and any secondary legislation made under it.

34. Animal diseases fall into 2 categories:

- Endemic Notifiable Diseases are those that are widespread and endemic in the UK and include disease such as Bovine Tuberculosis. These do not require immediate action.
- Notifiable Exotic Animal Health Diseases are those diseases that are not normally present in the UK, for example Foot and Mouth Disease/ Rabies / Avian Influenza / Swine Fever. They require action to be taken immediately.

35. The following gives an indication of the risk to the UK at present of various animal diseases:

<u>Disease</u>	<u>Risk</u>
Avian Influenza	Red
Foot & Mouth	Red
Rabies	Red
Anthrax	Red
Diseases of Swine (African/Classical Fever SVD)	Red
Newcastle Disease	Red / Amber
Blue Tongue	Amber
TB	Green
Brucellosis	Green

(Red – a high risk, Amber – a medium risk, Green – a low risk)

36. To control notifiable exotic diseases there are national contingency plans that are tested on a regular basis and updated annually. Trading Standards also holds a local plan.

37. The Local Authority Animal Health Function (LAAHF) is a term used in the national contingency plans and identifies personnel within a local authority that are responsible for the provision of animal health and welfare enforcement. The LAAHF is normally located within the Trading Standards or the Environmental Health Service and provides an informed link between the Animal & Plant Health Authority (APHA), the local authority and the Local Resilience Forum (LRF). For Nottinghamshire, it is located within the Trading Standards and Communities Service.

38. During an outbreak, the LAAHF plays a key role in the implementation of disease control strategies, ensuring an appropriate response to suspected or confirmed animal disease and is fundamental to the efficient access of local information and resources.

39. There are national control strategies for most animal health diseases, for example Foot and Mouth. The control strategies for Exotic Notifiable Disease and Endemic Notifiable Disease differ significantly, however, the requirement that makes them notifiable is the same in all circumstances. Section 15 Animal Health Act 1981 requires “Any person having in his possession or under his charge an animal affected with disease shall... with all practicable speed give notice of the fact.”

40. The control strategy for exotic notifiable disease is to contain, control and eradicate as soon as possible, which is undertaken in partnership by:

- DEFRA (Dept for Environment, Food & Rural Affairs) – who undertake policy direction and governance of the disease control strategy
- APHA - who undertake surveillance for the disease, veterinary inspections, culling, compensation, cleansing and disinfection on site.
- LA's (Trading Standards) hold responsibility for the enforcement of the rules relating to the control of the disease. This may include service of notices on premises with livestock to restrict movements, enforcement of control measures, issuing of licences. It will also

involve providing staff (emergency planning, highways, animal health officers), vehicles, equipment and buildings to contain any outbreak.

- Public / farming industry / police / other interested bodies who all have a role to play in the response to the disease.

41. Where disease is confirmed, an infected place (**IP**) is declared, a protection zone (**PZ**) of 3Km and surveillance zone (**SZ**) of 10Km are declared.

42. All premises within the protection zone where it is believed that there is livestock held or kept will be placed under restriction via notice served by Trading Standards.

43. Where the disease is Avian influenza, this will involve dividing the area into quadrants and undertaking a door knocking exercise on all properties to identify where 'backyard flocks' of poultry are kept. This method may be changed during the current Covid – 19 restrictions.

44. At the time of writing, there are a number of outbreaks of highly pathogenic Avian Flu in Local authorities in the East Midlands which require an operational response from Trading Standards Officers and other Local Authority staff.

45. **Illegal Landings – Rabies Control** -The UK has a system of preventative action with regards to rabies and controls are in place to prevent an animal with the disease being landed into the UK.

46. Legislation is enforced by Trading Standards, where there are reasonable grounds for suspicion that a mammal subject to the controls has been landed illegally and there is a requirement that it is placed into approved quarantine facilities or destroyed. Notice is issued by an inspector authorised under the Animal Health Act 1981 with quarantine/destruction costs met by the person in control of the animal. Where an illegal landing is suspected, the matter must be dealt with at speed and officers will respond to a notification out of hours.

47. From the 1st January 2020 the following incidents have been investigated:

- **10** Animals (all dogs) Investigated by the Department.
- **10** Dogs Found to be Illegally Imported.
- **3** Of these reported to other Local Authorities (Derbyshire) (as owners resided there.)
- **7** Quarantined and later returned to their owners in Nottinghamshire.

48. **Programmed Inspections** - Trading Standards Animal Health Officers carry out risk based inspections annually in order to prevent and minimise the risks to human and animal health arising from animal by-products and derived products and the welfare requirements for animals.

49. At present high risk inspections have been disrupted due to Covid, with only 1 having taken place, but planning is happening to ensure they are undertaken this year.

50. **Impact on Animal Health on the UK Withdrawal from the EU** - There are a number of threats with the UK exit from EU, and a report by the Chartered Trading Standards Institute (CTSI) Brexit Thinktank, concluded that:-

"The withdrawal of the UK from the EU, in the main, other than amendments to recognise the EU exit, is not going to immediately change the legislation for animal health and welfare other than a possible change in certification and quarantine controls should there be a no deal scenario."

51. During the transition period, businesses will be able to trade with the EU on the same terms as before. There are no immediate changes that will come into effect before 1 January 2021.
52. It is suggested that the biggest risk to the UK will be the impact on business where there is a reduction or loss of direct funding to support the more vulnerable sectors of the agricultural industry and the potential for greater global competition.
53. With reduced resource across central and local Government and a decline in officers with the skills and competency required for animal health, food and feed enforcement, consideration must be given to the management of any incident relating to the official controls in the future to ensure complete protection of the agri-food chain.
54. **Investigations & Legal Update** - The courts are now dealing with the significant backlog of cases and hearing dates for Trading Standards cases are being listed.
55. **Doorstep Crime** – A builder was due to go to trial in June 2020 charged with fraud offences for making false representations to customers about building work he was carrying out on their properties. He appeared in Crown Court in November 2018 and pleaded not guilty to 8 counts and since this date further offences have come to our attention and the court dates moved to accommodate this. With the current situation this trial has been moved until 2021
56. A further builder is due to appear in the Nottingham Crown court for an initial hearing on the 1 December 2020, he is charged with making false representations, carrying out poor quality work and undertaking work that was not necessary.
57. **Animal Health** – a man has been charged with the illegal landing of a puppy. He was due to appear in the magistrate's court on the 18th January 2019, failed to attend, and an arrest warrant has been issued, this is still outstanding. He is charged with offences under the Rabies Act and fraud
58. A Lincolnshire farmer has been charged with theft of sheep, animal by product breaches, and failure to maintain records of animal movements. He has pleaded not guilty to the offences. Further offences have now come to light. The 2 cases have been joined together and he is due for trial in 2021.
59. **Illicit Tobacco** - There are 4 illicit cigarettes cases waiting for trial in the Crown Court, they were listed for late 2020 but have been moved over into 2021. The cases involved 3 different retail shops, Kubus at Worksop, Kubus at Mansfield and Supernews at Stapleford. The fourth is a home seller, trading from an address in Mansfield
60. A fifth illicit tobacco case has been heard in part on the 23 November 2020 in the Nottingham Magistrates court. Two individuals were charged with the sale and possession of illicit cigarettes and hand rolling tobacco. One defendant pleaded guilty to the charges and was fined £300, the 2nd defendants case has been adjourned until the 22 February 2021.

COMMUNITIES

61. **Nottinghamshire COVID-19 Community Fund** – The fund launched on 31 March 2020, to provide emergency financial support for projects helping the most vulnerable residents affected by the pandemic and played a key part of the Council's early response. It closed on the 17 September 2020, with the Council having awarded £695k to 260 organisations.
62. Committee on 5th November approved the re-opening of the Fund, in the light of the reimposition of a range of national measures to help combat the second wave of the pandemic, to provide local groups with renewed access to additional funding support, in anticipation of resident demand for additional help increasing in the period up to Christmas. The Fund remained opened till 1st January 2021. A list of projects awarded funding and examples of how the funding has helped is available on the [COVID-19 Community Fund webpage](#). At the time of writing this report, 279 awards totalling £748,196 had been made.
63. **The Local Authority Emergency Assistance Fund for Food and Essential Supplies** – In July 2020, the Government allocated a £858k grant from the £63m Local Authority Emergency Assistance Fund to Nottinghamshire County Council. The Fund builds on the COVID-19 Community Fund and aims to support Nottinghamshire residents who are struggling to afford food and other essentials due to the impact of COVID-19. Officers are working closely with partners to ensure that the funding is used in ways that best support local communities and reduce the risk of duplication and over-dependency. At the time of writing this report, 36 awards to voluntary/community organisations and district/borough council partners had been made, with a value of £420,000. Further work to assess funding applications and distribute funding continues.
64. **Safer Streets Funding for Newark** – In October 2019 the Home Office announced that £25m Safer Streets Funding would be provided to residential areas in England and Wales disproportionately affected by crimes like burglary and theft, to invest in evidence-based preventative interventions such as home security and street lighting.
65. Working with partners, including the County Council, the Nottinghamshire Police and Crime Commissioner secured the maximum allocation available of £550k.
66. The Communities Team has been commissioned to deliver the Community Engagement element of this project to help build community capacity and resilience. Despite the challenges faced during the pandemic, the Communities Team have managed to make significant steps towards achieving the strand outcomes. A new Neighbourhood Watch (NHW) group has been established in the Chatham Court area and three further residents are interested in setting up schemes. A further community garden project led by residents is also in the planning stages.
67. **Remembering in safety and dignity: Remembrance events 2020** - General advice and guidance was issued by the Local Resilience Forum,(LRF) in-line with National guidance to all Parish and Town Councils. This was shared with local branches of The Royal British Legion. The guidance was signed off by the Director of Public Health – Nottinghamshire, Jonathan Gribbin. This allowed local services albeit with limited numbers and safety measures in place to be conducted out doors at War Memorials across the County. On Remembrance

Sunday 8th November, The Lord Lieutenant and Chairman of the County Council laid a wreath on behalf of the HM Queen, and County respectively within the grounds of Southwell Minster.

68. Remembrance Sunday Salute – Those unable to attend an outdoor service were encouraged to hold a two minutes silence at 11am and mark the occasion on their own door -step. Council social media channels asked that residents share their tributes and stories with a photo of their own doorstep salute. #NottsRemebers.
69. On Sunday evening between 3pm and 7pm, the falling poppies tribute was projected on to the Victoria Gardens Memorial, this has now become an annual event of which the county council makes a financial contribution. Risk assessment and Covid safe measures were carried out by the City Council.
70. On Armistice Day Wednesday 11th November at Victoria Embankment The Lord Lieutenant and Chairman of the County Council and Civic representatives of the City, Borough and District Councils, members of the Armed Forces and Civilian organisations observed the national two minutes of silence. They laid wreathes respectively at the gates of the Victoria Gardens Memorial. This year those that were assembled paid a special tribute to Captain John Cvancara who is a member of the Reservists, and an NHS Staff nurse who represents the 2089 Reservists called up to support the NHS during Global pandemic. Resulting in two minutes of clapping.

Other Options Considered

71. With regards to amending the Trading Standards staffing structure, consideration has been given to re-advertising the Level 3 TSO post.

Reason/s for Recommendation/s

72. To ensure appropriate political oversight of key Trading Standards and Communities matters.
73. Following the recent unsuccessful attempt at recruiting to the Level 3 TSO post and the knowledge of the employment market within the Trading Standards, it is felt that there is more chance of success coupled with the associated benefits to the needs of the Service, by recruiting to a Level 4 TSO post. This report demonstrates the Service has been heavily involved in supporting both businesses and ensuring compliance of businesses, with the various requirements of the legislation governing Covid restrictions. An extra Level 4 role would provide additional senior officer capacity for this work and also to lead on the complex investigations the Service undertakes.

Statutory and Policy Implications

74. 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

75. This report largely contains no additional financial implications, with activity reported or that proposed being contained within existing service budget. The implications of amending the Level 3 TSO post to a Level 4 TSO post is £6.4k and that can be met from within the Trading Standards budget.

RECOMMENDATION/S

That the Committee:

- 1) Considers the updates and highlights any actions required.
- 2) Approves the change to the Trading Standards staffing structure, as outlined in paragraphs 18 to 20, by disestablishing 1 FTE Level 3 Trading Standards Officer Post, and establishing 1 FTE Level 4 Trading Standards Officer post

Derek Higton

Service Director, Place and Communities

For any enquiries about this report please contact: Mark Walker, Group Manager Trading Standards & Communities, Tel: 0115 977 2173

Constitutional Comments (KK 26/11/2020)

76. The proposals in this report are within the remit of the Communities & Place Committee.

Financial Comments (CSB 18/12/2020)

77. The financial implications are contained in paragraph 76 of the report. The additional costs of amending the TSO post from a level 3 to 4 of £6.4k can be met from within the Trading Standards budget.

HR Comments (JP 21/12/2020)

78. The HR implications are contained in the body of the report and at para 18 to 20

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.

- None

Electoral Division(s) and Member(s) Affected

- All



7th January 2021

Agenda Item:8

REPORT OF CORPORATE DIRECTOR, PLACE

THE NOTTINGHAMSHIRE COUNTY COUNCIL (CROPWELL ROAD AND GLEBE LANE, RADCLIFFE ON TRENT) (PROHIBITION OF WAITING AND NO STOPPING ON ENTRANCE CLEARWAYS) TRAFFIC REGULATION ORDER 2021 (8284) AND CROPWELL ROAD – NEW ZEBRA CROSSING

CONSIDERATION OF OBJECTIONS

Purpose of the Report

1. To consider objections received in respect of the above Traffic Regulation Order and zebra crossing and whether the scheme should be implemented.

Information

2. Cropwell Road in Radcliffe-on-Trent is a local distributor route, which runs north to south from the A52 Grantham Road to the village centre. It is subject to a 30mph speed limit with a 20mph advisory limit outside South Nottinghamshire Academy and Radcliffe-on-Trent Junior School, as part of a school safety zone.
3. Cropwell Road is predominately residential, comprising of a mixture of detached and semi-detached properties, most of which have off street parking. Two schools are accessed from Cropwell Road, these are Radcliffe-on-Trent Junior School and South Nottinghamshire Academy. The Academy is located approximately 70m to the south of the junior school and accessed off Glebe Lane.
4. School Keep Clear markings (zig-zags) are already in place at the entrance to the junior school with appropriate signage to enable the enforcement of these markings during operational hours (Monday - Friday 8am to 4.30pm). In addition, opposite the junior school access a footway 'build-out' extends from Victoria Road to the north of the school access road on the eastern side of the carriageway. This is also marked by a white 'H-bar' with an uncontrolled dropped kerb crossing with tactile paving at this location.
5. There are currently no School Keep Clear markings at the Glebe Lane / Cropwell Road junction to serve South Nottinghamshire Academy.
6. Nottinghamshire County Council has received requests for measures to improve safety and access to both schools and as a result, the County Council is proposing to construct a zebra crossing and to introduce waiting and stopping restrictions on Cropwell Road. The proposals include:

- A new zebra crossing with controlled zone (zig-zags) adjacent to the junior school access;
- New 'School Keep Clear' markings (Monday - Friday 8am to 4.30pm) at the junction of Glebe Lane / Cropwell Road;
- Double yellow lines (No Waiting at Any Time) on Cropwell Road, Victoria Road and Glebe Lane; and
- Single yellow lines (Monday-Friday 8.00am to 4.30pm) on Cropwell Road.

These restrictions are designed to facilitate the safe and efficient operation of the crossing and wider Highway. The proposals are detailed on plan H/MN/3048/1

7. The proposals were publicly advertised between 1st October and 30th October 2020 and during the consultation period a total of 19 responses were received. Fourteen of the responses, including that from Radcliffe-on-Trent Parish Council expressed support and / or made comments on the scheme. In response to requests received, an existing h-bar over Manvers Grove will be extended as part of the implementation of the new proposals.
8. It is considered that there are five outstanding objections to the proposals. One of these is from a local resident who noted an error on the consultation plan which showed an incorrect house number for his property and incorrect termination point of the existing build-out. These issues were acknowledged with an apology. Confirmation was given that the footway build-out would remain unchanged and also that the advertised extents of the restrictions were correct with the proposed double yellow lines terminating at the end of the existing build-out. The house numbers indicated on the plan are part of the survey base map supplied by Ordnance Survey. The errors were noted and duly amended.

Objections Received

9. Objection – Loss of on-street parking / parking migration

All respondents objected on the basis of losing on street parking provision due to the introduction of the controlled zone and waiting/stopping restrictions that they considered would negatively impact on them. Comments included that the restrictions would be inconvenient, devalue property, cause problems with deliveries and home improvements, affect their enjoyment of their property and that the restrictions were excessive and / or not required. One respondent stated that the reduction in parking would lead to displaced parking in adjacent areas and side streets. Respondents requested that the proposals be amended to be less restrictive or removed entirely.

10. Response – Loss of on-street parking / parking migration

The zebra crossing cannot be installed in isolation and the waiting restrictions proposed (single and double yellow lines) are designed to ensure sufficient unobstructed carriageway is available along Cropwell Road to ensure the safe and efficient operation of the crossing and wider highway. The controlled zone and adjacent double yellow line restrictions are the minimum necessary to achieve the sight lines required for the crossing to operate safely.

11. The requirement for double yellow lines adjacent to the crossing was identified through the formal road safety audit process. In order to maintain forward visibility to the crossing, it is

considered inappropriate to amend the double yellow lines as these restrictions will ensure that parked cars do not obstruct visibility at the crossing; the crossing will be used at all times of day and therefore needs to operate safely at all times. Loading (including the dropping off / picking up of passengers) is permitted on both single and double yellow lines (but not within the controlled zone area, demarcated by zig-zags), however vehicles will need to be removed as soon as the loading activity has been completed.

12. Whilst the demand for on-street parking is recognised the County Council does not have a duty to provide free on-street parking for any highway user. The majority of properties in the affected area have off-street parking and on-street parking remains available elsewhere on the highway network, further away from the crossing, providing parking opportunities for residents and their visitors.
13. It is recognised that there may be an element of displaced parking resulting from implementation of new highway waiting restrictions. With that consideration in mind the proposals have been kept to the minimum considered necessary to facilitate the safe and effective operation of the crossing and wider highway. The restrictions that have been proposed try to achieve a balance for residents, commuters and parents of children attending the schools accessed from Cropwell Road.

14. Objection – Obstructive parking

Two respondents objected on the basis that the restrictions may increase or not address issues with obstructive parking by both buses and private vehicles. Respondents noted that school buses arrive on site in advance of school dispersal times and whilst waiting left engines idling and sometimes obstructed access to private driveways. In addition, one respondent stated that their driveway was frequently obstructed by cars belonging to parents / carers picking up or dropping off children and concerns were raised that the new restrictions would exacerbate this situation.

15. Response – Obstructive parking

It should be noted that the use of Cropwell Road for parking by non-residents is not illegal; it is part of the public highway. However, the frustration felt by residents, who are affected by obstructive parking is recognised. It is an offence to park so as to prevent a vehicle accessing the highway via a dropped vehicle crossing and if this occurs it is a matter for the Police, who are empowered to enforce on this matter. The provision of an advisory ‘H bar marking’ is an appropriate measure to help alleviate residents’ difficulties with vehicle access / egress to properties and these can be provided in line with the County Council’s charging policy (£210) on request from residents.

16. School transport buses are essential for the function of the school and will continue to operate. Loading (including the dropping off / picking up of passengers) is permitted on single and double yellow lines, however vehicles will need to be removed as soon as the loading activity has been completed. School transport buses will be subject to the same enforcement as other vehicles. Bus Stop Clearway markings were considered as an alternative measure at this location. This option has not been taken forward as it would restrict loading for other users at all times of day and, at this time, is considered disproportionate to the requirements of the scheme.

17. Objection – Increase in vehicle speeds

Two respondents objected on the basis that the restrictions may increase traffic speeds on Cropwell Road.

18. Response – Increase in vehicle speeds

Whilst it is acknowledged that on-street parking can act as informal traffic calming, the parking at peak periods on Cropwell Road has become obstructive to the safe and efficient movement of people and vehicles on the highway. On-street parking remains available on the south-western side of Cropwell Road. The carriageway varies in width between 7.7m and 8.2m and the restrictions will enable two-way traffic to pass parked vehicles. However, the constrained widths and existing school safety zone will encourage drivers to proceed with care and so restrain speeds. The 12-hour 85th percentile speeds are well below the threshold for installing a zebra crossing (which is appropriate where speeds <35mph). The proposed crossing has been subject to road safety audit and no concern regarding a potential increase in vehicle speeds was raised.

Other Options Considered

19. Other options considered relate to the type and length of the waiting restrictions proposed, which could have been greater or replaced in part with bus stop clearway restrictions. However, the demand for on-street parking at this location is recognised and the proposed restrictions are considered to be a reasonable balance between the need to ensure the safe operation of the highway and on-street parking provision.

Comments from Local Members

20. County Councillor Kay Cutts is in support of the proposals.

Reason/s for Recommendation/s

21. The proposed scheme will facilitate pedestrian movements over Cropwell Road and contribute to the safe operation of junctions and the wider highway. The measures proposed are considered appropriate, taking into account design standards and the needs of all sectors of the community, including non-drivers.

Statutory and Policy Implications

22. 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

23. Nottinghamshire Police made no comments during the consultation. No additional crime or disorder implications are envisaged.

Financial Implications

24. The scheme is being funded through the 2020/2021 Integrated Transport Measures capital budget with an estimated cost to implement the Traffic Regulation Order and work of £30,000.

Human Rights Implications

25. 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

26. 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 do not;
- Foster good relations between people who share protected characteristics and those who do not.

27. 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.

Safeguarding of Children and Adults at Risk Implications

28. The proposals are intended to have a positive impact on all highway users, particularly vulnerable users travelling to the nearby schools.

Implications for Sustainability and the Environment

29. The proposals aim to help promote sustainable transport choices by providing an improved crossing facility on Cropwell Road.

RECOMMENDATION/S

It is **recommended** that:

- 1) The Nottinghamshire County Council (Cropwell Road and Glebe Lane, Radcliffe On Trent) (Prohibition of Waiting and No Stopping on Entrance Clearways) Traffic Regulation Order 2021

(8284) and Cropwell Road - new Zebra crossing is implemented, and objectors notified accordingly.

Adrian Smith
Corporate Director Place

For any enquiries about this report please contact:

Naomi Cook (Major Projects and Improvements Manager) 0115 9773290

Constitutional Comments (SG– 26/11/2020)

30. This decision falls within the Terms of Reference of the Communities & Place Committee to whom responsibility for the exercise of the Authority's functions relating to the planning, management and maintenance of highways (including traffic management) has been delegated.

Financial Comments (GB 02/12/2020)

31. The estimated cost to implement the works and traffic order outlined in this report is £30,000. This will be funded from the 2020/21 Integrated Transport Measures capital budget which totals £8.1m and is already approved as part of the Communities and Place capital budget.

Background Papers and Published Documents

32. 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.
33. 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. This includes an Equality Impact Assessment.

Electoral Division(s) and Member(s) Affected

Radcliffe-on-Trent

Councillor Kay Cutts

KEY

Proposed Double Lines (No Waiting At Any Time)

Proposed Single Yellow Lines (No Waiting Mon-Fri 8 am-4.30pm)

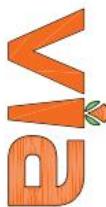
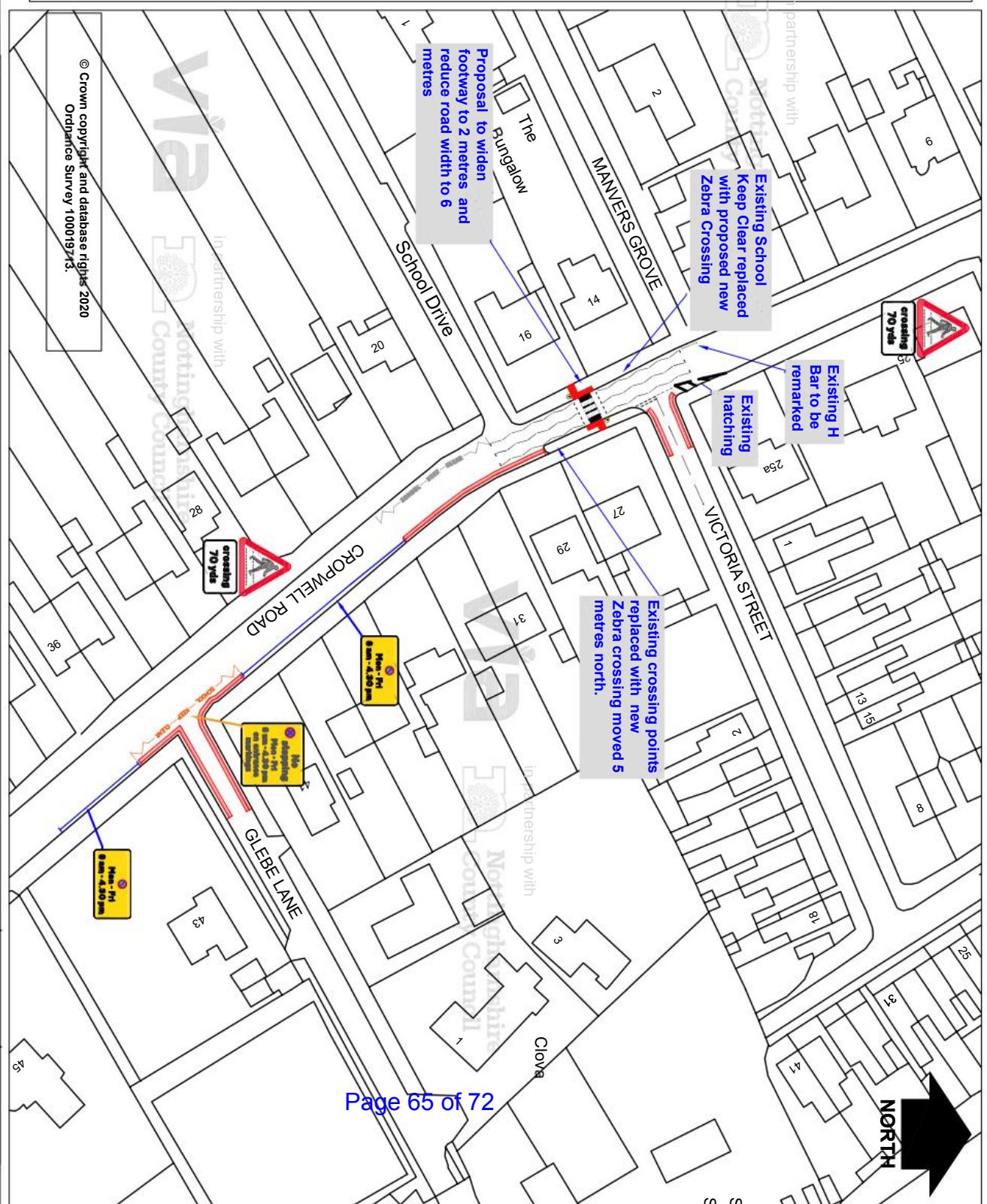
Proposed School Keep Clear (No Stopping Mon-Fri 8 am-4.30pm)

Proposed New Zebra Crossing

Existing School Keep Clear

Existing School Keep Clear
Clear marking removed and replaced with new Zebra Crossing
Widen footway to 2 metres wide.
Road width 6 metres wide.

Existing crossing points replaced with proposed Zebra crossing and moved 5 metres north



Nottinghamshire County Council

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in partnership with

07 January 2021

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 2020-2021

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 (HD)

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

Financial Comments (KRP)

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

COMMUNITIES & PLACE COMMITTEE

WORK PROGRAMME – JANUARY 2021 – JULY 2021

Report	Description	Lead Officer	Author
7 January 2021			
Highways Capital Programme 21/22	The purpose of this report is to seek Committee approval for the provisional Highways capital and revenue programmes to be delivered during 2021/22. The proposed programmes detailed in this report and its appendices set out how the Council proposes to use the £35.6m it is investing in Nottinghamshire's highways during 2021/22. This figure includes successful external funding bids as well as the Authority's additional highways investment.	Derek Higton, Service Director	Gary Wood, Group Manager/Sean Parks, LTP Manager
Trading Standards and Communities Matters Update	Update.	Derek Higton, Service Director	Mark Walker, Group Manager
Progress with the Permit Scheme (deferred from December)	Further to the January 2020 report that approved the commencement of a Streetworks Permit Scheme in Nottinghamshire following a regulatory consultation process, this report provides an update on progress and impacts of the scheme.	Derek Higton. Service Director	Gary Wood, Group Manager/Gareth Johnson, Team Manager
A614 Progress Update	To provide an update on the Outline Business Case (OBC) for the scheme which has now been submitted and to seek approval for ViaEM to lead the delivery of the scheme; and to begin the consideration of minimal land purchases to keep the project progressing after programme entry whilst undertaking the necessary future statutory processes.	Matt Neal, Service Director	Sally Gill, Group Manager/Kevin Sharman, Team Manager
TRO Objections – Cropwell Road, Radcliffe on Trent	To consider objections received in respect of the above Traffic Regulation Order and zebra crossing and whether the scheme should be implemented.	Derek Higton, SD	Gary Wood, GM/Mike Barnett, TM/Helen North, Improvements Lead, VIA

COMMUNITIES & PLACE COMMITTEE

WORK PROGRAMME – JANUARY 2021 – JULY 2021

4 February			
Performance and Finance report for Quarter 3 – Place Core Data Set	To provide the Committee with an update of performance for Communities and Place for Quarter 3 2020-21 – 1 October -31 December 2020)	Nigel Stevenson	Matthew Garrard
Highway Trees, Verge Maintenance and Wildflower Planting 21/22		Derek Higton, SD	Gary Wood, GM
Highway Asset Management Review		Derek Higton, SD	Gary Wood, GM/Martin Carnaffin, TM
TRO Objections – Slack Walk, Worksop		Derek Higton, SD	Gary Wood, GM/Mike Barnett, TM
TRO Objections – Asher Lane, Ruddington (deferred from January)		Derek Higton, SD	Gary Wood, GM/Mike Barnett, Team Manager/Helen North, Improvements Lead, VIA
GAR Scheme Update (deferred from January)		Derek Higton, Service Director	Gary Wood, Group Manager/Mike Barnett, Team Manager
Fees and Charges 21/22 for Libraries, Archives and Information		Derek Higton, SD	Peter Gaw/Kirsty Blyth
Nottinghamshire Concessionary Travel Scheme 2021/22		Derek Higton, SD	Gary Wood, GM / Pete Mathieson, TM

COMMUNITIES & PLACE COMMITTEE

WORK PROGRAMME – JANUARY 2021 – JULY 2021

4 March			
Review of Highway Network Management Plan	Review of Management Plan.	Adrian Smith, Corporate Director	Gary Wood, Group Manager/Suzanne Heydon, VIA
Transforming Cities Programme (Deferred from October)	To provide an update on Nottingham City Council's Transforming Cities Fund bid and to set out the next steps in project delivery; To seek approval of Committee for scheme suggestions within or on county highway; To approve and appoint a suitable elected Member to sit on the steering Board; To seek approval to progress negotiations with landowners to secure the land required to deliver the A60 Park and Ride in parallel to preparing a Compulsory Purchase Order and; To seek approval of Committee to prepare scheme display material and undertake necessary consultation of proposals for elements of the bid proposals.	Adrian Smith, Corporate Director/Matthew Neal, Service Director	Sally Gill, Group Manager/Kevin Sharman, Team Manager
Highways and Transport – Fees and Charges 21/22		Derek Higton, Service Director	Gary Wood, Group Manager
Trading Standards and Communities Matters update (standing Item)		Derek Higton, Service Director	Mark Walker, Group Manager
Flood Risk Management Update (deferred from February)		Derek Higton, SD	Gary Wood, GM/Sue Jaques, TM
Local Bus Service Review		Derek Higton, SD	Gary Wood, GM / Chris Ward, TM

COMMUNITIES & PLACE COMMITTEE

WORK PROGRAMME – JANUARY 2021 – JULY 2021

22 April			
Transport Recovery Update		Derek Higton, SD	Gary Wood, GM
Highway Network Management Plan Review		Derek Higton, SD	Gary Wood, GM
Trading Standards and Communities Matters Update		Derek Higton, SD	Mark Walker, GM
10 June			
8 July			