

Transport and Highways Committee

Thursday, 13 February 2014 at 10:30

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

AGENDA

- | | | |
|----|--|---------|
| 1 | Minutes of the last meeting held on 9 January 2014 | 5 - 8 |
| 2 | Apologies for Absence | |
| 3 | Declarations of Interests by Members and Officers:- (see note below)
(a) Disclosable Pecuniary Interests
(b) Private Interests (pecuniary and non-pecuniary) | |
| 4 | Nottinghamshire Concessionary Travel Scheme 2014/15 | 9 - 12 |
| 5 | Devolved Bus Service Operators Grant | 13 - 16 |
| 6 | Consultation on Proposed Changes to Local Bus Services | 17 - 22 |
| 7 | Changes to the Local/Commercial Bus Service Network | 23 - 28 |
| 8 | Proposed Integrated Transport and Highways Capital Programmes | 29 - 64 |
| 9 | M1 Junction 28 - 35a Proposed maximum Speed Limit Public Consultation Report | 65 - 76 |
| 10 | Local Authority Parking Response to DfT Consultation | 77 - 92 |
| 11 | 2014 Highway Grass Cutting | 93 - 96 |

12	Southwell Area - Weight Restriction	97 - 104
13	Ruddington - Prohibition of Waiting and Parking Places	105 - 114
14	Work Programme	115 - 120

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.

Members or Officers requiring clarification on whether to make a declaration of interest are invited to contact Dave Forster(Tel. 0115 9773552) or a colleague in Democratic Services prior to the meeting.

(4) Members are reminded that Committee and Sub-Committee papers, with the exception of those which contain Exempt or Confidential Information, may be recycled.

Notes

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- (4) Councillors are reminded that Committee and Sub-Committee papers, with the exception of those which contain Exempt or Confidential Information, may be recycled.

minutes

Meeting	TRANSPORT AND HIGHWAYS COMMITTEE
Date	9 January 2014 (commencing at 10.30 am)

Membership

Persons absent are marked with 'A'

COUNCILLORS

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

Roy Allan
Andrew Brown
Richard Butler
Ian Campbell
Steve Carr

Stephen Garner
Colleen Harwood
Richard Jackson
Michael Payne

A Ex-officio (non-voting)
Alan Rhodes

OFFICERS IN ATTENDANCE

David Forster, Policy, Planning and Corporate Services Department
Tim Gregory Corporate Director Environment and Resources
Andrew Warrington, Service Director Highways
Jas Hundal, Service Director, Transport Property and Environment
Mark Hudson, Environment and Resources Department
Steven Eastwood Snr, Policy, Planning and Corporate Services Department
Jim Bamford, Environment and Resources Department
Micelle Welsh, Labour Group Researcher

MINUTES

The minutes of the last meeting held on 28 November 2013 were confirmed and signed by the Chairman.

APOLOGIES FOR ABSENCE

None

DECLARATIONS OF INTEREST

None

MANSFIELD BUS STATION AND MANSFIELD TOWN CENTRE STATUTORY QUALITY BUS PARTNERSHIP – BUILDING ON SUCCESS

RESOLVED 2014/001

1. That the Mansfield Bus Station and Mansfield Town Centre Statutory Quality Bus Partnership be noted.
2. That approval be given for the commencement of consultations on the introduction of Statutory Quality Bus Partnerships (SBQP) and Voluntary Quality Bus Partnerships (VQBP) in the Beeston and Worksop Town Centres and
3. That approval be given for the use of Local Transport Plan funds of £108.8K to support the implementation of the SQBP/VQBP schemes in Beeston and Worksop Town Centres in addition to £20K of ongoing revenue funding from existing budgets

PERFORMANCE REPORT – TRANSPORT AND TRAVEL SERVICES

RESOLVED 2013/086

That the Transport and Travel Services performance report be noted.

TRANSPORT AND TRAVEL SERVICES STRUCTURE

RESOLVED 2014/002

That the new structure set out in the report for Transport and Travel Services be approved.

ABBEY ROAD/MARLBOROUGH ROAD JUNCTION BEESTON

RESOLVED 2014/003

That the proposed junction improvement scheme as set out in the report be approved as part of the 2013/14 integrated transport programme.

HUCKNALL TOWN CENTRE IMPROVEMENT SCHEME – COMPULSORY PURCHASE ORDER

RESOLVED 2014/004

That approval to compulsorily acquire land and properties under section 239 of the Highways Act 1980 in order to deliver the Hucknall Town Centre Improvement Scheme.

BUS LANE ENFORCEMENT – NUTHALL BUS GATE

RESOLVED 2014/005

That the bus lane enforcement of Nuthall Bus Gate shall be commenced as soon as possible, without an exemption for residents, for the reasons set out in the report, with warning letters to be sent out in relation to apparent contraventions up to and including 7 April 2014 and Penalty Charge Notices issued for any apparent contraventions thereafter.

HIGH SPEED 2 RAIL NETWORK

RESOLVED 2014/006

That subject to any comments made by members to the submission on the principles set out in the report to the HS2 consultation they are collated and presented to the Chair of Transport and Highways for approval prior to submission.

THE NOTTINGHAMSHIRE COUNTY COUNCIL (ARTHUR MEE ROAD AND WELLSRING DALE, STAPLEFORD) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2013

RESOLVED 2014/007

That the Nottinghamshire County Council (Arthur Mee Road And Wellspring Dale, Stapleford) (Prohibition Of Waiting) Traffic Regulation Order 2013 is made as advertised and the objectors informed accordingly.

THE NOTTINGHAMSHIRE COUNTY COUNCIL (BINGHAM TOWN CENTRE) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2013 THE NOTTINGHAMSHIRE COUNTY COUNCIL (MARKET STREET, BINGHAM) (ONE WAY) TRAFFIC REGULATION ORDER 2013

RESOLVED 2014/008

1. That the Nottinghamshire County Council (Market Street, Bingham) (One Way) Traffic Regulation Order 2013 is made as advertised.
2. That The Nottinghamshire County Council (Bingham Town Centre) (Prohibition of Waiting) Traffic Regulation Order 2013 is made as advertised in part, with the exception of the proposals to Cherry Street.
3. That subject to further consultations with residents of Cherry Street and that any amended proposals be introduced at a later date and
4. That the issue of parking transfer are monitored and, if necessary, action considered at a later date and that the objectors be informed accordingly.

THE NOTTINGHAMSHIRE COUNTY COUNCIL (CALVERTON, LAMBLEY AND WOODBOROUGH AREA) (WEIGHT RESTRICTION) TRAFFIC REGULATION ORDER 2013

RESOLVED 2014/009

That the Nottinghamshire County Council (Calverton, Lambley and Woodborough Area) (Weight Restriction) Traffic Regulation Order 2013 be made as advertised and the objectors informed accordingly.

THE NOTTINGHAMSHIRE COUNTY COUNCIL (CHURCH LANE / MAIN STREET, HARWORTH) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2013

RESOLVED 2014/010

That the Nottinghamshire County Council (Church Lane / Main Street, Harworth) (Prohibition of Waiting) Traffic Regulation Order 2013 be made as advertised and the objectors informed accordingly.

RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL ON 26 SEPTEMBER 2013 AND 21 NOVEMBER 2013

RESOLVED 2014/012

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

WORK PROGRAMME

RESOLVED 2014/013

That the work programme be noted.

The meeting closed at 11.45 am.

CHAIRMAN

13 February 2014**Agenda Item:4****REPORT OF SERVICE DIRECTOR TRANSPORT, PROPERTY AND
ENVIRONMENT****NOTTINGHAMSHIRE CONCESSIONARY TRAVEL SCHEME 2014 / 2015****Purpose of the Report**

1. To seek Committee approval of the arrangements for the 2014 / 2015 Nottinghamshire Concessionary Travel Scheme including the additional discretionary entitlements.
2. To seek approval to publish the final scheme notice on 3 March 2014.

Information and Advice

3. Concessionary travel is highly valued and provides a wide range of travel opportunity, choice and access to key services for elderly and disabled residents of Nottinghamshire. The County Council delivers the countywide concessionary travel scheme, which is budgeted to cost £10.8m a year, benefits 177,000 residents undertaking nearly 11 million passenger journeys per year. The County Council also supports discretionary travel for concessionary pass holders residing in Nottinghamshire. This allows concessionary travel on the tram network and provides a companion's facility for people with disabilities who are unable to travel alone. These discretionary elements cost £670k per annum.
4. Passes with the additional companion's entitlement are issued to people who are blind, have a severe walking disability or a severe learning disability and would have difficulty travelling alone. The pass allows another person to travel with the pass holder at the same discounted rate for all journeys commencing in Nottinghamshire within the agreed scheme times.
5. Free travel on the tram is currently available at the same times as on local buses i.e. 0930 to 2300 weekdays and all day at weekends and on bank holidays with the exception of a reduction to half fare travel between 1600 and 1800 weekdays. However, negotiations with Tramlinc, who operate the tram, have resulted in the removal of this half fare restriction with effect from 1 April 2014. It is possible that this change may be introduced before April to coincide with the introduction of on-street ticketing for the tram system. If this ticketing system is introduced before April, Tramlinc will waive their right to claim half fare during the evening peak period without reimbursement from the County Council.

6. This change in arrangements will provide additional opportunity for pass-holders to travel and shows the County Council's commitment and support for the tram network which
7. many residents enjoy travelling on. This gives improved travel choice and access to key services.
8. Following Committee approval in October the Council fulfilled its duty to issue a notice of the proposed scheme by 1 December 2013. This gave transport operators the opportunity to comment on the scheme proposals. No comments have been received so it is proposed to issue the final scheme notice on 3 March 2014, in accordance with the statutory timescales.

Reimbursement Arrangements

9. Committee was informed at the October 2013 meeting that 23 transport operators were participating in the Nottinghamshire scheme of which 19 were bus operators, 1 tram operator and 3 community transport schemes.
10. Negotiations with operators have been extremely complex because of several significant changes to the Nottinghamshire transport network due to take place during the next year. These include the introduction of on-street ticketing for the tram, increased frequency of trams on the current network, the opening of the new tram lines, the response by bus operators to the new tram lines commencing operation, changes to fares and ticketing and the re-design of the tendered bus network.
11. Each of these factors may have a different degree of impact on each operator. For example the ticketing changes may affect passenger numbers recorded, the increased frequency and new tram lines may cause lower patronage on the bus network.
12. As a result of the above factors each negotiation has taken account of the implications for each operator's network. This has resulted in a range of fixed, partially fixed and fully variable reimbursement arrangements. Using this variety of arrangements ensures that financial risk is minimised for both the Council and the operator and meets the reimbursement guidance requirements set by the DfT.
13. Detailed data monitoring will be undertaken during 2014 / 2015 to ensure that levels of patronage and operated mileage remain within the agreed parameters of each arrangement. Should any new operators start services in Nottinghamshire, an assessment of their patronage and mileage would be undertaken, and the impact on any existing transport operator's network / patronage would be reviewed.
14. The actual final costs of the scheme will be determined through passenger data, the final reimbursement agreements with the operators and the subsequent demand for travel.

Other Options Considered

15. No other options are available for the national scheme as the provision of concessionary travel for elderly and disabled people is a statutory duty.

Reasons for Recommendations

16. The recommendations ensure that the County Council has met its statutory duty whilst continuing to provide a wide range of travel opportunities and choices for the residents of Nottinghamshire.

Statutory and Policy Implications

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

Equal opportunities Implications

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

Financial Implications

19. The cost of reimbursement to transport operators (for statutory and discretionary entitlements) and scheme management is budgeted to be £10.8M in 2014 / 2015. Of this total £10.0M is reimbursement for statutory travel which is provided by central Government through the revenue support grant mechanism. The remaining £0.8M, of which £0.67M is for discretionary travel comprising tram and companions; and £0.13M for scheme management costs, is fully funded by the County Council. As detailed in paragraph 14 the final costs will be subject to agreements with transport operators and the subsequent demand for travel during the 2014 /15 financial year. Detailed monitoring of the patronage data will be undertaken on a regular basis and any variation to predicted costs will be reported.

RECOMMENDATION

- 1) Committee approves the 2014 / 2015 Nottinghamshire Concessionary Travel Scheme and associated reimbursement arrangements outlined in the report.
- 2) Committee approves publication of the final scheme notice on 3 March 2014.

Name of Report Author: Mark Hudson

Title of Report Author: Group Manager, Transport & Travel Services

For any enquiries about this report please contact: Mark Hudson – Group Manager, Transport & Travel Services or Dave Bennett, Commissioning and Concessionary Travel Manager

Constitutional Comments (SHB 23.01.14)

20. Committee have power to decide the Recommendation

Financial Comments (TR 15.01.2014)

21. The financial implications of the scheme are set out in paragraph 19 of the report.

Background Papers

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

- Report to the Transport & Highways Committee dated 31 October 2013.
- DfT Guidance – Concessionary Fares Reimbursement October 2013.

Electoral Division(s) and Member(s) Affected

All

13 February 2014**Agenda Item:5****REPORT OF SERVICE DIRECTOR TRANSPORT, PROPERTY AND
ENVIRONMENT****DEVOLVED BUS SERVICE OPERATORS GRANT****Purpose of the Report**

1. To update Committee on the changes to the Bus Service Operators Grant (BSOG) being introduced by the Department for Transport (DfT).
2. To seek Committee approval to accept and ring-fence the devolved funding from the DfT for services operated under contract to the Council.

Information and Advice

3. The BSOG is a grant paid by central Government to operators of eligible local bus services and to community transport organisations to help them recover some of their fuel costs. The amount each company receives is based on their annual fuel consumption and eligible operating mileage.
4. The aim of BSOG is primarily to benefit passengers. It does this by helping operators keep their fares down, enabling them to run services that might not otherwise be profitable and might therefore be cancelled.
5. BSOG is currently claimed directly from the DfT by bus operators in respect of both commercial and tendered services (services operated under contract to the county council). Claims are submitted based on mileage and fuel consumption estimates which are subsequently adjusted using actual figures at each year end.
6. On 5 July 2013 the Government announced a reform of BSOG which introduces a significant change to the payment of BSOG on tendered services.
7. With effect from 1 January 2014 services operated under contract to local authorities will no longer be eligible for BSOG. Instead the local authority responsible for the tendered service (including community transport services operated by the local authority under a section 19 permit) will receive a grant from the DfT equivalent to the BSOG previously paid to operators for those services. The DfT have calculated this using the most recent full year data available to them.

8. In September 2013 the DfT informed local authorities of their estimated grant allocation. The figure supplied for Nottinghamshire has been reviewed using recent data and is calculated as being sufficient to cover reimbursement costs for the current tendered services. A response to this effect was sent to the DfT in November 2013.
9. DfT have confirmed that the total annual grant for Nottinghamshire is £1,002,539 which comprises £944,752 for tendered bus services and £57,787 for in-house fleet services. The first payment of £265,082 from the DfT has been received to cover services running up to 31 March 2014.
10. From April 2014 a single annual grant payment of £1,002,539 will be received. This amount is fixed and will not be adjusted in future years to reflect changes in inflation or service patterns.
11. The grant is ring-fenced until 2017 and must be used to support bus services or infrastructure supporting such services and will be subject to annual audit. The funding must be ring-fenced for the purposes detailed in the grant determination. Failure to comply could lead to suspension, reduction or repayment of the grant.

Reimbursement Arrangements

12. Operators of existing tendered services will be reimbursed by the County Council for the loss of BSOG on those services. Work is on-going with these operators to agree the final details of this reimbursement. Payments will only be made following receipt and audit of actual mileage and fuel consumption data from each operator.
13. Future tendering processes will clearly detail that BSOG will not be paid on these services. Tender prices will inevitably increase as a result and the DfT grant will be used to offset any increased costs.

Other Options Considered

14. No other options are available for consideration.

Reasons for Recommendations

15. The recommendations ensure that the County Council has sufficient budget available to compensate operators of tendered services for the loss of BSOG.

Statutory and Policy Implications

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

Equal opportunities Implications

17. The provision of this funding for tendered services ensures that many local bus services can be maintained allowing Nottinghamshire residents to access key services thus improving their quality of life and enhancing social inclusion.

Financial Implications

18. Acceptance of this funding will ensure the Council has sufficient funding to compensate operators and the internal fleet for the loss of BSOG revenue on tendered services and section 19 permit services until March 2017.

RECOMMENDATION

- 1) Committee note the changes to BSOG for tendered and section 19 services.
- 2) Committee approve the acceptance and ring-fencing of the devolved DfT funding for services operated under contract to the Council.

Mark Hudson

Group Manager, Transport & Travel Services

For any enquiries about this report please contact: Mark Hudson – Group Manager, Transport & Travel Services or Dave Bennett, Commissioning and Concessionary Travel Manager

Constitutional Comments (SHB 21.01.14)

19. Committee have power to decide the Recommendation.

Financial Comments (TMR 23.01.14)

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

Background Papers

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

- Letter from the DfT – Local Authority Bus Subsidy Grant – Specific Grant Determination dated 16th January 2014.

Electoral Division(s) and Member(s) Affected

All

13 February 2014**Agenda Item:6****REPORT OF SERVICE DIRECTOR TRANSPORT, PROPERTY AND
ENVIRONMENT****LOCAL BUS SERVICE CONSULTATION****Purpose of the Report**

1. To inform Committee of the process and responses from the recent budget consultation regarding proposed changes to local bus services throughout Nottinghamshire

Information and Advice

2. The County Council currently spends around £6m a year on supported local bus services and is considering reducing this by £1.8m. Transport and Travel Services is currently reviewing the level and type of support provided for local bus services with a view to making these savings over the next two years. Careful consideration has been given to how these efficiencies could be made whilst still ensuring that people are able to access key services.
3. The required savings are proposed to be realised through two methods: firstly, achieving efficiencies through the restructuring of many supported services to provide feeder services to the commercially operated network (£1.1m); secondly, introducing a policy of not funding supported early morning journeys (before 06:30am), evening journeys (after 6:30pm) or Sunday / Bank Holiday journeys throughout the County (£0.7m). Some of these supported services may continue to be provided if there is a robust business case for their provision. Any changes will not affect any of the many commercial bus services (those provided without financial support) that operate across the County.
4. Prior to making any substantial changes to bus service provision the County Council has a duty to consult on the proposals. A separate consultation on the proposals to reduce funding and bus services has, thus far, been undertaken in addition to the County Council's wider consultation on the budget proposals.
5. The consultation exercise began on 18 November 2013 and finished on 17 January 2014. It forms one part of the overall County Council consultation on the proposed budget proposals. Given the complexity of some of the changes it was not possible to include all proposed changes within the consultation

documents. Respondents requiring additional information were asked to consult the detailed maps on the website or to phone or email the project team for more details. A number of consultation methods were identified and implemented by the project team:

- 6,250 printed consultation documents were produced (1,250 for each of 5 areas – Bassetlaw, Broxtowe and Gedling, Newark and Sherwood, Ashfield and Mansfield, Rushcliffe) these were delivered to bus stations, libraries and other community groups and individuals who requested them. Some were later reprinted owing to the high demand
- All parish councils were contacted by email or letter
- Community groups, schools and other individuals were contacted by email
- Members were supplied with copies of the consultation documents
- 3 Members' Touch Down sessions were held
- A wider community consultation list was used to contact potential respondents by email

Consultees could reply by:

- Using the on-line consultation documents
- Completing and returning the paper consultation documents by FREEPOST
- Printing off and returning emailed copies of the document by FREEPOST
- Phoning the County Customer Service Centre
- Phoning the project team directly
- Emailing the project team directly

Throughout the consultation process there has been ongoing dialogue and discussion with all bus operators and other stakeholders who may be affected by the proposed changes. These discussions have proved very fruitful and will help to shape the design of the final network proposals.

Consultation Summary

6. The following is a summary of the responses received:

- 643 individuals or organisations had responded using the paper documents or the website (12 were Parish Councils, 3 were community groups, 1 was a District Council and Lincolnshire County Council also sent a response)
- 80 letters, emails, phone calls and referrals from the Customer Service Centre had been received; mostly requests for more printed consultation documents (12) and specific information requests (31) – all of which were addressed; comments received by letter and email (30) were included within the consultation log
- 2 submissions were received from the National Campaign for Better Transport and from the local Nottinghamshire Group

- 2 petitions were received – 515 signatures from Harworth and Bircotes protesting against the negative impact on town centre development caused by service withdrawals; 542 signatures from Warsop / Meden Vale protesting against potential Sunday and evening service withdrawals
- 3 communications were received from MPs (Gloria De Piero, John Mann & Anna Soubry)
- Letter from Stagecoach East Midlands highlighting some important issues and stressing their desire to continue to work constructively with Nottinghamshire County Council and to maximise the commercial bus network

Of the total respondents:

- 2% represented organisations
- 98% were individuals
- 45% were male
- 55% were female
- 6% were aged under 26
- 87% were aged 36 or over
- 61% were aged 56 or over
- 35% considered themselves to have a long-standing illness or disability (the majority of these were mobility or physical disabilities)

Responses by Districts/Boroughs were as follows:-

- Broxtowe / Gedling 25%
- Ashfield / Mansfield 23%
- Newark & Sherwood 21%
- Bassetlaw 16%
- Rushcliffe 14%

Impacts on Personal Travel

7. The key responses have been grouped and are summarised here:

- 29% did not anticipate any changes or impacts
- 13% raised concerns over access to employment, especially for shift working and work patterns which required early morning, evening or Sunday journeys; areas particularly affected here were Mansfield, Bassetlaw and Newark
- 10% had concerns about access to various amenities including health, college, shopping, social trips, worship and travel by carers
- 8% had queries about services which are not directly affected by this consultation exercise
- 5% had concerns over the lack of proposed service change details within the documents, or felt that the questions were leading them to a particular response
- 5% expressed specific concerns over changes to services 90 / 100 around Newark and Southwell

- 5% expressed concerns over the impacts of the changes on rural isolation
- 4% had concerns over the proposed changes to services 140 / 141 and their impact on Bestwood Village and Skegby in particular
- 4% raised concerns over proposed changes in the Vale of Belvoir including the potential withdrawal of service 22
- 3% expressed concerns over changes to town services in Newark, including services to Coddington and Balderton & Sunday services
- 3% expressed concerns about accessing / using the new services given their long-standing illness or disability
- 3% expressed concerns over changes to the Toton Connect, Stapleford Shopper or No. 20 service to Beeston Rylands

Conclusions

8. Very valuable information on the proposals has been gathered through the consultation which will be used to inform the detailed planning of routes and networks to be introduced in August 2014. The new arrangements and funding will be considered by Committee at its meeting in May 2014.

Other Options Considered

9. The report is for noting.

Reasons for Recommendations

10. The report is for noting.

Statutory and Policy Implications

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

Equal opportunities Implications

12. The proposals have been subject to an Equality Impact Assessment, which can be viewed on the County Council's website.

Financial Implications

13. The proposals if agreed at the Full Council meeting on 27 February will deliver £1.8M of savings by 2015.

RECOMMENDATION

1. It is recommended that:

Committee notes the outcomes of the consultation exercise

Mark Hudson
Group Manager, Transport & Travel Services

For any enquiries about this report please contact: Mark Hudson – Group Manager, Transport & Travel Services or Chris Ward, Team Manager, Transport Planning and Operations

Background Papers

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

Electoral Division(s) and Member(s) Affected

All

13 February 2014**Agenda Item:7****REPORT OF THE SERVICE DIRECTOR TRANSPORT, PROPERTY AND
ENVIRONMENT****CHANGES TO THE LOCAL / COMMERCIAL BUS SERVICE NETWORK****Purpose of the Report**

1. To inform Committee of recent changes to the local and commercial bus service network and the actions taken by the Group Manager, Transport and Travel Services to cancel, vary or replace services.

Information and Advice

2. The County Council has a duty (Transport Act, 1985) to consider local needs and which supported bus services are necessary where there are no commercial services available. In 2013/14 £6m will be spent on supported bus services across the County.
3. Local bus services across the County are provided in two ways:
 - a. Commercial services which operate without funding support
 - b. Supported services which are subsidised by the Council

All bus services must be registered, giving a minimum of 56 days' notice to the Traffic Commissioner, who administers and manages the local bus service registration and performance service. Bus operators must also send copies of the new registrations, variations and cancellations at the same time to the County Council. On most occasions bus operators give the County Council advance notice of their intentions so that decisions on any intervention can be taken and the public notified at the earliest opportunity.

4. This regular report advises Committee of changes to the local bus network and provides information of related operational decisions made by the Group Manager, Transport and Travel Services to replace vary or cancel services. The Committee should note that these operational decisions are due to the urgency involved in reacting to the decisions made by bus companies particularly when they impact on local bus and school transport services. Furthermore, any decisions made in this regard have followed discussions with local County Councillors and other stakeholders. Appendix 1 attached lists the most recent changes to the bus network for Committee to note.

5. Doyles Coaches who operate a number of contracted and commercial services in Nottinghamshire have now ceased trading and entered administration. Doyles operated 8 local bus and 4 dedicated school routes on behalf of the County Council. Emergency replacements have been secured with a number of operators, and permanent replacements will be procured as part of the budget efficiencies programme due to commence in August 2014.
6. An amended route and timetable on Yourbus service Y10 was introduced on 20th January 2104, the service no longer operates through Moorgreen. An alternative service will be provided as part of the replacement to Doyles service 332

Reasons for Recommendations

7. The recommendation and continued financial support meets the objectives of promoting public transport, reducing congestion, promoting economic recovery and offers travel choice.

Statutory and Policy Implications

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

Implications for Service Users

10. The provision of local bus services enables users to access key services, jobs, training and leisure. The emergency arrangements detailed in Appendix 1 have been made to ensure access to the key priorities of employment, education, health and essential shopping.

Financial Implications

11. The costs (£44k in 2013/14 and £88K in 2014/15) relating to the changes to local bus services outlined in this report, including the emergency replacement services for Doyles, have been contained within the allocated budget for 2013/14 and 2014/15.

RECOMMENDATIONS

It is recommended that Committee:

- 1) Note the report regarding changes to the supported and local and bus service networks.

**Mark Hudson,
Group Manager, Transport and Travel Services**

For any enquiries about this report please contact:

**Mark Hudson, Group Manager, Transport and Travel Services
Chris Ward, Team Manager North, Transport and Travel Services**

Constitutional Comments (SHB 23.01.14)

12. This Report is for noting only so no Constitutional comments are required.

Financial Comments (TMR 23.01.14)

13. The financial implications are set out in paragraph 11 of the report.

Background Papers

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

Registration and timetables for the new or varied services: December 2013-January 2014

Electoral Divisions and Members Affected

All

Commercial Bus Service Changes

Appendix 1

Service	Route	Change Date	Type of change	Notes	Impacts
77 (SEM)	Worksop - Chesterfield	26 th January 2014	Revised college day journey		None
271 (TMT)	Worksop - Crystal Peaks	26 th January 2014	Revised timetable		None
indigo (TB)	Nottingham - Long Eaton - Derby	26 th January 2014	Revised route & timetable	Some peak journeys extend to Sawley	None
Citylink (YBUS)	Nottingham - Bramcote - Derby	19 th January 2014	Revised timetable with 2 additional stops		None
Club Class (TB)	Nottingham - Stapleford - Sandiacre - Borrowash	27 th January 2014	Revised route & timetable	Route extended to Borrowash	None
Connect Blue/Green (TB)	Hucknall Town Service	26 th January 2014	Revised route & timetable	The Green route will no longer serve the Beauvale loop	Passengers for Beauvale Road/Abbott Road/Beauvale Crescent will still be able to travel on the blue route which is less direct.
Sawley xprss (TB)	Nottingham - Long Eaton - Sawley	27 th January 2014	Service withdrawn	Replaced by additional journeys on the Skylink	None
Skylink (TB)	Nottingham - Long Eaton - East Midlands Airport - Loughborough	27 th January 2014	Revised timetable		None
X52 (NDT)	Nottingham - Derby - Ashbourne - Alton Towers	17 th February 2014	Revised timetable	Seasonal service	None
Y5 (YBUS)	Nottingham - Beeston - Long Eaton - Derby	16 th February 2014	Revised route & timetable	Will no longer operate via Bye Pass Road. Re-routed to serve Meadow Road & High Road in Chillwell	Bye Pass Road still served by Skylink. Y5 route will replicate Tre Barton Indigo service between Long Eaton, Chilwell and Beeston
Y10 (YBUS)	Eastwood - Newthorpe - Eastwood (Eastwood Local Service)	20 th January 2014	Revised route & timetable	Will no longer serve Moorgreen	Moorgreen will still be served by Doyles service 332.although residents of Engine Lane will be required to make the short walk to the Moorgreen to Underwood road (B600).
Y28 (YBUS)	Wollaton Vale - Bilborough - Beechdale - Nottingham	16 th February 2014	Revised route & timetable	Revised route in Bilborough. Will also no longer serve Bilborough College	None

Operators

SEM - Stagecoach

YBUS - yourbus

TB - trent barton

TMT - TM Travel

NDT - Notts &

Derby

Tendered Bus Service Changes

Service	Route	Change Date	Type of change	Notes	Impacts
33 (TW)	Egmanton - Norwell - Newark	8 th January 2014	Revised route & timetable	Route extended to Newark Hospital	At the request of passengers who asked for an earlier shopping journey to Newark and direct link to Newark Hospital.
331 (DOY)	Alfreton – Selston – Nottingham	13 th January 2014	Revised service	Terminates at Phoenix Park for tram connection	Operated by AS Coaches
332 (DOY)	Selston - Eastwood	13 th January 2014	Revised service		Operated by AS Coaches
4 (DOY)	Mansfield Woodhouse local service	13 th January 2014	Revised timetable		Operated by NCC
19 (DOY)	Berry Hill – Forest Town	13 th January 2014	Revised timetable		Operated by NCC
17/18 (DOY)	Skegby	13 th January 2014	Full service replaced		Operated by Stagecoach
217 (DOY)	Sutton-in-Ashfield to All Saints School	13 th January 2014	Full service replaced		Operated by Stagecoach
341 (DOY)	Kirkby to Joseph Whittaker School	13 th January 2014	Full service replaced		Operated by Stagecoach
224 (DOY)	Rainworth to All Saints School	13 th January 2014	Full service replaced		Operated by Stagecoach
145 (DOY)	Blidworth – Ravenshead – Kirkby - Sutton	13 th January 2014	Full service replaced		Operated by Stagecoach
228 (DOY)	Hucknall – Bestwood - Bulwell	13 th January 2014	Full service replaced		Operated by Little Bus
435 (DOY)	Brinsley to Selston Academy	13 th January 2014	Full service replaced		Operated by JB Tours

Operators

TW – Travelwright

DOY - Doyles

13 February 2014**Agenda Item:8****REPORT OF SERVICE DIRECTOR HIGHWAYS****PROPOSED INTEGRATED TRANSPORT AND HIGHWAY MAINTENANCE
CAPITAL PROGRAMMES 2014/15****Purpose of the Report**

1. The purpose of this report is to seek Committee approval for the integrated transport and highway maintenance capital programmes to be implemented during 2014/15. The proposed schemes are detailed in the appendices to this report.
2. The County Council continues to invest in providing and maintaining a quality highway network for the benefit of local residents, road users and the local economy through a programme including:
 - Continued investment in the highway maintenance programmes including for footway maintenance
 - Continued investment in sustainable transport including programmes to improve passenger transport, walking and cycling infrastructure
 - Further investment in highway safety improvements including speed management measures on A38 Kings Mill Road East
 - Further investment in the interactive speed sign programme (approx. 25 signs)
 - 14 new or improved pedestrian crossings, including puffin crossings on Thievesdale Lane, Worksop and London Road, Balderton
 - Capacity improvements to help make journey times more reliable including improvements to the A60/Mere Way roundabout and traffic signal improvements at a number of locations
 - Continued investment in improving local centres including St Wilfrid's Square, Calverton and Westdale Lane/Main Road, Gedling
 - The introduction of 20mph speed limits outside schools across the county
 - Investment in drainage improvements for both the highway asset and working in partnership with other agencies to reduce the risk of flooding.

Information and Advice**Major projects**

3. Major transport schemes have historically been large transport schemes costing more than £5m. From 2015/16 major transport funding has been devolved to local transport bodies and will form part of the Single Local Growth Fund paid to the local enterprise partnerships (LEPs). Nottinghamshire County Council is part of the D2N2 LEP. The D2N2 local transport body determined that from 2015/16 major transport schemes will be defined as schemes that cost at least £2.4m but it should be noted that a minimum local contribution of 20% of any scheme cost is required. The major schemes in Nottinghamshire prioritised for construction between 2015/16 and 2018/19 are the Gedling Access Road and A57/A60/B6024/St Anne's Drive, Worksop roundabout schemes. The County Council has therefore started further feasibility and development work on these projects.
4. Progress on current County Council major transport projects to be delivered before 2015/16 includes:
 - a. A planning application for Worksop Bus Station submitted in November 2013 and will go before Planning and Licensing Committee in February 2014. Subject to approvals, advanced works are programmed to take place in April 2014 with the main construction following in the Summer of 2014
 - b. Planning approval for the Hucknall Town Centre Improvement Scheme was granted in December 2013. Land acquisition has continued with just 6 plots still to be acquired. It is hoped that these can be acquired via negotiation; however, compulsory purchase powers will also be progressed. Advance site clearance works will take place in March 2014 and, subject to land and DfT agreements, full site works are programmed to start in Spring 2015 with the new road opening in 2016
 - c. Major works to widen the A453 and improve its junctions with side roads are now on-going and are expected to continue until summer 2015.

	2014/15	Total
• A453 improvement (NCC contribution to £150m trunk road scheme)	£5.0m	£20.0m
• Worksop Bus Station	£2.46m	£3.608m
• Hucknall Town Centre Improvement (note the 2014/15 figure does not include sums required for land purchase)	£3.48m	£12.4m
• Rolls Royce roundabout, Hucknall	£3.154m	£3.45m

5. The County Council also supports the implementation of the £570m NET phase 2 project and is working with partner authorities to facilitate the integration of walking, cycling and passenger transport with existing and new tram routes. This will include improved cycle facilities to link to new tram stops and a financial allocation has been made for such improvements in the Beeston/Chilwell area in 2014/15, as detailed in Appendix 1. We will continue to explore the opportunities for improving the bus facilities linking to the tram.

Integrated transport block

6. 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 funding for local transport improvements, such as addressing congestion or road safety, is called the integrated transport block. The integrated transport block and highway capital maintenance block allocations will be determined at the 27 February 2014 County Council meeting but the provisional 2014/15 allocations for integrated transport, as set out in the County Council report to February Finance and Property Committee, is detailed below.

• Integrated Transport Measures (excluding £250k reallocated to footway maintenance and £200k reallocated for maintenance of integrated transport schemes)	£6.956m
• Additional Road Safety	£0.350m
Total	£7.306m

7. A balanced range of integrated transport measures has been developed that contributes to delivering corporate priorities; national transport priorities; and the local transport goals and objectives. These packages of measures and the programme detailed in the appendices reflect a balance of member, public and stakeholder requests and priorities, evidence of need, value for money and delivery of the County Council's vision and transport objectives. The proposed detailed integrated transport programme is set out in Appendix 1 of this report.
8. The additional road safety funding will be used to deliver a speed management scheme on A38 Kings Mill Road East.

Future integrated transport funding

9. From 2015/16 approximately 44% of the national integrated transport block funding will be top-sliced and included in the Single Local Growth Fund (SLGF). This means that in 2015/16 the County Council will likely receive integrated transport funding of £4.2m (based on the County Council's current share of the integrated transport national allocation). Central Government will distribute the SLGF between the local enterprise partnerships (LEPs) based on the programmes to stimulate the local economy and create jobs detailed within the LEPs' Strategic Economic Plans. The SLGF will be made up of several different funding elements and these will not be ring fenced (i.e. the funding top-sliced from integrated transport will not necessarily be used for transport projects). Work is ongoing to firstly secure the SLGF funding for the D2N2 LEP area; and then to secure some of this funding for economic investment (including transport infrastructure) in Nottinghamshire.

Capital maintenance block

10. The highway capital maintenance block is used to carry out planned structural maintenance across a range of highways assets. Maintenance works are allocated across the seven districts in Nottinghamshire based on network/asset size and taking into account the condition of the highways assets. Prioritisation of the maintenance works programme involves analysis of technical condition survey data supplemented with local knowledge/judgement, customer enquiry information, inspection history, reactive maintenance costs, utility works and any

other relevant information. This analysis is being stream-lined through the ongoing development of the highway asset management system. The proposed detailed highways capital maintenance programme is set out in Appendix 2 of this report (where these programmes are currently known).

11. The provisional 2014/15 allocations, as set out in the County Council report to February Finance and Property Committee, are detailed below:

• Highway capital maintenance	£13.619m
○ footway maintenance from IT block	£0.250m
○ maintenance of IT assets from IT block	£0.200m
• Street lighting renewal/Energy saving	£2.572m
• Flood alleviation	<u>£0.600m</u>
Total	£17.241m

12. There are a number of major flood studies currently in progress such as at Southwell, Hucknall and Thurgarton. The Flood Risk Management Capital Programme and associated schemes will be developed as the results of these studies become known also taking account of other priorities. The total cost of many of these schemes is only part funded by the County Council with contributions being sought from all parties involved to provide a solution.

13. The street lighting replacement programme represents approximately 90% of the available street lighting associated budget. The remainder of the street lighting budget has been retained to allow the replacement of columns that are identified through structural testing. There have been a number of column failures over the last twelve months and as such this approach will support current practices and ensure the necessary replacements can be funded.

Additional capital maintenance investment for economic growth

14. The County Council's key strategic routes were identified as part of the development of the third Local Transport Plan as such routes support existing as well as planned economic and employment growth. The selected routes will be given whole length route treatments including structural repairs and drainage improvements, new surfacing and an audit and rationalisation of existing signs. Prioritising these routes for maintenance improvements will also aid in attracting inward investment to the county. In 2013/14 this investment was used to improve the A614 between Nottingham and the A1 and it is proposed that in the 2014/15 this funding is invested in the A38.

Detailed allocations

15. The proposed capital spending levels for different integrated transport and highway maintenance sub-blocks based on the provisional 2014/15 allocations are set out in the tables below.

2014/15 Provisional allocation

Major schemes	(£m)
A453 Improvement	5.000

Worksop Bus Station	2.460
Hucknall Town Centre Improvement	3.480
Rolls Royce roundabout, Hucknall	3.154
Integrated Transport Measures	
Access to local facilities (e.g. footway improvements and new crossings)	1.100
Bus improvements (e.g. bus stop infrastructure and bus stop clearways)	0.720
Capacity improvements (e.g. traffic signal and junction improvements to reduce congestion)	1.100
Cycling, leisure and health (e.g. multi user routes and cycling improvements)	0.666
Environmental weight limits (e.g. HGV weight limits and HGV route signing)	0.050
Local centre improvements (e.g. environmental improvements to improve vitality)	0.200
Traffic monitoring and advanced development and design of future schemes	0.420
Parking (e.g. review of parking in town centres, and delivery and review of new residents' parking schemes)	0.100
Public transport interchanges (e.g. bus station and rail station improvements)	0.150
Rail improvements (e.g. small scale improvements to services and stations as well as feasibility studies on large scale improvements)	0.100
Safety improvements (e.g. local safety schemes and safer routes to school)	0.950
Smarter choices (e.g. measures to help people access work by bus or walking and support for businesses developing travel plans)	0.200
Speed management (e.g. addressing local speed concerns, 20mph speed limits and interactive signs)	1.200
Total integrated transport measures	6.956
Additional road safety	0.350
Highway Maintenance	
Carriageway maintenance (A, B & C, Unclassified roads)	6.795
Surface dressing (including pre-patching)	2.500
Footway maintenance (including contribution of £250k from integrated transport block)	1.050
Bridges (including condition assessments)	1.200
Traffic signal renewal	0.350
Safety fencing	0.300
Structural drainage	0.500
Flood alleviation	0.600
Street lighting renewal and improvement	1.000
Street lighting – energy savings (e.g. dimming and LED)	0.502
Salix Grant Funding (energy saving)	1.070
Network structural patching	1.174
Maintenance of integrated transport assets	0.200
Total highways capital maintenance allocation (including £450k from IT block)	17.241

16. The integrated transport and highway capital maintenance programmes, detailing the proposed schemes to be delivered during 2014/15 are attached as Appendices 1 and 2 respectively to this report. The programmes are subject to capital budget approvals at this meeting and 27 February 2014 County Council meeting. Each of the schemes is also subject to the necessary consultation,

statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, design and consultation.

17. Work is ongoing to identify, secure and maximise external funding opportunities for transport improvements (such as developer contributions) and the attached appendices also include the schemes utilising external funding.

Other Options Considered

18. 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 2014/15 financial year's programme. Reserve schemes could potentially be delivered during the 2014/15 financial year should other schemes become undeliverable or if other funding sources become available enabling schemes to be brought forward.

Reason/s for Recommendation/s

19. 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

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

RECOMMENDATION/S

- 1) It is recommended that Committee:

- a) approve the proposed integrated transport block programme for implementation as contained in this report and detailed in Appendix 1 subject to the provisions set out in paragraph 16
- b) approve the proposed highway capital maintenance programme for implementation as contained in this report and detailed in Appendix 2 subject to the provisions set out in paragraph 16.

Andrew Warrington
Service Director Highways

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

Constitutional Comments (SHB 20/12/14)

21. Committee have power to decide the Recommendation.

Financial Comments (TMR 04/02/14)

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

Background Papers and Published Documents

- Integrated transport and highway maintenance capital programmes 2014/15
Transport & Highways Committee report – 17 September 2013
- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- Nottinghamshire Local Transport Plan Implementation Plan 2011/12-2014/15
- Nottinghamshire Local Transport Plan Evidence Base 2010

Electoral Division(s) and Member(s) Affected

- All

Appendix 1 2014/15 Integrated transport programme

Sub-block/scheme	Area	Electoral Division	Scheme budget (£000)	Scheduled construction start
Access to local facilities				
B6023 Mansfield Road, Sutton in Ashfield - upgrade of existing crossing facility	Ashfield	Sutton in Ashfield North	£50k-£100k	Quarter 2
Chapel Street/The Hill, Kirkby in Ashfield - new pedestrian crossing	Ashfield	Kirkby in Ashfield North / Kirkby in Ashfield South	£50k-£100k	Not programmed yet
A60 Doncaster Road, Langold - upgrade of existing crossing facility	Bassetlaw	Blyth and Harworth	£50k-£100k	Quarter 3
Bridge Street, Worksop - amendment to parking arrangements (scheme carried over from 2013/14)	Bassetlaw	Worksop West	≤£25k	Not programmed yet
Thievesdale Lane, Worksop - new pedestrian crossing	Bassetlaw	Worksop North East and Carlton	£50k-£100k	Not programmed yet
Swiney Way, Toton - refuge widening	Broxtowe	Chilwell and Toton	≤£25k	Quarter 2
Dropped kerbs	Countywide	Countywide	£50k-£100k	Not programmed yet
A60 Mansfield Road, Redhill - new pedestrian refuge	Gedling	Arnold North / Newstead	£25k-£50k	Quarter 1
B684/Woodthorpe Drive, Woodthorpe - new pedestrian crossing	Gedling	Arnold South	£50k-£100k	Quarter 2
Moor Road/Park Road, Bestwood Village - junction improvements	Gedling	Newstead	≤£25k	Not programmed yet
Station Road (east of George Road), Carlton - new pedestrian crossing	Gedling	Carlton West	£50k-£100k	Quarter 2
A6097 Epperstone Bypass, new footway to connect Lowdham Lane, Woodborough with Lowdham Road, Epperstone over the by-pass	Gedling / Newark & Sherwood	Calverton / Farnsfield & Lowdham	£50k-£100k	Quarter 2
A60 Church Street/Hetts Lane, Warsop - upgrade of existing crossing facility	Mansfield	Warsop	£25k-£50k	Not programmed yet
Wood Street, Mansfield - build-outs	Mansfield	North Mansfield	≤£25k	Not programmed yet
A6075 Mansfield Road, Edwinstowe - new footway	Newark & Sherwood	Rufford	£50k-£100k	Quarter 2
B6030 Mansfield Road, Clipstone - new pedestrian crossing	Newark & Sherwood	Rufford	£25k-£50k	Quarter 2
A614 at its junction with Mickledale Lane, Bilsthorpe - new pedestrian refuges and lining scheme	Newark & Sherwood	Rufford	£50k-£100k	Not programmed yet
London Road, Balderton - puffin crossing	Newark & Sherwood	Balderton	£50k-£100k	Quarter 1
Macaulay Drive, Balderton - junction improvements	Newark & Sherwood	Balderton	≤£25k	Quarter 1
Cropwell Butler Road, Cropwell Bishop (footway improvements)	Rushcliffe	Cotgrave	£25k-£50k	Quarter 1
Landcroft Lane, Sutton Bonington - verge protection	Rushcliffe	Soar Valley	≤£25k	Quarter 3
Wilford Lane, West Bridgford - new pedestrian refuge	Rushcliffe	West Bridgford West	£50k-£100k	Quarter 1
Reserve schemes:				
A620 Main Street, Claborough - footway extension to farm shop	Bassetlaw	Misterton	£50k-£100k	
Vale Road, Colwick - new pedestrian refuge	Gedling	Carlton East	£25k-£50k	
Boughton Ind Est to Kirton - footway improvements (pending initial feasibility study)	Newark & Sherwood	Ollerton	£50k-£100k	
Gotham Road (north of Lantern Lane), East Leake - new pedestrian crossing (scheme dependent on securing external funding)	Rushcliffe	Soar Valley	£50k-£100k	
Sub-block allocation			1,100.0	
External funding			37.6	
Sub-block total			1,137.6	

Sub-block/scheme	Area	Electoral Division	Scheme budget (£000)	Scheduled construction start
Bus improvements				
Ashfield - pole replacement	Ashfield	Various	≤£25k	Not programmed yet
Ashfield - shelter replacement/refurbishment	Ashfield	Various	£25k-£50k	Not programmed yet
Kings Mill to Sutton Bus Station - real-time display information	Ashfield	Sutton in Ashfield East / Sutton in Ashfield Central / Sutton in Ashfield North	£50k-£100k	Not programmed yet
Sutton Bus Station - improvements	Ashfield	Sutton in Ashfield Central	≤£25k	Not programmed yet
Bassetlaw - pole replacement	Bassetlaw	Various	≤£25k	Not programmed yet
Bassetlaw - shelter replacement/refurbishment	Bassetlaw	Various	£25k-£50k	Not programmed yet
Worksop - bus stop clearways	Bassetlaw	Worksop East / Worksop North / Worksop North East and Carlton / Worksop West	≤£25k	Not programmed yet
Worksop - TROs/traffic management	Bassetlaw	Worksop East / Worksop North / Worksop North East and Carlton / Worksop West	≤£25k	Not programmed yet
Worksop and Retford - real-time display information	Bassetlaw	Worksop East / Worksop North / Worksop North East and Carlton / Worksop West / Retford East / Retford West	£50k-£100k	Not programmed yet
Worksop SQBP	Bassetlaw		£25k-£50k	Not programmed yet
Beeston and Chilwell - bus stop clearways	Broxtowe	Chilwell and Toton / Beeston North / Beeston South and Attenborough	≤£25k	Not programmed yet
Beeston and Chilwell - TROs/traffic management required following NET works	Broxtowe	Chilwell and Toton / Beeston North / Beeston South and Attenborough	≤£25k	Not programmed yet
Beeston interim bus station - upgrade	Broxtowe	Beeston North	≤£25k	Not programmed yet
Beeston/ NET SQBP	Broxtowe	Various	£50k-£100k	Not programmed yet
Eastwood and Stapleford - interchange upgrades/refurbishments	Broxtowe	Bramcote and Stapleford / Eastwood / Beauvale	≤£25k	Not programmed yet
Reactive programme - dependent upon in-year requests	Countywide	To be determined	£25k-£50k	Not programmed yet
Carlton, Netherfield and Trent Valley - bus stop accessibility improvements	Gedling	Carlton West / Carlton East	£50k-£100k	Not programmed yet
Mansfield to Sutton - network information displays	Mansfield / Ashfield	Sutton in Ashfield East / Sutton in Ashfield Central / Sutton in Ashfield North / South Mansfield / West Mansfield	≤£25k	Not programmed yet
Mansfield to Sutton bus corridors - automatic vehicle detection and traffic light priority	Mansfield / Ashfield	Sutton in Ashfield East / Sutton in Ashfield Central / Sutton in Ashfield North / South Mansfield / West Mansfield	£50k-£100k	Not programmed yet
Newark on Trent - interchange upgrades/refurbishments	Newark & Sherwood	Newark West		Not programmed yet
Bridgford Road/Radcliffe Road, West Bridgford bus lane enforcement	Rushcliffe	West Bridgford Central and South	£25k-£50k	Not programmed yet
Vale of Belvoir rural communities - bus stop accessibility improvements	Rushcliffe	Bingham / Cotgrave / Keyworth	≤£25k	Not programmed yet

<u>Reserve schemes:</u> Integrated ticketing - feasibility study Solar/low voltage lighting Wooden shelter upgrades	Countywide Countywide Countywide	To be determined To be determined To be determined	≤£25k £25k-£50k ≤£25k	
			Sub-block allocation	720.0
			External funding	0.0
			Sub-block total	720.0

Sub-block/scheme	Area	Electoral Division	Scheme budget (£000)	Scheduled construction start
Capacity improvements				
A611 - capacity improvements	Ashfield	Kirkby in Ashfield South	£100k-£150k	Not programmed yet
Common Road/Blackwell Road, Huthwaite - right turn filter	Ashfield	Sutton in Ashfield West	≤£25k	Not programmed yet
Duke Street, Hucknall - removal of bus gate	Ashfield	Hucknall	≤£25k	Quarter 3
Kirkby town centre improvements	Ashfield	Kirkby in Ashfield North	£150k-£250k	Not programmed yet
A634 Sheffield Road/High Street/Retford Road/B6045, Blyth - double mini-roundabout (pending initial feasibility study)	Bassetlaw	Blyth and Harworth	£150k-£250k	Quarter 3
Kilton Hill/Blyth Road, Worksop - left-turn signal improvements (pending initial feasibility study)	Bassetlaw	Worksop North East and Carlton	≤£25k	Not programmed yet
Nottingham Road, Eastwood (near library) - bus stop alterations	Broxtowe	Eastwood	≤£25k	Not programmed yet
A6211 Thackeray's Lane, Arnold - widening at A60	Gedling	Arnold South	£25k-£50k	Quarter 2
A60 Leeming Lane/New Mill Lane, Mansfield Woodhouse - pedestrian detection at the signals	Mansfield	Mansfield North	£50k-£100k	Quarter 3
A60/Nottingham Road/Berry Hill Lane/Atkin Lane, Mansfield - signals upgrade to MOVA	Mansfield	Mansfield South	£50k-£100k	Quarter 3
Mansfield town centre - directional signing (scheme could potentially carry over from 2013/14)	Mansfield	Mansfield North / Mansfield South / Mansfield West	£50k-£100k	Not programmed yet
South Muskham roundabout - contribution to larger improvement scheme	Newark & Sherwood	Farndon and Muskham	£25k-£50k	Quarter 2
A60 / Mere Way roundabout, Ruddington - lane marking and vegetation removal	Rushcliffe	Ruddington	≤£25k	Not programmed yet
<u>Reserve schemes:</u>				
			Sub-block allocation	1,100.0
			External funding	0.0
			Sub-block total	1,100.0

Sub-block/scheme	Area	Electoral Division	Scheme budget (£000)	Scheduled construction start
Cycling, leisure and health				
Misterton BW24 (Foxcovert Lane) - path reconstruction	Bassetlaw	Misterton	≤£25k	Not programmed yet
A609/A6002, Balloon Woods - cycle route improvements	Broxtowe	Kimberley and Trowell	≤£25k	Quarter 1
Cycle route improvements to NET stops	Broxtowe	Chilwell and Toton / Beeston North	£50k-£100k	Quarter 3
Eastwood / Kimberley cycle route improvements	Broxtowe	Eastwood / Kimberley and Trowell	£25k-£50k	Quarter 3
Station Road, Beeston - off-road cycle route	Broxtowe	Beeston North / Beeston South	£25k-£50k	Not programmed yet
Cycle signing / parking	Countywide	Countywide	≤£25k	Not programmed yet
Rights of Way signing	Countywide	Various	≤£25k	Quarter 1
Rights of Way upgrades	Countywide	Various	£25k-£50k	Quarter 1
B684 Mapperley Plains/A6211 Gedling Road (toucan crossing)	Gedling	Arnold North / Arnold South	£50k-£100k	Quarter 1
Chesterfield Road, Mansfield - cycle route improvements	Mansfield	Mansfield North	≤£25k	Not programmed yet
William Wood Lane, Warsop Vale - bridge upgrade	Mansfield	Warsop	≤£25k	Quarter 3
Balderton FP11 - surface improvements	Newark & Sherwood	Balderton	≤£25k	Not programmed yet
Elston FP7 - surface improvements	Newark & Sherwood	Farndon and Muskham	≤£25k	Not programmed yet
Girton restricted BW1 - path reconstruction/improvements	Newark & Sherwood	Collingham	£50k-£100k	Not programmed yet
Kirklington FP8 & FP9 - surface improvements	Newark & Sherwood	Farnsfield and Lowdham	≤£25k	Not programmed yet
Southwell FP29 - surface improvements	Newark & Sherwood	Southwell and Caunton	≤£25k	Not programmed yet
Upton FP8 - surface improvements	Newark & Sherwood	Southwell and Caunton	≤£25k	Not programmed yet
Clifton Road, Ruddington (cycle route) (scheme dependent on securing external funding)	Rushcliffe	Ruddington	£100k-£150k	Dependent on securing external funding
Nottingham Road, Cropwell Bishop - new footway	Rushcliffe	Cotgrave	£100k-£150k	Quarter 1
<u>Reserve schemes:</u>				
Sutton to Kirkby link (scheme dependent on securing external funding)	Ashfield	Kirkby in Ashfield North	≤£25k	
Langold / Firbeck - footpath & cycle route improvements (scheme dependent on securing external funding)	Bassetlaw	Blyth and Harworth	£25k-£50k	
Calverton Greenway (scheme dependent on securing external funding)	Gedling	Calverton	≤£25k	
Linby to Newstead NCN6 (cycle route)	Gedling	Newstead	≤£25k	
Cotgrave Greenway (scheme dependent on securing external funding)	Rushcliffe	Cotgrave	£25k-£50k	

Sub-block allocation	666.0
External funding	155.7
Sub-block total	821.7

Sub-block/scheme	Area	Electoral Division	Scheme budget (£000)	Scheduled construction start
Environmental weight limits				
Shireoaks Road/Sandy Lane, Worksop - advance EWL warning signs	Bassetlaw	Worksop North East and Carlton / Worksop West	≤£25k	Not programmed yet
Kelham Bridge - advance bridge closure signs	Newark & Sherwood	Farndon & Muskham	≤£25k	Not programmed yet
<i>Further schemes to be determined once studies have been completed</i>				

Sub-block allocation	50.0
External funding	0.0
Sub-block total	50.0

Sub-block/scheme	Area	Electoral Division	Scheme budget (£000)	Scheduled construction start
Local centre improvements				
Market Street, Huthwaite (scheme carried over from 2013/14)	Ashfield	Sutton in Ashfield West	£25k-£50k	Not programmed yet
NET associated environmental improvements	Broxtowe	Broxtowe various	£50k-£100k	Not programmed yet
St Wilfrid's Square, Calverton - environmental improvements	Gedling	Calverton	£100k-£150k	Quarter 4
Westdale Lane East / Main Road, Gedling - environmental improvements (Phase 1)	Gedling	Carlton East	£150k-£250k	Quarter 4
<u>Reserve schemes:</u>				
Main Street, Burton Joyce - contribution to village centre improvement scheme	Gedling	Carlton East	£25k-£50k	
Boundary Road, Newark - contribution to signing and lining scheme	Newark & Sherwood	Newark East	≤£25k	
Sub-block allocation			200.0	
External funding			137.6	
Sub-block total			337.6	

Sub-block/scheme	Area	Electoral Division	Scheme budget (£000)	Scheduled construction start
Monitoring, development and design				
Advanced design of future schemes	Countywide	Countywide	£100k-£150k	Not applicable
Development of future year's ITM programmes	Countywide	Countywide	£100k-£150k	Not applicable
Technical surveys	Countywide	Countywide	£25k-£50k	Not applicable
Traffic monitoring	Countywide	Countywide	£100k-£150k	Not applicable
Sub-block allocation			420.0	
External funding			0.0	
Sub-block total			420.0	

Sub-block/scheme	Area	Electoral Division	Scheme budget (£000)	Scheduled construction start
Parking				
Hucknall parking review	Ashfield	Hucknall	≤£25k	Not programmed yet
Coronation Street, Retford - parking bay review (scheme carried over from 2013/14)	Bassetlaw	Retford West	≤£25k	Not programmed yet
Stubbing Lane, Worksop - new residents' parking scheme	Bassetlaw	Worksop West	≤£25k	Quarter 4
Derby Road, Stapleford - waiting restrictions review	Broxtowe	Bramcote and Stapleford	≤£25k	Quarter 3
Endleigh and Muriel Gardens (scheme could potentially carry over from 2013/14)	Broxtowe	Beeston North	≤£25k	Not programmed yet
Glebe Street, Beeston - new residents' parking scheme (scheme carried over from 2013/14)	Broxtowe	Beeston North	≤£25k	Not programmed yet
Humber Road South, Beeston - waiting restrictions	Broxtowe	Beeston South and Attenborough	≤£25k	Quarter 3
Nottingham Road (Hill Top), Eastwood - waiting restrictions review	Broxtowe	Eastwood	≤£25k	Quarter 3
Wollaton Road, Beeston - waiting restrictions review	Broxtowe	Beeston North	≤£25k	Quarter 3
Bond Street, Arnold - new residents' parking scheme	Gedling	Arnold North	≤£25k	Quarter 4
Redhill Road area, Arnold - new residents' parking scheme	Gedling	Arnold North	≤£25k	Quarter 3
Whitfield Street/William Street, Newark - new residents' parking scheme	Newark & Sherwood	Newark East	≤£25k	Quarter 3
Rushworth Avenue, West Bridgford - waiting restrictions review	Rushcliffe	West Bridgford Central and South	≤£25k	
Reserve schemes:				
Nottingham Forest football ground, West Bridgford - amendments to parking restrictions	Rushcliffe	West Bridgford Central and South	£25k-£50k	
Sub-block allocation			100.0	
External funding			0.0	
Sub-block total			100.0	
Sub-block/scheme	Area	Electoral Division	Scheme budget (£000)	Scheduled construction start
Public transport interchanges				
Retford rail station improvements (scheme dependent upon securing external funding)	Bassetlaw	Retford West	£50k-£100k	Dependent on securing external funding
Beeston bus station - contribution to upgrade	Broxtowe	Beeston North	£25k-£50k	Quarter 4
Reserve schemes:				
Sub-block allocation			150.0	
External funding			0.0	
Sub-block total			150.0	
Sub-block/scheme	Area	Electoral Division	Scheme budget (£000)	Scheduled construction start
Rail improvements				
Ollerton GRIP stage 3	Newark & Sherwood	Various	£50k-£100k	Not applicable
Station Road, Collingham - car parking improvements (scheme carried over from 2013/14)	Newark & Sherwood	Collingham	≤£25k	Not programmed yet
Reserve schemes:				
Sub-block allocation			100.0	
External funding			0.0	
Sub-block total			100.0	

Sub-block/scheme	Area	Electoral Division	Scheme budget (£000)	Scheduled construction start
Safety improvements				
<i>Local safety schemes</i>				
A38 Kingsmill Road / Skegby Lane / Beck Lane - traffic signal modifications	Ashfield	Sutton in Ashfield North	≤£25k	Quarter 1
A38 Kingsmill Road East - speed management	Ashfield	Kirkby in Ashfield North/Sutton in Ashfield East	£150k-£250k	Quarter 3
A608/A611 eastbound approach northbound exit - surface improvements	Ashfield	Kirkby in Ashfield South	£25k-£50k	Not programmed yet
A611 Derby Road nr Badger Box PH - high friction surfacing	Ashfield	Kirkby in Ashfield South	≤£25k	Not programmed yet
B6023 Mansfield Road, Sutton in Ashfield - zebra nr Hill Cres - contribution	Ashfield	Sutton in Ashfield North	≤£25k	Quarter 2
Church St / Chapel St, Kirkby in Ashfield - improved signs	Ashfield	Kirkby in Ashfield South	≤£25k	Not programmed yet
Lindrick Rd, Kirkby in Ashfield (Fairways Dr inc to Southwell Ln exc) - improvements to the existing lighting	Ashfield	Kirkby in Ashfield North	≤£25k	Not programmed yet
Mansfield Rd/Eastfield Side/Hartington Drive, Sutton in Ashfield - visibility improvements	Ashfield	Sutton in Ashfield North	≤£25k	Quarter 2
A57 Darlton - speed limit reduction (contribution)	Bassetlaw	Tuxford	≤£25k	Not programmed yet
A6075 Tuxford Centre (from B1164 excl junction to end of housing - improve existing lighting	Bassetlaw	Tuxford	≤£25k	Not programmed yet
A616 Creswell Rd, Cuckney near Shireoaks Hill Farm - surface improvements	Bassetlaw	Tuxford	≤£25k	Quarter 1
A631/A161 Beckingham Roundabout - signs	Bassetlaw	Misterton	≤£25k	Quarter 1
A634 Bends 530m west of Old Bridge, Blyth - improved signs	Bassetlaw	Blyth and Harworth	≤£25k	Quarter 1
A638 Great North Road/Randall Way to Sutton Crossroads - surface dressing	Bassetlaw	Retford West / Misterton	≤£25k	Quarter 1
B1403 South of Gringley - edge lining	Bassetlaw	Misterton	≤£25k	Quarter 1
B6463 bend at county boundary, Harworth - warning signs	Bassetlaw	Blyth and Harworth	≤£25k	Quarter 2
Darlton Road, Darlton NE of A57 - signs	Bassetlaw	Tuxford	≤£25k	Quarter 1
Hundred Acre Lane, Carlton in Lindrick - ice warning signs	Bassetlaw	Worksop North East and Carlton	≤£25k	Quarter 4
'Nine Corners', Kimberley (Vicinity of junction only) - improve existing lighting	Broxtowe	Kimberley and Trowell	≤£25k	Quarter 2
A6002 Low Wood Road / Hempsill Vale, Nottingham - reduce speed limit to 40mph	Broxtowe	Nuthall	≤£25k	Quarter 3
A609 Ilkeston Road, Trowell - interactive sign	Broxtowe	Kimberley and Trowell	≤£25k	Not programmed yet
Bramcote Road/Bramcote Avenue, Beeston - signs and lining	Broxtowe	Chilwell and Toton	≤£25k	Quarter 1
Eastwood Rd / Maws Lane, Kimberley - visibility Improvements	Broxtowe	Kimberley and Trowell	≤£25k	Not programmed yet
Larkfield Road, Kimberley (Short section in middle of road length) - improve existing lighting	Broxtowe	Nuthall	≤£25k	Quarter 2
Stapleford Lane near Broadstairs Road, Toton - visibility improvements	Broxtowe	Chilwell and Toton	≤£25k	Quarter 3
A60 Mansfield Road/Woodthorpe Drive, Woodthorpe - surface improvements	Gedling	Arnold South	≤£25k	Quarter 2
A60 Nottingham Road, Ravenshead - interactive sign	Gedling	Newstead	≤£25k	Not programmed yet
A612 Colwick Loop Road / Victoria Road - traffic signal modifications	Gedling	Carlton East	≤£25k	Not programmed yet
Blidworth Way bend SW of A60 - surface / camber	Gedling	Newstead	£25k-£50k	Quarter 2
Coppice Road mini roundabout, Arnold - signs and kerbing	Gedling	Arnold North	≤£25k	Quarter 1
Coppice Road, Arnold - interactive sign	Gedling	Arnold North	≤£25k	Quarter 1
High Street, Arnold - pedestrian improvements	Gedling	Arnold North	≤£25k	Quarter 3
Mansfield Road / Park Road, Calverton - signs and lining	Gedling	Calverton	≤£25k	Quarter 4
Park Lane, Lambley - surface improvements	Gedling	Calverton	£25k-£50k	Quarter 2
Rolleston Drive, Arnold - interactive sign	Gedling	Arnold North / Arnold South	≤£25k	Quarter 1
Worrall Avenue/Front Street, Arnold - zebra - improved signing	Gedling	Arnold North	≤£25k	Not programmed yet
A38 Sutton Road, Mansfield - pedestrian improvements	Mansfield	Mansfield West	≤£25k	Quarter 3
A6191 Chesterfield Road South, Mansfield - junction improvements	Mansfield	North Mansfield / West Mansfield	≤£25k	Not programmed yet
A6191 Southwell Rd West (Bellamy Rd to Anglia Way inclusive), Mansfield - improve existing lighting	Mansfield	East Mansfield	≤£25k	Not programmed yet
Carter Lane / Skerry Hill, Mansfield - traffic signal modifications	Mansfield	South Mansfield	≤£25k	Not programmed yet
Carter Lane/Longster Lane, Shirebrook - signs and lining	Mansfield	Warsop	≤£25k	Not programmed yet
New Mill Lane, Mansfield W of Holly Drive - signs	Mansfield	East Mansfield	≤£25k	Quarter 1

Sub-block/scheme	Area	Electoral Division	Scheme budget (£000)	Scheduled construction start
Smarter Choices				
Junction 27/A608 - cycle route improvements to support travel planning at the business park	Ashfield	Kirkby in Ashfield South	≤£25k	Not programmed yet
Shireoaks Business Park - bus stop improvements to support travel planning at the business park	Bassetlaw	Worksop North	£25k-£50k	Quarter 3
Nottinghamshare car-share scheme	Countywide	Countywide	≤£25k	Not applicable
Nottinghamshare car-share scheme promotion	Countywide	Countywide	≤£25k	Not applicable
Worksop/Mansfield business travel planning - travel survey monitoring	Countywide	Countywide	≤£25k	Not applicable
Gedling (Daybrook area) - personalised travel planning	Gedling	To be determined	£50k-£100k	Not programmed yet
Gedling area - workplace (business park) travel planning	Gedling	To be determined	£25k-£50k	Not programmed yet
Access improvements to support Mansfield business travel planning	Mansfield	Various	£25k-£50k	Not programmed yet
<u>Reserve schemes:</u>				
Access improvements to support Worksop business travel planning	Bassetlaw	To be determined	£25k-£50k	
			Sub-block allocation	200.0
			External funding	0.0
			Sub-block total	200.0

Sub-block/scheme	Area	Electoral Division	Scheme budget (£000)	Scheduled construction start
Speed management				
B6022 Newark Road, Sutton in Ashfield - extension of 30mph limit	Ashfield	Sutton in Ashfield East	≤£25k	Not programmed yet
A57 Darlton - speed limit reduction	Bassetlaw	Tuxford	≤£25k	Quarter 3
Tiln Lane / Smeath Lane, Clarbrough - speed limit reduction	Bassetlaw	Misterton / Retford East	≤£25k	Not programmed yet
A610 Nuthall roundabout to Bells Lane (Cinderhill) roundabout - speed limit reduction to 50mph	Broxtowe	Nuthall	≤£25k	Quarter 3
20mph advisory speed limits outside schools (see list of schools below)	Countywide	Various	> £250k	Not programmed yet
Lambley Lane, Gedling - speed limit reduction	Gedling	Carlton East	≤£25k	Quarter 3
A6191 Southwell Road West, Mansfield - extension of 30mph limit	Mansfield	East Mansfield	≤£25k	Not programmed yet
Brick Kiln Lane, Mansfield - replacement of 'give and take'	Mansfield	West Mansfield	≤£25k	Not programmed yet
Blidworth Lane, Blidworth - 40mph buffer zone to Blidworth village (scheme could potentially carry over from 2013/14)	Newark & Sherwood	Blidworth	≤£25k	Not programmed yet
East Stoke - new 30mph limits	Newark & Sherwood	Farndon and Muskham	≤£25k	Quarter 2
Fishpool Road, Blidworth - speed limit reduction	Newark & Sherwood	Blidworth	≤£25k	Quarter 1
Rufford Lane, Wellow - speed limit reduction	Newark & Sherwood	Rufford / Southwell and Caunton / Ollerton	≤£25k	Quarter 3
Bradmore Lane, Plumtree - extension of 30mph limit	Rushcliffe	Ruddington	≤£25k	Quarter 3
Butt Lane & Kneeton Rd, East Bridgford - speed limit reduction	Rushcliffe	Radcliffe on Trent	≤£25k	Quarter 3

<i>Interactive speed signs: - each sign costs approximately £8k</i>				
B600 Nottingham Road, Selston (near Wood Nook Lane) - interactive speed sign	Ashfield	Selston	≤£25k	Not programmed yet
B6023 Alfreton Road, Sutton in Ashfield (south of Henning Lane) - interactive speed sign	Ashfield	Sutton in Ashfield West	≤£25k	Not programmed yet
A620 Gainsborough Road, Saundby (south of Marsh Lane) - interactive speed sign	Bassetlaw	Misterton	≤£25k	Not programmed yet
B6045 Blyth Road, Worksop (NE of B6041) - interactive speed sign	Bassetlaw	Worksop North East and Carlton / Worksop East	≤£25k	Not programmed yet
B6045 Mattersey Road, Ranskill (NE of Stonehall Close) - interactive speed sign	Bassetlaw	Misterton	≤£25k	Not programmed yet
B6463 Main Street, Styrrup (SW of Pinfold Lane) - interactive speed sign	Bassetlaw	Blyth and Harworth	≤£25k	Not programmed yet
Shireoaks Common, Shireoaks (ne of Woodside Road - LC 28) - interactive speed sign	Bassetlaw	Blyth and Harworth	≤£25k	Not programmed yet
Sparken Hill, Worksop (south of Bentinck Court) - interactive speed sign	Bassetlaw	Worksop West	≤£25k	Not programmed yet
Tuxford Road, Normanton on Trent (west of Mill Lane) - interactive speed sign	Bassetlaw	Tuxford	≤£25k	Not programmed yet
B684 Plains Road, Mapperley (NE of Somersby Road) - interactive speed sign	Gedling	Arnold South	≤£25k	Not programmed yet
Lowdham Lane, Woodborough (approx 40m inside 30mph limit) - interactive speed sign	Gedling	Calverton	≤£25k	Not programmed yet
Rolleston Drive, Arnold (SW of Kiddier Ave) - interactive speed sign	Gedling	Arnold North	≤£25k	Not programmed yet
A1133, Besthorpe (south end of village) - interactive speed sign	Newark & Sherwood	Collingham	≤£25k	Not programmed yet
A1133, Langford (outside Elmtree Farm House) - interactive speed sign	Newark & Sherwood	Collingham	≤£25k	Not programmed yet
A616 Worksop Road, Budby (south of South Farm Road) - interactive speed sign	Newark & Sherwood	Ollerton	≤£25k	Not programmed yet
B1164 Great North Road, Carlton on Trent (o/s Carlton Hse) - interactive speed sign	Newark & Sherwood	Southwell and Caunton	≤£25k	Not programmed yet
B6030 Mansfield Road, Clipstone (NE of Baulker Lane) - interactive speed sign	Newark & Sherwood	Rufford	≤£25k	Not programmed yet
B6034 Rufford Road, Edwinstowe (NW of Sandy Lane) - interactive speed sign	Newark & Sherwood	Rufford	≤£25k	Not programmed yet
B6326 London Road, Balderton (between Manners Road junctions) - interactive speed sign	Newark & Sherwood	Balderton	≤£25k	Not programmed yet
B6386 Oxton Road, Southwell (inside 30mph limit at lamp column no. 33) - interactive speed sign	Newark & Sherwood	Southwell and Caunton	≤£25k	Not programmed yet
Bleasby Road, Thurgarton (NE of village hall) - interactive speed sign	Newark & Sherwood	Farnsfield and Lowdham	≤£25k	Not programmed yet
Lodge Lane, Elston (west of Pinfold Lane) - interactive speed sign	Newark & Sherwood	Farndon and Muskham	≤£25k	Not programmed yet
Main Street, Edingley (NW of Station Road) - interactive speed sign	Newark & Sherwood	Farnsfield and Lowdham	≤£25k	Not programmed yet
Norwell Road, Caunton (east of Dean's Close) - interactive speed sign	Newark & Sherwood	Southwell and Caunton	≤£25k	Not programmed yet
Cropwell Road, Radcliffe on Trent (SE of A52) - interactive speed sign	Rushcliffe	Radcliffe on Trent	≤£25k	Not programmed yet
Kegworth Road, Kingston on Soar (NW of The Green) - interactive speed sign	Rushcliffe	Soar Valley	≤£25k	Not programmed yet
Wysall Road, Widmerpool (SW of Willoughby Rd) - interactive speed sign	Rushcliffe	Keyworth	≤£25k	Not programmed yet
<u>Reserve schemes:</u>				
Burnstump Hill, Papplewick - speed reduction	Gedling	Newstead / Calverton	≤£25k	
A6075 Main Street, Kirton - extension of 30mph limit	Newark & Sherwood	Ollerton	≤£25k	
A606 Melton Road (Burleigh Road to Edwalton Lodge Close), West Bridgford - speed limit reduction from 40 to 30mph	Rushcliffe	West Bridgford Central and South	≤£25k	
Sub-block allocation			1,200.0	
External funding			0.0	
Sub-block total			1,200.0	

Integrated transport block budget allocation (DfT grant)	£7,406.0
Contribution to footway enhancements	-£250.0
Contribution to maintenance of integrated transport schemes	-£200.0
Available integrated transport budget (2014/15 budget book)	£6,956.0
External funding	£330.9
PROGRAMME TOTAL (integrated transport block allocation plus external funding)	£7,286.9

20mph speed limits outside schools 2014/15 programme

The schools prioritised for the delivery of 20mph speed limits in 2014/15 are located on distributor roads (with the highest traffic flows) or are located close to schools on distributor roads (so as to achieve value for money in scheme delivery).

None of the schemes has been programmed for delivery yet.

School	Area	Ward
All Saints CofE Infant School, Huthwaite	Ashfield	Sutton in Ashfield West
Annesley Primary and Nursery School, Annesley	Ashfield	Kirkby in Ashfield South
Ashfield School, Kirkby in Ashfield	Ashfield	Kirkby in Ashfield North
Bagthorpe Primary, Underwood	Ashfield	Selston
Coxmoor Primary, Kirkby in Ashfield	Ashfield	Kirkby in Ashfield North
Dalestorth Primary and Nursery, Sutton in Ashfield	Ashfield	Sutton in Ashfield North
Daneswood Junior, Sutton in Ashfield	Ashfield	Sutton in Ashfield North
Fountaindale School, Mansfield	Ashfield	Sutton in Ashfield East
Healdswood Infants and Nursery, Sutton in Ashfield	Ashfield	Sutton in Ashfield North
Holly Hill Primary and Nursery, Selston	Ashfield	Selston
Jacksdale Primary & Nursery School, Jacksdale	Ashfield	Selston
Jeffries Primary and Nursery School, Kirkby in Ashfield	Ashfield	Kirkby in Ashfield North
John Davies Primary and Nursery, Huthwaite	Ashfield	Sutton in Ashfield West
Kingsway Primary School, Kirkby in Ashfield	Ashfield	Kirkby in Ashfield South
Kirkby College, Kirkby in Ashfield	Ashfield	Kirkby in Ashfield South
Kirkby Woodhouse Primary and Nursery, Kirkby in Ashfield	Ashfield	Kirkby in Ashfield South
Mapplewells Primary & Nursery, Sutton in Ashfield	Ashfield	Sutton in Ashfield West
Orchard Primary and Nursery School, Kirkby in Ashfield	Ashfield	Kirkby in Ashfield South
Quarrydale Academy, Sutton in Ashfield	Ashfield	Sutton in Ashfield Central
Selston CofE Infant & Nursery, Selston	Ashfield	Selston
Selston High School, Selston	Ashfield	Selston
St Andrews CofE Primary & Nursery, Sutton in Ashfield	Ashfield	Sutton in Ashfield North
St Mary Magdalene Primary School, Sutton in Ashfield	Ashfield	Sutton in Ashfield West
Underwood CofE Primary, Underwood	Ashfield	Selston
Westwood Infant and Nursery, Westwood	Ashfield	Selston
All Saints Harworth C of E Primary, Harworth	Bassetlaw	Blyth & Harworth
Beckingham Primary School, Beckingham	Bassetlaw	Misterton
Dunham-On-Trent C of E Primary School, Dunham-on-Trent	Bassetlaw	Tuxford
East Markham Primary School, East Markham	Bassetlaw	Tuxford
Everton Primary School, Everton	Bassetlaw	Misterton
Gateford Park Primary, Worksop	Bassetlaw	Worksop North
Hallcroft Infant & Nursery School, Retford	Bassetlaw	Retford West
Mattersey Primary School, Mattersey	Bassetlaw	Misterton
Misterton Primary and Nursery, Misterton	Bassetlaw	Misterton
North Leverton C of E Academy, North Leverton	Bassetlaw	Tuxford
North Wheatley CofE Primary School, South Wheatley	Bassetlaw	Tuxford
Prospect Hill Infants & Nursery School, Worksop	Bassetlaw	Worksop NE & Carlton
Prospect Hill Junior School, Worksop	Bassetlaw	Worksop NE & Carlton
Rampton Primary School, Rampton	Bassetlaw	Tuxford
Ramsden Primary School, Carlton in Lindrick	Bassetlaw	Worksop NE & Carlton
Retford Oaks Academy, Retford	Bassetlaw	Retford West
Serlby Park Academy, Bircotes	Bassetlaw	Blyth & Harworth
St Giles Special School, Retford	Bassetlaw	Retford West
St John's C of E Primary School, Worksop	Bassetlaw	Worksop North
St Joseph's Catholic Primary, Retford	Bassetlaw	Retford West
St Luke's CofE Primary, Shireoaks	Bassetlaw	Worksop North
St Patrick's Catholic Primary, Bircotes	Bassetlaw	Blyth & Harworth
St Peter's C of E Primary School, Gringley-on-The-Hill	Bassetlaw	Misterton
St Swithun's CofE Primary and Nursery, Retford	Bassetlaw	Retford East
Sturton CofE Primary School, Sturton-Le-Steeple	Bassetlaw	Tuxford
Tuxford Academy, Tuxford	Bassetlaw	Tuxford
2014/15 programme continued		

Tuxford Primary Academy, Tuxford	Bassetlaw	Tuxford
Walkeringham Primary School, Walkeringham	Bassetlaw	Misterton
Albany Infant and Nursery, Stapleford	Broxtowe	Bramcote & Stapleford
Albany Junior School, Stapleford	Broxtowe	Bramcote & Stapleford
Alderman White School, Beeston	Broxtowe	Bramcote & Stapleford
Awsworth Primary School, Awsworth	Broxtowe	Kimberley & Trowell
Banks Road Infant and Nursery , Beeston	Broxtowe	Chilwell & Toton
Bispham Drive Junior, Beeston	Broxtowe	Chilwell & Toton
Bramcote CofE (Voluntary Aided) Primary, Beeston	Broxtowe	Bramcote & Stapleford
Chetwynd Primary Academy, Toton	Broxtowe	Chilwell & Toton
Chilwell School, Chilwell	Broxtowe	Beeston South & Attenborough
College House Junior, Beeston	Broxtowe	Chilwell & Toton
Eastwood Comprehensive School, Eastwood	Broxtowe	Eastwood
Fairfield Primary School, Stapleford	Broxtowe	Bramcote & Stapleford
George Spencer Academy, Stapleford	Broxtowe	Bramcote & Stapleford
Gilthill Primary School, Kimberley	Broxtowe	Beauvale
Greasley Beauvale Primary School	Broxtowe	Beauvale
Hollywell Primary School, Kimberley	Broxtowe	Kimberley & Trowell
John Clifford Primary School, Beeston	Broxtowe	Beeston South & Attenborough
Kimberley Primary & Nursery, Kimberley	Broxtowe	Kimberley & Trowell
Larkfields Infant School, Nuthall	Broxtowe	Nuthall
Larkfields Junior School, Nuthall	Broxtowe	Nuthall
Meadow Lane Infant School, Chilwell	Broxtowe	Chilwell & Toton
Round Hill Primary, Beeston	Broxtowe	Beeston North
Springbank Primary, Eastwood	Broxtowe	Eastwood
St John's CofE Primary, Stapleford	Broxtowe	Bramcote & Stapleford
The Kimberley School, Kimberley	Broxtowe	Kimberley & Trowell
The Priory Catholic Academy, Eastwood	Broxtowe	Eastwood
Wadsworth Fields Primary, Stapleford	Broxtowe	Bramcote & Stapleford
William Lilley Infant and Nursery, Stapleford	Broxtowe	Bramcote & Stapleford
All Hallows CofE Primary School, Gedling	Gedling	Carlton East
Arnbrook Primary School, Arnold	Gedling	Arnold South
Arno Vale Junior School, Woodthorpe	Gedling	Arnold South
Arnold Hill School and Tech College, Arnold	Gedling	Arnold North
Arnold Mill Primary, Arnold	Gedling	Arnold North
Arnold View Primary and Nursery School, Arnold	Gedling	Arnold South
Carlton Digby Special School, Carlton	Gedling	Arnold South
Carlton-le-Willows Academy, Gedling	Gedling	Carlton East
Central Infant & Nursery School, Carlton	Gedling	Carlton West
Central Junior School, Carlton	Gedling	Carlton West
Christ The King Voluntary Academy, Arnold	Gedling	Arnold North
Colonel Frank Seely Comprehensive School, Calverton	Gedling	Calverton
Colwick St John the Baptist CofE Primary, Colwick	Gedling	Carlton East
Coppice Farm Primary School, Arnold	Gedling	Arnold North
Derrymount School, Arnold	Gedling	Arnold North
Ernehale Infant School, Arnold	Gedling	Arnold South
Ernehale Junior School, Arnold	Gedling	Arnold South
Haddon Primary and Nursery, Carlton	Gedling	Carlton West
Linby Cum Papplewick CofE Primary, Linby	Gedling	Newstead
Manor Park Infant and Nursery, Calverton	Gedling	Calverton
Mapperley Plains Primary & Nursery, Mapperley	Gedling	Arnold South
Netherfield Primary, Netherfield	Gedling	Carlton East
Newstead Primary and Nursery, Newstead	Gedling	Newstead
Parkdale Primary School, Carlton	Gedling	Carlton West
Phoenix Infant and Nursery, Gedling	Gedling	Carlton East
2014/15 programme continued		
Priory Junior School, Gedling	Gedling	Carlton East

Redhill Academy, Arnold
 Richard Bonington Primary & Nursery, Arnold
 Robert Mellors Primary and Nursery, Arnold
 Sacred Heart Catholic Academy, Carlton
 Sir John Sherbrooke Junior, Calverton
 St Wilfrid's CofE Primary School, Calverton
 Stanhope Primary and Nursery, Gedling
 The Good Shepherd Catholic Academy, Woodthorpe
 Westdale Infant School, Mapperley
 Westdale Junior School, Mapperley
 Willow Farm Primary, Gedling
 Woodthorpe Infant School, Woodthorpe
 All Saints RC School, Mansfield
 Beech Hill School, Mansfield
 Intake Farm Primary and Nursery, Mansfield
 Queen Elizabeth's Academy, Mansfield
 Redgate Special School, Mansfield
 Rosebrook Primary and Nursery School, Mansfield
 St Philip Neri with St Bede Primary, Mansfield
 Wainwright Academy, Mansfield
 Barnby Road Academy, Newark
 Chuter Ede Primary, Balderton
 Dean Hole CofE Primary, Caunton
 Forest View Junior School, Ollerton
 William Gladstone, Newark
 John Hunt Primary School, New Balderton
 Kneesall CofE Primary, Kneesall
 Lowes Wong Infant School, Southwell
 Lowes Wong Junior School, Southwell
 Magnus CofE Foundation School, Newark
 Maun Infant and Nursery, Ollerton
 Minster CofE School, Southwell
 Mount CofE Primary and Nursery, Newark
 North Clifton Primary School, Newark
 Queen Eleanor Primary School, Harby
 The Grove School - now called Newark Academy, New Balderton
 The Newark Orchard School, Newark
 Abbey Road Primary, West Bridgford
 Brookside Primary, East Leake
 Costock CofE Primary School, Costock
 Edwalton Primary, Edwalton
 Flintham Primary School, Flintham
 Greythorn Primary, West Bridgford
 East Leake Academy, East Leake
 Heymann Primary, West Bridgford
 Jesse Gray Primary, West Bridgford
 Lantern Lane Primary School, East Leake
 Pierrepont Gamston Primary (V/A) Church School, West Bridgford
 Radcliffe on Trent Infant and Nursery, Radcliffe on Trent
 Radcliffe on Trent Junior, Radcliffe on Trent
 Rushcliffe School, West Bridgford
 South Nottinghamshire Academy, Radcliffe on Trent
 St Edmund Champion Catholic Primary, West Bridgford
 The West Bridgford School, West Bridgford
 2014/15 programme continued
 West Bridgford Infant, West Bridgford
 West Bridgford Junior, West Bridgford

Gedling	Arnold North
Gedling	Arnold North
Gedling	Arnold North
Gedling	Carlton West
Gedling	Calverton
Gedling	Calverton
Gedling	Carlton West
Gedling	Arnold South
Gedling	Arnold South
Gedling	Arnold South
Gedling	Carlton East
Gedling	Arnold South
Mansfield	West Mansfield
Mansfield	West Mansfield
Mansfield	West Mansfield
Mansfield	North Mansfield
Mansfield	West Mansfield
Mansfield	West Mansfield
Mansfield	North Mansfield
Mansfield	West Mansfield
Newark & Sherwood	Newark East
Newark & Sherwood	Balderton
Newark & Sherwood	Southwell & Caunton
Newark & Sherwood	Ollerton
Newark & Sherwood	Newark East
Newark & Sherwood	Balderton
Newark & Sherwood	Southwell & Caunton
Newark & Sherwood	Southwell & Caunton
Newark & Sherwood	Southwell & Caunton
Newark & Sherwood	Newark East
Newark & Sherwood	Ollerton
Newark & Sherwood	Southwell & Caunton
Newark & Sherwood	Newark West
Newark & Sherwood	Collingham
Newark & Sherwood	Collingham
Newark & Sherwood	Balderton
Newark & Sherwood	Newark West
Rushcliffe	West Bridgford Central & South
Rushcliffe	Soar Valley
Rushcliffe	Ruddington
Rushcliffe	West Bridgford Central & South
Rushcliffe	Radcliffe on Trent
Rushcliffe	West Bridgford West
Rushcliffe	Soar Valley
Rushcliffe	West Bridgford West
Rushcliffe	West Bridgford West
Rushcliffe	Soar Valley
Rushcliffe	West Bridgford Central & South
Rushcliffe	Radcliffe on Trent
Rushcliffe	Radcliffe on Trent
Rushcliffe	West Bridgford West
Rushcliffe	Radcliffe on Trent
Rushcliffe	West Bridgford Central & South
Rushcliffe	West Bridgford West
Rushcliffe	West Bridgford Central & South
Rushcliffe	West Bridgford Central & South

Beardall Street Primary and Nursery, Hucknall
 Edgewood Primary and Nursery School, Hucknall
 Hillocks Primary and Nursery School, Sutton in Ashfield
 Hillside Primary School, Hucknall
 National C of E Academy, Hucknall
 The Holgate School, Hucknall
 The National CofE Academy, Hucknall
 The Sutton Community Academy, Sutton in Ashfield
 Bracken Lane Primary & Nursery School, Retford
 Cuckney CofE Primary School, Cuckney
 Elizabethan Academy, Retford
 Elkesley Primary & Nursery School, Elkesley
 Gamston CofE Primary School, Gamston, Retford
 Haggonfields Primary School, Rhodesia, Worksop
 Langold Dyscarr Community Primary School, Langold
 Misson Primary, Misson
 Ordsall Primary School, Retford
 Outwood Academy Portland, Worksop
 Outwood Academy Valley, Worksop
 Ranby CE Primary School, Ranby
 Ranskill Primary School, Ranskill
 Sir Edmund Hillary Primary School, Worksop
 St Mary & St Martin Primary School, Blyth
 St. Anne's CofE Primary School, Worksop
 St. Augustine's Infant & Nursery, Worksop
 St. Augustine's Junior School, Worksop
 St. Matthew's CofE Primary School, Normanton on Trent
 Sutton-Cum-Lound CofE Primary School, Sutton-Cum-Lound
 Thrumpton Primary School, Retford
 Beeston Fields Primary School, Beeston
 Bramcote Hills Primary School, Beeston
 Brinsley Primary School, Brinsley
 Foxwood Academy, Beeston
 Horsendale Primary School, Nuthall
 Mornington Primary School, Nuthall
 Rylands Junior School, Beeston
 The Bramcote School, Bramcote
 Trent Vale Infant & Nursery School, Beeston
 Trowell CofE School, Trowell
 Abbey Gates Primary, Ravenshead
 Burton Joyce Primary, Burton Joyce
 Hawthorne Primary, Bestwood Village
 Lambley Primary, Lambley
 Porchester Junior School, Carlton
 Seeley CofE Primary, Burnstump Hill
 Sherwood E-ACT Academy, Gedling
 St John's CofE Primary School, Colwick
 Standhill Infant School, Carlton
 The Carlton Academy, Carlton
Reserved schemes continued
 Woodborough Woods Primary, Woodborough
 Berry Hill Primary, Mansfield
 Birklands Primary and Nursery, Warsop

Ashfield	Hucknall
Ashfield	Hucknall
Ashfield	Sutton in Ashfield East
Ashfield	Hucknall
Ashfield	Hucknall
Ashfield	Hucknall
Ashfield	Hucknall
Ashfield	Sutton in Ashfield East
Bassetlaw	Retford East
Bassetlaw	Tuxford
Bassetlaw	Retford West
Bassetlaw	Tuxford
Bassetlaw	Tuxford
Bassetlaw	Worksop North
Bassetlaw	Blyth & Harworth
Bassetlaw	Misterton
Bassetlaw	Retford East
Bassetlaw	Worksop North
Bassetlaw	Worksop North
Bassetlaw	Misterton
Bassetlaw	Misterton
Bassetlaw	Worksop East
Bassetlaw	Blyth & Harworth
Bassetlaw	Worksop West
Bassetlaw	Worksop East
Bassetlaw	Worksop East
Bassetlaw	Tuxford
Bassetlaw	Misterton
Bassetlaw	Retford West
Broxtowe	Beeston North
Broxtowe	Bramcote & Stapleford
Broxtowe	Beauvale
Broxtowe	Bramcote & Stapleford
Broxtowe	Nuthall
Broxtowe	Nuthall
Broxtowe	Beeston South & Attenborough
Broxtowe	Bramcote & Stapleford
Broxtowe	Beeston South & Attenborough
Broxtowe	Kimberley & Trowell
Gedling	Newstead
Gedling	Carlton East
Gedling	Newstead
Gedling	Calverton
Gedling	Carlton West
Gedling	Newstead
Gedling	Carlton West
Gedling	Carlton East
Gedling	Carlton West
Gedling	Carlton West
Gedling	Calverton
Mansfield	South Mansfield
Mansfield	Warsop

Church Vale Primary and Nursery, Church Warsop
 Crescent Primary and Nursery, Mansfield
 Eastlands Junior School, Meden Vale
 Forest Town Primary & Nursery, Forest Town
 Garibaldi Maths & Computing College, Forest Town
 Heatherley Primary School, Forest Town
 Heathlands Primary & Nursery, Rainworth
 Hetts Lane Infant & Nursery, Warsop
 High Oakham Primary School, Mansfield
 Holly Primary School, Forest Town
 John T Rice Infant & Nursery, Forest Town
 King Edward School, Littleworth
 Leas Park Junior School, Mansfield Woodhouse
 Meden School 'A Torch Academy', Warsop
 Netherfield Infant & Nursery School, Meden Vale
 Nettleworth Infant & Nursery School, Mansfield Woodhouse
 Newlands Junior School, Forest Town
 Peafield Lane Primary & Nursery, Mansfield Woodhouse
 Queen Elizabeth's Academy, Mansfield
 Sherwood Junior School, Warsop
 St Edmunds CofE Primary & Nursery, Mansfield Woodhouse
 St Patrick's Catholic Primary, Mansfield
 The Brunts Academy, Mansfield
 The Manor Academy, Mansfield Woodhouse
 The Samworth Church Academy, Mansfield
 Wynnendale Academy, Mansfield
 Yeoman Park School, Mansfield Woodhouse
 All Saints Anglican Methodist Primary School, Elston, Newark
 Bishop Alexander Primary and Nursery School, Newark
 Bleasby CofE Primary School, Bleasby
 Blidworth Oaks Primary and Nursery School, Blidworth
 Coddington CofE Primary and Nursery, Coddington
 Crompton View Primary School, Bilsthorpe
 Farnsfield St. Michael's CE Primary, Farnsfield
 Gunthorpe CofE Primary School, Gunthorpe
 Halam CofE Primary School, Halam, Newark
 Holy Trinity RC Primary and Nursery School, Newark
 John Blow Primary School, Collingham
 Joseph Whittaker School, Rainworth
 King Edwin Primary and Nursery, Edwinstowe
 Kirklington Primary School, Kirklington
 Lake View Primary and Nursery School, Rainworth
 Lowdham CofE School, Lowdham
 Manners Sutton Primary School, Averham
 Muskham Primary School, North Muskham
 Norwell CofE Primary School, Norwell
 Python Hill Primary School, Rainworth
 Ravenshead CofE Primary School, Ravenshead
 Samuel Barlow Primary and Nursery, Clipstone
 St. Mary's CofE Primary School, Edwinstowe
 St. Peter's CofE Primary School, Farndon
 Sutton-on-Trent Primary School, Sutton-on-Trent
Reserved schemes continued
 Walesby CofE Primary School, Walesby
 Winthorpe Primary School, Winthorpe
 Archbishop Cranmer CofE Primary, Aslockton
 Bunny CofE Primary School, Bunny

Mansfield	Warsop
Mansfield	West Mansfield
Mansfield	Warsop
Mansfield	East Mansfield
Mansfield	East Mansfield
Mansfield	East Mansfield
Mansfield	East Mansfield
Mansfield	Warsop
Mansfield	South Mansfield
Mansfield	East Mansfield
Mansfield	East Mansfield
Mansfield	South Mansfield
Mansfield	North Mansfield
Mansfield	Warsop
Mansfield	Warsop
Mansfield	North Mansfield
Mansfield	East Mansfield
Mansfield	North Mansfield
Mansfield	North Mansfield
Mansfield	Warsop
Mansfield	North Mansfield
Mansfield	East Mansfield
Mansfield	South Mansfield
Mansfield	North Mansfield
Mansfield	South Mansfield
Mansfield	East Mansfield
Mansfield	North Mansfield
Newark & Sherwood	Farndon & Muskham
Newark & Sherwood	Collingham
Newark & Sherwood	Farnsfield & Lowdham
Newark & Sherwood	Blidworth
Newark & Sherwood	Collingham
Newark & Sherwood	Rufford
Newark & Sherwood	Farnsfield & Lowdham
Newark & Sherwood	Farnsfield & Lowdham
Newark & Sherwood	Farnsfield & Lowdham
Newark & Sherwood	Newark West
Newark & Sherwood	Collingham
Newark & Sherwood	Blidworth
Newark & Sherwood	Rufford
Newark & Sherwood	Farnsfield & Lowdham
Newark & Sherwood	Blidworth
Newark & Sherwood	Farnsfield & Lowdham
Newark & Sherwood	Farndon & Muskham
Newark & Sherwood	Farndon & Muskham
Newark & Sherwood	Southwell & Caunton
Newark & Sherwood	Blidworth
Newark & Sherwood	Newstead
Newark & Sherwood	Rufford
Newark & Sherwood	Rufford
Newark & Sherwood	Farndon & Muskham
Newark & Sherwood	Southwell & Caunton
Newark & Sherwood	Ollerton
Newark & Sherwood	Collingham
Rushcliffe	Bingham
Rushcliffe	Ruddington

Carnarvon Primary School, Bingham	Rushcliffe	Bingham
Cotgrave CofE Primary School, Cotgrave	Rushcliffe	Cotgrave
Cropwell Bishop Primary School, Cropwell Bishop	Rushcliffe	Cotgrave
Crossdale Drive Primary School, Keyworth	Rushcliffe	Keyworth
Gotham Primary School, Gotham	Rushcliffe	Soar Valley
James Peacock Infant and Nursery, Ruddington	Rushcliffe	Ruddington
Kinoulton Primary School, Kinoulton	Rushcliffe	Keyworth
Lady Bay Primary School, West Bridgford	Rushcliffe	West Bridgford Central & South
Langar CofE Primary School, Langar	Rushcliffe	Cotgrave
Normanton on Soar Primary School, Normanton on Soar	Rushcliffe	Soar Valley
Orston Primary School, Orston	Rushcliffe	Bingham
Robert Miles Infant School, Bingham	Rushcliffe	Bingham
Robert Miles Junior School, Bingham	Rushcliffe	Bingham
St Peter's CofE Junior School, Ruddington	Rushcliffe	Ruddington
St Peter's CofE Primary School, East Bridgford	Rushcliffe	Radcliffe on Trent
St. Peter's CofE Junior School, Ruddington	Rushcliffe	Ruddington
Sutton Bonington Primary School, Sutton Bonington	Rushcliffe	Soar Valley
The Becket Academy, West Bridgford	Rushcliffe	West Bridgford West
The South Wolds Academy, Keyworth	Rushcliffe	Keyworth
Tollerton Primary School, Tollerton	Rushcliffe	Ruddington
Toot Hill School, Bingham	Rushcliffe	Bingham
Willoughby Primary School, Willoughby on the Wolds	Rushcliffe	Keyworth
Willow Brook Primary School, Keyworth	Rushcliffe	Keyworth

Appendix 2 - 2014/15 Highway Maintenance Programme

Bridges	Area	Capital budget
Culvert south of Eaton Hall - Culvert replacement	Bassetlaw	£50-250k
Hodsock Redbridge - Scour Repairs	Bassetlaw	≤ £50k
Crookford Footbridge - Timber deck replacement	Bassetlaw	≤ £50k
White's Bridge, Cottam - Replace	Bassetlaw	≤ £50k
Miscellaneous - Woodend Bridge Cathodic Protection maintenance	Bassetlaw	≤ £50k
Melbourne Rd Subway - P4 parapet & cadet trief kerb	Broxtowe	£50-250k
Bridge St Subway - Underfill	Mansfield	≤ £50k
Walkenden St Subway - Underfill	Mansfield	£50-250k
Miscellaneous - Network Rail Maintenance Agreements	Mansfield	≤ £50k
Besthorpe Rd Collingham - Stabilise R/W	Newark & Sherwood	£50-250k
Marlock Bridge Over Cocker Beck - Waterproofing	Newark & Sherwood	≤ £50k
East of Carr Dyke - Insert pipe and infill	Newark & Sherwood	≤ £50k
Barrel Hill Road Culvert, S-on-T - Insert pipe and infill	Newark & Sherwood	≤ £50k
South of Park Lane Southwell - Culvert Repair	Newark & Sherwood	£50-250k
Zouch Canal Bridge - Parapet Upgrade	Rushcliffe	≤ £50k
Stone Bridge - W/P and parapet upgrade	Rushcliffe	≤ £50k
North of Tithby Rd Junction - Insert pipe and infill	Rushcliffe	≤ £50k
1/2 mile north of Thoroton - Saddle	Rushcliffe	≤ £50k
Pasture Lane Sutton Bonnington - Replace	Rushcliffe	≤ £50k
Sth of Radcliffe on Soar - P4 parapet & speed limit TRO	Rushcliffe	≤ £50k
Miscellaneous - Wilford Suspension Bridge maintenance contribution	Rushcliffe	≤ £50k
Various (General repair works)	Countywide	£50-250k
Various (Minor bridge painting)	Countywide	≤ £50k
Confined Space Inspections	Countywide	≤ £50k
Underwater Inspections	Countywide	≤ £50k
Block allocation		£1,200

Carriageway maintenance - Principal classified road network (A roads)	Area	Capital budget
A617 MARR, Ashfield	Ashfield	£50-250k
A161 Stockwith Road, Walkeringham - Resurfacing	Bassetlaw	£50-250k
A60 Carlton Road, Worksop (Blyth Rd to Anston Avenue)	Bassetlaw	≤ £50k
A6007 Ilkeston Road, Stapleford	Broxtowe	£50-250k
A614 Ollerton Road, - Structural patching	Gedling	£50-250k
A619 Chesterfield Road South, Mansfield - Resurfacing	Mansfield	£50-250k
A617 MARR, Mansfield - Structural patching	Mansfield	≤ £50k
A617 Millennium Way, Rainworth - Reconstruction	Newark & Sherwood	£50-250k
A616 Mini Roundabout - South Muskham	Newark & Sherwood	≤ £50k
A606 Melton Road, Staton - Reconstruction (1)	Rushcliffe	£50-250k
A606 Melton Road, Staton - Reconstruction (2)	Rushcliffe	£50-250k
<u>Reserve Schemes</u>		
A620 Bole Corner, Bole - Rekerb + Resurfacing	Bassetlaw	≤ £50k
A57 roundabout (Sainsburys) - landscaping maintenance (scheme dependent upon securing external funding)	Bassetlaw	£50-250k
A614 Ollerton Road, - Structural patching	Gedling	£50-250k
A60 Nottingham Road, Mansfield	Mansfield	£50-250k
Block allocation		£1,156

Carriageway maintenance - Non-principal classified road network (B and C roads)	Area	Capital budget
B6018 Church Hill, Kirkby	Ashfield	£50-250k
B6025 Priestsic Road, Sutton (2)	Ashfield	£50-250k
B6463 Tickhill Road, Harworth - Resurfacing	Bassetlaw	£50-250k
B6040 Worksop Road, Worksop - Resurfacing	Bassetlaw	£50-250k
B6045 Blyth Road, Worksop - Resurfacing	Bassetlaw	£50-250k
B6040 Gateford Road, Worksop - Resurfacing	Bassetlaw	≤ £50k
C10 Town Street, Clayworth - Resurfacing	Bassetlaw	≤ £50k
C156 Sandy Lane, Worksop - Resurfacing	Bassetlaw	≤ £50k
C89 Bawtry Road, Misson - Resurfacing	Bassetlaw	£50-250k
C89 Bawtry Road, Newington - Structural patching	Bassetlaw	≤ £50k
C89 Springs Road, Misson - Structural patching	Bassetlaw	≤ £50k
Middle Street, Beeston	Broxtowe	£50-250k
C168 Station Road, Carlton - Resurfacing	Gedling	>£250k
Clipstone Road East, Mansfield	Mansfield	≤ £50k
C3 Bowbridge Road, Newark on Trent - Resurfacing	Newark & Sherwood	£50-250k
C25 Lower Kirklington Road, Southwell - Resurfacing	Newark & Sherwood	£50-250k
C207 Boundary Road, Newark on Trent - Resurfacing	Newark & Sherwood	£50-250k
B6020 Mansfield Road, Blidworth - Resurfacing	Newark & Sherwood	£50-250k
B680 High Street, Ruddington - Resurfacing	Rushcliffe	£50-250k
Wilford Road, Ruddington - Reconstruction	Rushcliffe	£50-250k
<u>Reserve Schemes</u>		
B6022 Station Road, Sutton	Ashfield	≤ £50k
B6025 Priestsic Road, Sutton (1)	Ashfield	£50-250k
C114 Cockshutt Lane, Nether Langwith - Structural patching	Bassetlaw	£50-250k
C132 Nottingham Road, Kimberley	Broxtowe	£50-250k
B6034 High Street, Edwinstowe - Resurfacing	Newark & Sherwood	≤ £50k
C17 Main Street, Bleasby - Structural Patching	Newark & Sherwood	£50-250k
C17 Staythorpe Road, Rolleston - Structural Patching	Newark & Sherwood	≤ £50k
C6 Netherfield Lane, Perlethorpe - Structural Patching	Newark & Sherwood	£50-250k
C49 Kirklington Road, Bilsthorpe - Resurfacing	Newark & Sherwood	£50-250k
C74 Plumtree Rd, Bakers Hollow, Cotgrave - Resurfacing	Rushcliffe	£50-250k
C102 Longhedge Lane, Orston	Rushcliffe	£50-250k
C4 Gotham Road, East Leake - Resurfacing	Rushcliffe	£50-250k
C43 Main Street, East Bridgford - Resurfacing	Rushcliffe	£50-250k
C60 Wymeswold Road, Wysall - Structural patching/resurfacing	Rushcliffe	£50-250k
C47 Main Street, Normanton-on-Soar - Resurfacing	Rushcliffe	≤ £50k
C47 Stanford Road/Normanton Lane, NoS/SoS - Structural patching/resurfacing	Rushcliffe	£50-250k
Block allocation		£2,900

Carriageway maintenance - Unclassified road network (1 of 2)	Area	Capital budget
Duke Street, Huthwaite	Ashfield	≤ £50k
Kings Street, Huthwaite	Ashfield	≤ £50k
Trueman Drive, Hucknall	Ashfield	≤ £50k
Palmeston Street, Underwood	Ashfield	≤ £50k
Pye Hill Road, Jacksdale	Ashfield	£50-250k
Woodland Avenue, Huthwaite	Ashfield	≤ £50k
Parkside/Skegby Road , Huthwaite	Ashfield	≤ £50k
Smeath Lane, Claborough - Resurfacing NB MOVED FROM RESERVES	Bassetlaw	£50-250k
Mayfair Close, Harworth - Resurfacing	Bassetlaw	≤ £50k
East Street, Harworth - Resurfacing	Bassetlaw	≤ £50k
West Street, Harworth - Resurfacing	Bassetlaw	≤ £50k
Stockwith Road, Misterton - Resurfacing	Bassetlaw	£50-250k
North Carr Road, West Stockwith - Resurfacing	Bassetlaw	≤ £50k
Sunnybank, Worksop - Structural patching	Bassetlaw	≤ £50k
South Parade, Worksop - Structural patching	Bassetlaw	≤ £50k
The Oval, Worksop - Structural patching	Bassetlaw	≤ £50k
Kingsway, Worksop - Structural patching	Bassetlaw	≤ £50k
Sunfield Avenue, Worksop - Structural patching	Bassetlaw	≤ £50k
Albert Street, Worksop - Resurfacing	Bassetlaw	≤ £50k
Longhurst, Worksop - Resurfacing	Bassetlaw	≤ £50k
Edward Street, Worksop - Resurfacing	Bassetlaw	≤ £50k
Windsor Road, Carlton - Resurfacing	Bassetlaw	£50-250k
George Street, Worksop - Resurfacing	Bassetlaw	≤ £50k
Whitaker Close, Retford (Deferred from 2013-14)	Bassetlaw	≤ £50k
Ireland Avenue, Beeston	Broxtowe	≤ £50k
Cator Lane, Chilwell	Broxtowe	£50-250k
Hardy Street, Kimberley	Broxtowe	≤ £50k
Wood Street, Mansfield	Mansfield	≤ £50k
Westfield Lane, Mansfield	Mansfield	≤ £50k
White Hart Street, Mansfield	Mansfield	≤ £50k
Wood Lane, Church Warsop	Mansfield	≤ £50k
Eakring Road, Mansfield	Mansfield	≤ £50k
Pelham Street, Newark on Trent - Resurfacing	Newark & Sherwood	£50-250k
Newark Road, Caunton - Patch and resurface	Newark & Sherwood	£50-250k
Gainsborough Drive, Newark on Trent - Resurfacing	Newark & Sherwood	£50-250k
Moor Lane, South Scarle - Retread	Newark & Sherwood	≤ £50k
Hawksworth Road, Syerston - Retread	Newark & Sherwood	≤ £50k

Carriageway maintenance - Unclassified road network (2 of 2)	Area	Capital budget
Moor Lane, Syerston - Retread	Newark & Sherwood	≤ £50k
Broadgate Lane, Kelham - Retread	Newark & Sherwood	£50-250k
Danethorpe Lane, Brough - Retread	Newark & Sherwood	≤ £50k
Stanstead, Tollerton - Resurfacing	Rushcliffe	≤ £50k
Bridgford Road, West Bridgford - Resurfacing	Rushcliffe	£50-250k
Easthorpe Street, Ruddington - Resurfacing	Rushcliffe	≤ £50k
Church Street, Ruddington - Resurfacing	Rushcliffe	£50-250k
Rugby Road, West Bridgford - Resurfacing	Rushcliffe	≤ £50k
Derbyshire Drive , Westwood	Ashfield	≤ £50k
Yorke Drive, Newark on Trent - Resurfacing	Newark & Sherwood	£50-250k
<u>Reserve Schemes</u>		
St Peters Lane, Clayworth - Resurfacing	Bassetlaw	≤ £50k
Bader Rise, Mattersey Thorpe - Resurfacing	Bassetlaw	≤ £50k
Winston Green, Mattersey Thorpe - Resurfacing	Bassetlaw	≤ £50k
West Street, Misson - Structural patching	Bassetlaw	≤ £50k
South Street, Eastwood	Broxtowe	≤ £50k
Collier Road, Calverton - Resurfacing	Gedling	£50-250k
Lichfield Lane, Mansfield	Mansfield	≤ £50k
Highland Close, Mansfield Woodhouse	Mansfield	≤ £50k
Clarke Avenue, Newark on Trent - Resurfacing	Newark & Sherwood	£50-250k
Bentinck Close, Boughton - Resurfacing	Newark & Sherwood	£50-250k
Milner Street, Newark on Trent - Resurfacing	Newark & Sherwood	£50-250k
Church Lane, Kirklington - Resurfacing	Newark & Sherwood	≤ £50k
Main Street, Walesby - Microasphalt	Newark & Sherwood	≤ £50k
Exchange Road, West Bridgford - Resurfacing	Rushcliffe	> £250k
Manor Barn Road, Upper Broughton - Microasphalt	Rushcliffe	≤ £50k
West Street, Shelford - Microasphalt	Rushcliffe	≤ £50k
Church Street, Shelford - Microasphalt	Rushcliffe	≤ £50k
Welbeck Road, Radcliffe on Trent - Microasphalt	Rushcliffe	≤ £50k
Block allocation		£2,739

Footway maintenance	Area	Capital budget
Arden Close, Hucknall	Ashfield	≤ £50k
Storey Gardens, Hucknall	Ashfield	≤ £50k
Wood Lane, Beckingham - Resurfacing	Bassetlaw	≤ £50k
Laycock Avenue, Gringley on the Hill - Resurfacing	Bassetlaw	≤ £50k
Styrrup Road, Harworth - Resurfacing	Bassetlaw	≤ £50k
West Street, Misson - Resurfacing	Bassetlaw	≤ £50k
Vicar Lane, Misson - Resurfacing	Bassetlaw	≤ £50k
Blackstope Lane, Retford - Resurfacing	Bassetlaw	≤ £50k
Ireland Avenue , Beeston	Broxtowe	£50-250k
Stamford Street, Newthorpe	Broxtowe	≤ £50k
Devonshire Drive, Eastwood	Broxtowe	≤ £50k
Garth Road, Mansfield	Mansfield	£50-250k
West Bank Link, Mansfield	Mansfield	≤ £50k
Woodhall Close, Forest Town	Mansfield	≤ £50k
Arlington Avenue, Mansfield	Mansfield	≤ £50k
Crompton Road, Bilsthorpe - Resurfacing	Newark & Sherwood	£50-250k
Manvers View, Boughton - Resurfacing	Newark & Sherwood	£50-250k
Bakewell Close, Balderton - Resurfacing	Newark & Sherwood	≤ £50k
Camelot Crescent , Ruddington - Footway & drainage	Rushcliffe	£50-250k
Waddington Drive, West Bridgford - Resurfacing	Rushcliffe	£50-250k
Annual Slurry Sealing Programme	Countywide	£50-250k
<u>Reserve Schemes</u>		
Dunelm Close, Sutton	Ashfield	≤ £50k
Grundy Avenue, Selston	Ashfield	≤ £50k
Desborough Road , Selston	Ashfield	£50-250k
Top Street, East Drayton (Church Lane to bend at Manor House Farm)	Bassetlaw	≤ £50k
Laycock Avenue, Gringley on the Hill - Resurfacing	Bassetlaw	≤ £50k
New Eaton Road, Stapleford	Broxtowe	≤ £50k
Temple Crescent, Nuthall	Broxtowe	≤ £50k
Forest Road , Calverton - Reconstruct footway and kerbing	Gedling	>£250k
Windsor Gardens, Mansfield	Mansfield	≤ £50k
Falstone Avenue, Newark on Trent - Resurfacing	Newark & Sherwood	≤ £50k
Butt Lane, East Bridgford - Resurfacing	Rushcliffe	£50-250k
Block allocation		£1,050

Flood risk management	Area	Capital budget
Works programme under development		
Block allocation		£600

Highway drainage	Area	Capital budget
A611 Annesley	Ashfield	≤ £50k
Misc Drain Repair - Ashfield	Ashfield	≤ £50k
A631 Beckingham Duals, Beckingham - Improve drainage	Bassetlaw	≤ £50k
A638 Great North Road, Retford (Randal Way to Sutton Crossroads)	Bassetlaw	≤ £50k
B6045 Everton Road, Mattersey - New highway drain outfall	Bassetlaw	≤ £50k
Mattersey Road, Everton - New soakaways	Bassetlaw	≤ £50k
High Street, Misterton	Bassetlaw	≤ £50k
Misc Drain Repair - Bassetlaw	Bassetlaw	≤ £50k
Eastwood Road, Kimberley	Broxtowe	≤ £50k
Misc Drain Repair - Broxtowe	Broxtowe	≤ £50k
Pumping Station Services	Countywide	≤ £50k
Misc Drain Repair - Gedling	Gedling	≤ £50k
Ravenhead Soakaway Replacement	Gedling	≤ £50k
Bellamy Road Roundabout, Mansfield	Mansfield	≤ £50k
Misc Drain Repair - Mansfield	Mansfield	≤ £50k
Kirklington Road, Bilsthorpe	Newark & Sherwood	≤ £50k
Station Road, Cotham	Newark & Sherwood	≤ £50k
High Street, Collingham	Newark & Sherwood	≤ £50k
Cockett Lane, Farnsfield	Newark & Sherwood	≤ £50k
Misc Drain Repair - Newark	Newark & Sherwood	≤ £50k
Camelot Crescent , Ruddington	Rushcliffe	≤ £50k
C74 Plumtree Road/Bakers Hollow , Cotgrave	Rushcliffe	≤ £50k
Misc Drain Repair - Rushcliffe	Rushcliffe	≤ £50k
<u>Reserve Schemes</u>		
Springs Road , Misson	Bassetlaw	≤ £50k
Moorgate/Wellington Street , Retford	Bassetlaw	≤ £50k
The Limes, Beckingham - New soakaway	Bassetlaw	≤ £50k
Brotts Lane, Normanton- on-Trent - Upsize existing culvert	Bassetlaw	≤ £50k
Block allocation		£500

Surface dressing (1 of 3)	Area	Capital budget
Mapleton Way, Sutton - Microasphalt	Ashfield	≤ £50k
Ashlands Close, Huthwaite - Microasphalt	Ashfield	≤ £50k
Norwood Close, Huthwaite	Ashfield	≤ £50k
Keats Avenue, Huthwaite	Ashfield	≤ £50k
Wordsworth Avenue, Huthwaite	Ashfield	≤ £50k
Evans Avenue, Huthwaite	Ashfield	≤ £50k
Rooley Avenue, Huthwaite	Ashfield	≤ £50k
Rooley Drive, Huthwaite	Ashfield	≤ £50k
Far Croft Avenue, Huthwaite	Ashfield	≤ £50k
Blackwell Road, Huthwaite	Ashfield	≤ £50k
Sutton Back Lane, Sutton	Ashfield	≤ £50k
A611 Hucknall Bypass, Hucknall	Ashfield	≤ £50k
B1403 Clayworth Common, Clayworth	Bassetlaw	≤ £50k
A620 Barr Road, Beckingham	Bassetlaw	≤ £50k
A620 Saundby Road, Bole	Bassetlaw	≤ £50k
A616 Cresswell Road, Cuckney	Bassetlaw	≤ £50k
C12 Grove Road, Grove	Bassetlaw	≤ £50k
A638 Great North Road, Retford	Bassetlaw	≤ £50k
A620 Gainsborough Road, Saundby	Bassetlaw	≤ £50k
C7 Leverton Road, South Leverton	Bassetlaw	≤ £50k
A638 Great North Road, Sutton-cum-Lound	Bassetlaw	≤ £50k
A6075 Ollerton Road, Tuxford	Bassetlaw	≤ £50k
A632 Main Road Nether Langwith	Bassetlaw	≤ £50k
New Lane , Greasley	Broxtowe	≤ £50k
Narrow Lane , Moorgreen	Broxtowe	≤ £50k
Westby Lane , Awsworth	Broxtowe	≤ £50k
Stapleford Road, Toton	Broxtowe	≤ £50k
Field Lane, Chilwell	Broxtowe	≤ £50k
Eskdale Drive, Chilwell	Broxtowe	≤ £50k
C39 Longdale Lane, Ravenshead	Gedling	£50-250k
Catfoot Lane, Lambley	Gedling	≤ £50k
Rigg Lane, Papplewick	Gedling	≤ £50k
Meadow Avenue , Mansfield	Mansfield	≤ £50k
Oakfield Avenue , Mansfield	Mansfield	≤ £50k
Salisbury Road , Mansfield	Mansfield	≤ £50k
Clarendon Road , Mansfield	Mansfield	≤ £50k
Parliament Road , Mansfield	Mansfield	≤ £50k
Raleigh Road , Mansfield	Mansfield	≤ £50k

Surface dressing (2 of 3)	Area	Capital budget
Egmanton Road, Meden Vale	Mansfield	≤ £50k
North Park Service Road, Mansfield	Mansfield	≤ £50k
Carter Lane, Mansfield	Mansfield	£50-250k
A60 Cuckney Hill, Church Warsop	Mansfield	≤ £50k
B6034 Ollerton Road , Perlethorpe Cum Budby	Newark & Sherwood	≤ £50k
C44 Stapleford Lane, Coddington	Newark & Sherwood	≤ £50k
Greaves Lane, Edingley	Newark & Sherwood	≤ £50k
C17 Fiskerton Road, Bleasby	Newark & Sherwood	≤ £50k
A616 Little Carlton (C14 to Sth Musk'm), South Muskham	Newark & Sherwood	£50-250k
A616 Wellow Road, Ollerton	Newark & Sherwood	≤ £50k
C25 Southwell Road, Kirklington	Newark & Sherwood	≤ £50k
Burgage Green, Southwell	Newark & Sherwood	≤ £50k
A606 Stanton (1)	Rushcliffe	≤ £50k
A606, Stanton (2)	Rushcliffe	≤ £50k
C102 Longhedge Lane, Sibthorpe	Rushcliffe	≤ £50k
C102 Main Street, Flintham	Rushcliffe	≤ £50k
C73 Granby Lane, Granby	Rushcliffe	£50-250k
<u>Reserve Schemes</u>		
A638 Great North Road, Barnby Moor	Bassetlaw	£50-250k
A638 Great North Road, Torworth	Bassetlaw	≤ £50k
A614 , Arnold	Gedling	≤ £50k
A60 Kighill, Papplewick	Gedling	£50-250k
Howbeck Road, Arnold	Gedling	≤ £50k
Shelford Road, Carlton	Gedling	≤ £50k
Burnstump Hill, Papplewick	Gedling	≤ £50k
Cornwall Road, Arnold	Gedling	≤ £50k
Cantley Avenue, Gedling	Gedling	≤ £50k
Pierrepont Avenue, Gedling	Gedling	≤ £50k
Padleys Lane, Burton Joyce	Gedling	≤ £50k
Park Road, Calverton	Gedling	≤ £50k
A617 Centenary Avenue, Rainworth	Newark & Sherwood	£50-250k
A612 Main Road, Hockerton	Newark & Sherwood	≤ £50k
A1133 Gainsborough Road, Spalford	Newark & Sherwood	£50-250k
A614 Old Rufford Road, Edwinstowe	Newark & Sherwood	£50-250k
A6075 Mansfield Road, Edwinstowe	Newark & Sherwood	£50-250k
A60 Costock - Bunny Hill, Costock	Rushcliffe	≤ £50k
C3, Stragglethorpe	Rushcliffe	≤ £50k
Stamford Road, West Bridgford	Rushcliffe	≤ £50k

Surface dressing (3 of 3)	Area	Capital budget
C28, Tithby	Rushcliffe	£50-250k
Coney Grey Road, Flintham	Rushcliffe	≤ £50k
Block allocation		£2,500

Street lighting replacement/upgrades (1 of 3)	Area	Capital budget
Bernard Avenue , Hucknall - 9 Column replacements	Ashfield	≤ £50k
Frances Grove, Hucknall - 7 Column replacements	Ashfield	≤ £50k
Susan Close , Hucknall - 3 Column replacements	Ashfield	≤ £50k
Dawn Close, Hucknall - 3 Column replacements	Ashfield	≤ £50k
Ethel Avenue, Hucknall - 10 Column replacements	Ashfield	≤ £50k
Alexander Close, Hucknall - 3 Column replacements	Ashfield	≤ £50k
Hayden Lane , Hucknall - 21 Column replacements	Ashfield	≤ £50k
Dorothy Avenue , Hucknall - 3 Column replacements	Ashfield	≤ £50k
Delia Avenue, Hucknall - 3 Column replacements	Ashfield	≤ £50k
Alison Avenue, Hucknall - 3 Column replacements	Ashfield	≤ £50k
Marion Avenue, Hucknall - 3 Column replacements	Ashfield	≤ £50k
Devitt Drive, Hucknall - 5 Column replacements	Ashfield	≤ £50k
Christine Close, Hucknall - 3 Column replacements	Ashfield	≤ £50k
Coultons Avenue, Sutton - 8 Column replacements	Ashfield	≤ £50k
Coultons Close, Sutton - 1 Column replacements	Ashfield	≤ £50k
Meadow Drive, Sutton - 3 Column replacements	Ashfield	≤ £50k
Riley Close, Sutton - 2 Column replacements	Ashfield	≤ £50k
Riley Avenue, Sutton - 12 Column replacements	Ashfield	≤ £50k
Burton Road, Sutton - 11 Column replacements	Ashfield	≤ £50k
Burton Close, Sutton - 2 Column replacements	Ashfield	≤ £50k
Dunelm Close, Sutton - 3 Column replacements	Ashfield	≤ £50k
John Street, Worksop - 10 Column replacements	Bassetlaw	≤ £50k
Trent Street , Worksop - 7 Column replacements	Bassetlaw	≤ £50k
Crown Street, Worksop - 2 Column replacements	Bassetlaw	≤ £50k
Sime Street, Worksop - 5 Column replacements	Bassetlaw	≤ £50k
Gladstone Street, Worksop - 6 Column replacements	Bassetlaw	≤ £50k
Humber Street, Worksop - 1 Column replacements	Bassetlaw	≤ £50k
Shaw Street, Worksop - 1 Column replacements	Bassetlaw	≤ £50k
Cresswell Road, Worksop - 6 Column replacements	Bassetlaw	≤ £50k
Frederick Street, Worksop - 1 Column replacements	Bassetlaw	≤ £50k
Arlington Way, Retford - 23 Column replacements	Bassetlaw	≤ £50k
New Street, Retford - 2 Column replacements	Bassetlaw	≤ £50k

Street lighting replacement/upgrades (2 of 3)	Area	Capital budget
Scrooby Road, Harworth - 17 Column replacement	Bassetlaw	≤ £50k
Old Thievesdale Lane, Worksop - 11 Column replacement	Bassetlaw	≤ £50k
Oakflatt, Chilwell - 1 Column replacements	Broxtowe	≤ £50k
Barncroft, Chilwell - 3 Column replacements	Broxtowe	≤ £50k
Hoggett Close, Chilwell - 2 Column replacements	Broxtowe	≤ £50k
Oak Acres, Chilwell - 8 Column replacements	Broxtowe	≤ £50k
Marriott Avenue, Chilwell - 8 Column replacements	Broxtowe	≤ £50k
Marriott Close, Chilwell - 2 Column replacements	Broxtowe	≤ £50k
Parr Gate, Chilwell - 3 Column replacements	Broxtowe	≤ £50k
Lily Grove, Beeston - 3 Column replacements	Broxtowe	≤ £50k
Leyton Crescent, Beeston - 11 Column replacements	Broxtowe	≤ £50k
Maple Avenue, Beeston - 9 Column replacements	Broxtowe	≤ £50k
Roy Avenue, Beeston - 2 Column replacements	Broxtowe	≤ £50k
Laburnum Grove, Beeston - 4 Column replacements	Broxtowe	≤ £50k
Rose Grove, Beeston - 5 Column replacements	Broxtowe	≤ £50k
Ashfield Avenue, Beeston - 9 Column replacements	Broxtowe	≤ £50k
Holly Drive, Forest Town - 5 Column replacements	Mansfield	≤ £50k
High Oakham Hill, Mansfield - 6 Column replacements	Mansfield	≤ £50k
Atkin Lane, Mansfield - 8 Column replacements	Mansfield	≤ £50k
Sheepbridge Lane, Mansfield - 19 Column replacements	Mansfield	≤ £50k
Westfield Lane, Mansfield - 38 Column Upgrade	Mansfield	≤ £50k
The Pastures, Mansfield - 3 Column Upgrade	Mansfield	≤ £50k
Little Acre, Mansfield - 2 Column Upgrade	Mansfield	≤ £50k
Field Close, Mansfield - 3 Column Upgrade	Mansfield	≤ £50k
The Rushes, Mansfield - 2 Column replacements	Mansfield	≤ £50k
Long Meadow, Mansfield - 10 Column Upgrade	Mansfield	≤ £50k
The Paddocks, Mansfield - 3 Column Upgrade	Mansfield	≤ £50k
Haycroft Close, Mansfield - 4 Column Upgrade	Mansfield	≤ £50k
Westleigh, Mansfield - 2 Column Upgrade	Mansfield	≤ £50k
Meadow Bank, Mansfield - 7 Column Upgrade	Mansfield	≤ £50k
Spinney Close, Mansfield - 2 Column Upgrade	Mansfield	≤ £50k
Small Gate, Mansfield - 2 Column Upgrade	Mansfield	≤ £50k
The Mynd, Mansfield - 3 Column Upgrade	Mansfield	≤ £50k
St Peters Drive, Rainworth - 9 Column replacements	Newark & Sherwood	≤ £50k
St Judes Way, Rainworth - 4 Column replacements	Newark & Sherwood	≤ £50k
Westbrook Drive, Rainworth - 27 Column replacements	Newark & Sherwood	≤ £50k
Crown Close, Rainworth - 7 Column replacements	Newark & Sherwood	≤ £50k
Allendale Road, Rainworth - 9 Column replacements	Newark & Sherwood	£50-250k

Street lighting replacement/upgrades (3 of 3)	Area	Capital budget
Darricott Close, Rainworth - 6 Column replacements	Newark & Sherwood	≤ £50k
Block allocation		£1,000

Dimming and LED	Area	Implementation
Works programmed under development		
Block allocation		£502

Traffic signal renewal	Area	Capital budget
Eastwood Gyratory, Eastwood	Broxtowe	£50-250k
Oak Tree Lane/Ling Forest Rd, Mansfield	Mansfield	≤ £50k
Northern Rd/Beacon Rd, Newark	Newark & Sherwood	≤ £50k
Raymoth Lane/Valley Rd, Worksop	Bassetlaw	≤ £50k
<u>Reserve Schemes</u>		
Loughborough Rd/Millicent Rd, West Bridgford	Rushcliffe	≤ £50k
Block allocation		£350

Safety fencing	Area	Capital budget
A614 Five Lanes Ends, Retford	Bassetlaw	≤ £50k
Ilkeston Road, Trowell	Broxtowe	£50-250k
A6097 Lowdham Road , Gunthorpe	Newark & Sherwood	£50-250k
Gorsthorpe Lane , New Clipstone	Newark & Sherwood	£50-250k
<u>Reserve Schemes</u>		
A57 Manton Dale, Worksop	Bassetlaw	≤ £50k
A610 Strelley	Broxtowe	≤ £50k
Welham Road, Retford	Bassetlaw	≤ £50k
Town Street, Bramcote	Broxtowe	≤ £50k
A1133, North Clifton	Newark & Sherwood	£50-250k
Station Road , Lowdham	Newark & Sherwood	≤ £50k
A617 Kelham Bridge, Kelham	Newark & Sherwood	£50-250k
Block allocation		£300

13 February 2014**Agenda Item:9****REPORT OF SERVICE DIRECTOR, HIGHWAYS****M1 JUNCTIONS 28 TO 35A: PROPOSED MAXIMUM MANDATORY
SPEED LIMIT - PUBLIC CONSULTATION.****Purpose of the Report**

1. To inform the Transport and Highways Committee that the Highways Agency (HA) is consulting on proposals to introduce a mandatory maximum 60 mph speed limit on the M1 motorway between junctions 28 and 35A in place of the current national speed limit. The reduction of the speed limit is an essential requirement for the introduction of the smarter motorways project and the benefits that this will bring to Nottinghamshire.
2. To seek approval to provide a formal response to the Highways Agency's public consultation in this matter and provide a response to the consultation questions posed by the HA, as attached in Appendix A.

Background

3. The M1 between junctions 28 (the A38 junction in Derbyshire) and 35A (South Yorkshire) is part of the strategic trunk road network linking Nottingham and Leeds. Most of the link carries traffic in excess of the traffic level for which the road was originally designed, causing congestion and delays to all road users. The Highways Agency has developed proposals to implement motorway improvements which have been termed 'smart motorways'. This involves all lane running i.e. permanent use of the hard shoulder as extra carriageway, between junctions 28 and 31 and between junctions 32 and 35A, and to install variable mandatory speed limits between junctions 31 and 32.
4. It is expected that the smart motorway schemes between junctions 28 and 31 and between junctions 32 and 35A will:
 - Increase motorway capacity and reduce congestion;
 - Smooth traffic flows;
 - Provide more reliable journey times;
 - Increase and improve the quality of information for the driver.
5. The M1 in Derbyshire and South Yorkshire passes through or close to a number of Air Quality Management Areas (AQMAs) and other sensitive receptors. The development of the smart motorway schemes includes a

detailed assessment of likely environmental effects, including any impact the schemes may have on local and regional air quality. These assessments indicate that, for operation at the national speed limit (70mph), the much needed extra traffic capacity and the increased traffic flows that these schemes will provide will also have adverse impacts on local air quality at AQMAs and other sensitive receptors.

6. Road traffic affects local air quality in a number of ways:
 - The volume of traffic, as generally more traffic will result in poorer air quality;
 - The flow of vehicles, as stop/start traffic will generate more emissions than smooth flowing traffic;
 - The speed of traffic, as emissions rise at low or high speeds.
7. In order to ensure that there is no significant adverse impact on local air quality, consideration has been given to a range of possible mitigation measures including installing barriers, use of absorptive materials, managing traffic composition, carriageway realignment, and other physical interventions (for example placing the motorway in a tunnel). None of these would either provide the necessary relief or be feasible and affordable. However reducing the speed limit would allow the scheme to proceed without a detrimental impact on noise and air quality. It is proposed to implement a maximum mandatory 60mph speed limit on this section of the M1 in place of the current national speed limit. The proposal is that a maximum mandatory speed limit of 60mph will operate between 07:00 and 19:00 seven days a week on the M1 between junctions 28 and 35A when the smart motorway – all lane running schemes are complete. The smart motorways improvements are planned for implementation in 2015 and are being funded in full by central Government.
8. The proposed maximum mandatory 60 mph speed limit will be in place only for as long as is necessary to mitigate significant air quality impacts. For the purposes of this consultation, the HA have advised that it should be assumed that the reduced speed limit will need to be in place for several years. The geographical limits of the reduced speed limit scheme are shown on Plan A attached.

Impact on Nottinghamshire

9. The reduction of the speed limit is a necessary prerequisite for the introduction of the smart motorways project which will dovetail with the 4 lane section of motorway recently introduced between Junction 25 and Junction 28. In the absence of the smart motorways project the traffic and travel conditions on the existing motorway between J28 and J35A are predicted to worsen with a consequent reduction in travel speed, increased journey times, less journey time reliability and increased congestion. The traffic modelling undertaken to support the smart motorways project shows that even allowing for the 60mph maximum speed limit, improved journey times and journey time reliability would result when compared to the do nothing scenario. Furthermore, the traffic modelling shows that if the HA did not introduce the smart motorways project then the worsening of travel conditions along the M1 corridor are likely

to result in significant volumes of traffic seeking alternative parallel routes through adjoining communities, particularly the A60, A614 and the A38 to the detriment of travel conditions along these corridors. The introduction of the 60mph limit alongside the all-lane running scheme ensures that the traffic capacity of the M1 corridor is maximised when compared to the existing and likely future operating conditions.

10. The reduction of the speed limit between J28 and J35A should not impact adversely on northbound traffic leaving Nottinghamshire as the variable message sign technology already present in the J25 to J28 section of the M1 will allow traffic speeds to be progressively managed in Nottinghamshire and no 'shock wave' or disconnect in traffic flow should arise i.e. the reduction from the 70mph to 60 mph limits will be smoothed by advance signing. There would be no impact on traffic speeds in Nottinghamshire for traffic travelling on the M1 in a southbound direction.

County Council response to the consultation

11. The following 5 consultation questions have been asked by the Highways Agency, see Appendix A for full details;
 1. Do you consider that the proposal to introduce a maximum mandatory 60mph speed limit is an acceptable measure to mitigate any adverse impacts that these schemes could have on local air quality?
 2. Which of the following times of operation do you consider most acceptable? There are 8 options to select from.
 3. Do you consider that different lengths of duration (by way of example only, two or three years as opposed to seven or eight years) might affect the organisation differently?
 4. Are there any aspects of the proposal to introduce a maximum mandatory 60mph speed limit on the M1 between junctions 28 and 35A which give rise to concerns?
 5. Are there any additional comments you would like to make?
12. In response to these questions and having considered the smart motorways proposals and the benefits this project will undoubtedly bring, the County Council would agree that the introduction of a maximum mandatory 60 mph speed limit is justified given the need to protect residents and ensure that there are no detrimental impacts on noise and air quality.
13. The County Council would ask the Highways Agency to limit the time that the maximum mandatory 60 mph speed limit is operational during the day to the minimum period possible without compromising the air quality and noise thresholds. The current proposal is for the reduced speed limit to operate for 12 hours per day seven days per week. If this could be reduced to the peak commuting periods in the morning and evening on weekdays only this is considered to be preferable.

14. The County Council would ask the Highways Agency to remove the mandatory maximum 60 mph speed limit at the earliest possible time and if possible remove this incrementally if parts of the corridor display improvements in air quality and noise levels sooner than other sections of the motorway. The shorter the length over which the restrictions apply the better.

Statutory and Policy Implications

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

RECOMMENDATIONS

16. It is recommended that Committee:
 - a) note the Highways Agency proposals to introduce a mandatory maximum 60 mph speed limit on the M1 J28 to J35A to accompany the introduction of the smart motorways improvements in 2015.
 - b) approve the Service Director Highways to supply the observations given in paragraphs 12 to 14 above as the formal response of the County Council to the Highways Agency proposed M1 J28 to J35A maximum mandatory speed limit public consultation.

Andrew Warrington
Service Director Highways

For any enquiries about this report please contact:
David Pick – Principal Officer Transport Planning

Constitutional Comments (SHB. 16.01.2014)

17. Committee have power to decide the Recommendations.

Financial Comments (TMR 16.01.2014)

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

Background Papers

Highways Agency - M1 J28 to J35A Maximum mandatory 60 mph speed limit
consultation report

Electoral Division(s) and Member(s) Affected

All.

APPENDIX A – CONSULTATION RESPONSE FORM

M1 J28 to J35a maximum mandatory 60mph speed limit
Consultation Document



Safe roads, reliable journeys, informed travellers

CONSULTATION RESPONSE FORM

M1 J28 to J35a maximum mandatory 60mph speed limit

Please complete this pro-forma and send to the address below

Andy Kirk
Senior Project Manager
The Cube
199 Wharfside Street
Birmingham
B1 1RN

Or alternatively you can respond to the consultation by email:

m1j28-35aconsultation@highways.gsi.gov.uk

PART 1 - Information about you

Completion of this section is optional but helps with our analysis of results. A note at the end of this form explains that we may be obliged to release this information if asked to do so.

Name	
Address	
Postcode	
Email	
Company Name or Organisation (if applicable)	
Please tick one box from the list below that best describes you/ your company or organisation.	
<input type="checkbox"/>	Small to Medium Enterprise (up to 50 employees)
<input type="checkbox"/>	Large Company
<input type="checkbox"/>	Representative Organisation
<input type="checkbox"/>	Trade Union
<input type="checkbox"/>	Interest Group
<input type="checkbox"/>	Local Government

<input type="checkbox"/>	Central Government
<input type="checkbox"/>	Police
<input type="checkbox"/>	Member of the public
<input type="checkbox"/>	Other (please describe):
<p>If you are responding on behalf of an organisation or interest group, how many members do you have and how did you obtain the views of your members:</p>	
<p>If you would like your response or personal details to be treated confidentially please explain why:</p>	

PART 2 - Your comments

1. Do you consider that the proposal to introduce a maximum mandatory 60mph speed limit is an acceptable measure to mitigate any adverse impacts that these schemes could have on local air quality?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Please add any comments:		
2. Which of the following times of operation do you consider most acceptable?		
7 days a week 24 hours per day (all day, every day)	7 days a week Daytime only (e.g. 07:00-19:00)	7 days a week Night time only (e.g. 19:00-07:00)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Monday to Friday 24 hours per day (all day Mon-Fri)	Monday to Friday Daytime only (e.g. 07:00-19:00)	Monday to Friday Night time only (e.g. 19:00-07:00)
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		Other days or hours of operation (Please specify)
		Monday to Friday Peak hours only (a.m. and p.m.)
		<input type="checkbox"/>

For the purposes of this consultation, it should be assumed that the speed limit will need to be in place for several years. However, we are not able to give an indication in this document of how many years the speed limit will need to be retained. Nevertheless, it is important to stress that the proposed speed limit will be removed as soon as the background air quality improves sufficiently to enable this.

We would be interested in your views about whether having the proposed speed limit in place for different durations would have differing impacts on you or your organisation.

3. Do you consider that different time durations (by way of example only, two or three years as opposed to seven or eight years) might affect you or your organisation differently?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
If yes, please give your comments:		
4. Are there any aspects of the proposal to introduce a maximum mandatory 60mph speed limit on the M1 between junctions 28 and 35a which give you concerns?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
If yes, please give your comments:		
5. Are there any additional comments you would like to make about the proposal to introduce a maximum mandatory 60mph speed limit on the M1 between junctions 28 and 35a?	Yes <input type="checkbox"/>	No <input type="checkbox"/>
If yes, please give your comments:		



13 February 2014**Agenda Item:10****REPORT OF SERVICE DIRECTOR, HIGHWAYS****LOCAL AUTHORITY PARKING – RESPONSE TO DFT CONSULTATION****Purpose of the Report**

1. The purpose of this report is to approve a response to the Department for Transport consultation on local authority parking which was published 6 December 2013.

Information and Advice

2. The Department for Transport has invited comments on aspects of local authority parking under a consultation which was published on 6 December 2013 and closes on 14 February 2014.
3. The consultation document invites views on current local authority parking strategies and specifically on options the Government is considering to change the balance of how parking is enforced with the aim of ensuring that parking strategies complement and enhance the attractiveness of high streets and town centres.
4. The consultation states that local authority parking strategies should be fair and reasonable and must not act as an unnecessary disincentive, particularly to shoppers who want to visit town centres. These strategies should be linked to local objectives and circumstances, and take account of planning policies and transport powers. In developing a parking strategy the local authority should consider the needs of the many and various road users in the area, the appropriate scale and type of provision, the balance between short and long term provision and the level of charges.
5. Parking provision is accomplished through a combination of on and off street arrangements and both the County Council and the district / borough councils therefore have a part to play. Parking is a key function of many streets, for which the County Council is the Highway and Traffic Authority. A well-designed arrangement of on-street parking provides convenient access to frontages and can add to the vitality of an area. Conversely, poorly designed parking can create safety problems and reduce the visual quality of a street.

6. Balanced parking provision needs to be accompanied by appropriate enforcement to ensure that the objectives are realised. However, the consultation identifies concerns regarding over-zealous enforcement by some authorities and seeks to implement measures to restrict some enforcement practices.
7. In Nottinghamshire enforcement of on-street and off-street parking is undertaken through the Notts Parking Partnership which includes the County Council and all 7 district and borough councils. It is believed that enforcement practices within the County are not over-zealous and many of the poorer practices cited in the consultation apply to dense urban areas and in particular London and other major cities. Furthermore, many of the proposals included within the consultation are already in operation within Nottinghamshire.
8. The Secretary of State for Transport has announced that parking penalty charge levels will be frozen for the remainder of the current Parliament. In addition under new requirements laid out in the Transparency Code of Practice published by the Secretary of State for Communities and Local Government, all local authorities will be required to make clear all revenues from parking in annual reports and where that revenue goes.
9. The consultation document sets out the background and further details along with specific questions to which responses are sought. The County Council's proposed response is set out at Annex A to this report.

Other Options Considered

10. The response sets out alternative options where these are applicable.

Reason/s for Recommendation/s

11. It is important that views from this authority should be made known.

Statutory and Policy Implications

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

Implications for Service Users

The response to this consultation will ensure that the local perspective is taken into account in forming national legislation and policy.

Financial Implications

There are no direct financial implications arising from this report.

RECOMMENDATION/S

1) It is recommended that the response to the consultation (as set out in Annex A) be approved.

Andrew Warrington
Service Director (Highways)

For any enquiries about this report please contact:
Peter Goode – Traffic Manager Tel: 0115 9774269

Constitutional Comments (SHB – 20/04/14)

12. Committee have the power to decide the recommendation.

Financial Comments (TMR - 22/01/14)

13. There are no immediate financial implications as a result of this report

Background Papers and Published Documents

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

None.

Electoral Division(s) and Member(s) Affected

All

Department for Transport Consultation on Local Authority Parking

The full consultation can be found at:

<https://www.gov.uk/government/consultations/local-authority-parking>

The following pages are the detailed response to the specific questions asked in the consultation and in the format provided by the consultation document

Annex A – List of questions

Q1. Do you consider local authority parking enforcement is being applied fairly and reasonably in your area?

It is believed that in Nottinghamshire parking enforcement is undertaken fairly and reasonably. This is achieved through the Notts Parking Partnership (NPP) formed by Nottinghamshire County Council together with the seven District and Borough Councils in the County area (Nottingham City Council is a unitary Authority separate to the partnership) to manage both on-street and off-street parking enforcement.

The partnership was created to ensure that parking enforcement across this predominantly rural County is undertaken fairly, consistently and above all proportionately to the nature of the traffic management issues being addressed. The NPP publishes a comprehensive operational guidance on the Notts County Council website that details our approach to enforcement including aspects of discretion and observation times that are typically applied. Grace periods are also in place in all car parks that are owned and operated by the District Councils.

Enforcement over a large geographical area is expensive and as a consequence of the distances involved, it can be challenging to deliver a service that makes a difference at a cost that is acceptable to the public. In order to achieve this NPP has set up a single back office that supplies a processing service across Nottinghamshire, Derbyshire and Lincolnshire. This Central Processing Unit (CPU) uses significant economies of scale to deliver Notice Processing at a low cost, This in turn allows the enforcement officers to operate in an environment which can follow policies such as asking drivers of occupied vehicles to move on rather than simply issuing a Penalty Charge Notice (PCN).

By using a single contractor (procured by the County Council) and this CPU, the NPP has delivered parking enforcement across the County that breaks even financially for over 5 years. We do not expect to make a surplus from enforcement but are satisfied that the costs of the service are met. By using a single back office we can also ensure that motorists are treated fairly and consistently at appeal by professionally qualified local authority staff in a not-for-profit environment.

During any such consultation of this nature it is very important that policy makers fully understand that enforcement within large urban areas is wholly different to that undertaken within rural and suburban areas. Parking charges in Nottinghamshire are significantly less than in most cities (many car parks are free for a limited period and the highest charges are around £1 an hour) and there are no charges for on-street parking anywhere in the County.

The towns and suburban areas in the County do suffer from significant traffic management problems which require enforcement and there is a real challenge to deliver a good and proportionate service that is not a burden on the local tax payers. All costs are scrutinised and it is abundantly clear that the local Authorities do not benefit financially from enforcement. They all recognise the need to deliver a service and the benefits that accrue from it but on the whole there are very few similarities between the high technology led enforcement used in London, Bristol etc. and that deployed in Nottinghamshire's towns.

Q2.The Government intends to abolish the use of CCTV cameras for parking enforcement. Do you have any views or comments on this proposal?

The Notts Parking Partnership management board has recently considered seeking Member approval to introduce CCTV enforcement solely to address parking on school zig-zag markings and bus stops. Because of the geographical size of the County, it is extremely difficult to efficiently enforce schools using Civil Enforcement Officers. In addition, our experience has shown that the usual enforcement methods can be counter-productive to road safety as the presence of an Officer can lead to drivers moving their vehicles in panic as the children are thronging outside the school. We have listened to Authorities that use CCTV vehicles and the argument is persuasive that highly visible vehicles able to instantly collect evidence over a number of sites in a short period of time can significantly improve road safety outside of schools. Equally with bus stop parking. These sorts of contraventions together with stopping on pedestrian crossing markings only need a vehicle to be stopped briefly to jeopardise road safety. From our understanding of those Authorities that use CCTV vehicles, public acceptance is generally high of remote enforcement to tackle this dangerous practice, for which enforcement is frequently demanded.

Q3. Do you think the traffic adjudicators should have wider powers to allow appeals?

The Adjudicators, in our opinion, have sufficient powers already and the fact that the majority of appeals that reach Adjudication are upheld supports this. Adjudicators are, on the whole, quite capable of exposing procedural improprieties and encouraging Authorities to apply discretion.

It should be borne in mind that the Adjudication service is extremely costly.

Currently a charge of 60p is made for every PCN issued but, as only 0.7% of PCNs reach the Tribunal, the processing charge is effectively £86 per case. Nottinghamshire's CPU processes PCNs at a rate of approximately £6 each of which 10% is therefore TPT charges. Any proposal that would result in an increase the amount of cases reaching the Tribunal will impact significantly on the costs of delivering the service and inevitably lead to more pressure

on the Enforcement Officers to issue PCNs.

Q4. Do you agree that guidance should be updated to make clear in what circumstances adjudicators may award costs? If so, what should those circumstances be?

Adjudicators should be able to award costs when there is clear evidence that either party has submitted a known untruth as well as the existing reasons of frivolous, vexatious or wholly unreasonable behaviour.

Implicit in this question is the suggestion that costs should be more easily awarded against the Local Authority when, presumably, it is alleged and accepted that a case taken to Tribunal should have been cancelled at an earlier stage. This, though, does not take into consideration the subjective element of dealing with appeals and representations and the difficulties in appraising statements received. The underlying principle (as dictated by the Tribunal) is that each case should be judged on its own merits regardless of precedence.

It is also evident that the procedures relating to Witness Statements at the warrant registration stage can result in cases automatically being referred to the Tribunal, thereby deviating from the expected process. It is recommended that this aspect be examined and reviewed.

Q5. Do you think motorists who lose an appeal at a parking tribunal should be offered a 25% discount for prompt payment?

To put this into figures, if a driver receives a Penalty Charge Notice at £70, he/she has a period of 14 days to pay at the discounted rate of £35. However, under the suggested scenario, if they choose not to and take the case through three sets of appeals (informal, formal and Tribunal) they would then be offered the chance to pay at £52.50. The process between issuing the PCN and reaching TPT can take up to 4-5 months and the CPU costs would far exceed the income received if the appeal is dismissed. And yet for the driver, regardless of circumstance there is very little disincentive not to do this.

As stated earlier, our CPU processing costs are around £6 per PCN but this relies heavily on an administrative profile whereby the vast majority of cases are resolved prior to Notice to Owner. If this discount were applied, the profile would change substantially and the costs would significantly increase. Any case that goes to Tribunal requires huge amounts of paperwork and staff time to collate and as stated above, Tribunal costs would also soar.

In a county area like Nottinghamshire, approximately 1 PCN is issued per hour of Enforcement Officer time. Consequently, each PCN costs around £30 to issue and process. Approximately 30% are never paid either because cases are cancelled or the motorist cannot be traced. PCN levels have not increased since the commencement of civil enforcement in 2008 despite pressures from rises in some costs. This proposal could lead to some Local Authorities stopping enforcement or reducing it to a very low level. It could also impact upon enforcement policies; for example, as stated above, NPP has a practice of asking drivers parked in contravention to move on. If the notice processing profile were to change to the extent anticipated by a discount, this sort of practice would undoubtedly come under pressure as the whole service would start operating at a loss. That loss could only ultimately be met by the public.

Q6. Do you think local residents and firms should be able to require councils to review yellow lines, parking provision, charges etc in their area? If so, what

should the reviews cover and what should be the threshold for triggering a review?

Nottinghamshire County Council has an established section for Highway Management that deals with such requests on a regular basis. This allows any business or resident to ask for restrictions to be considered or reviewed (including area-wide reviews) and consequently do not believe that legislation is required to instigate this. The Traffic Management Act 2004 also already includes requirements for reviews of the operation of the highway network.

If residents or other interest groups wish to raise a petition to add weight to any request, this is presented to the County Council as a matter of course. It is of concern that a prescriptive approach would not provide value for money or be the best option in every case as we currently consider all requests for a review on an individual basis, seeking to find a balanced level of restrictions that consider the needs of all affected parties including:

Local businesses and the vitality of town/local centres,

Local residents,

Traffic needs,

Motorists in terms of delivering justifiable restrictions that are clearly understood and signed, so as to avoid PCNs being received as a result of confusion or misunderstanding,

The Highway and Traffic Authority to ensure that it meets its statutory obligations (eg with regards to keeping traffic moving, bus punctuality etc.) and strategic objectives.

It is also of concern that regulation in this area could create an obligation on authorities that might impose costs that cannot be met within budget provisions. The current arrangements for reviews within existing strategies are therefore appropriate.

It is also apparent that the responsiveness of authorities to introduce or amend restrictions is limited by the regulated processes and associated timescales and costs. There would be benefit in reviewing these to provide greater flexibility and responsiveness and reduced cost.

Previous consultations have identified opportunities to reduce costs for making Traffic Regulation Orders, especially in terms of advertising but these have not been taken forward. We therefore recommend that these are progressed

to enable internet based advertising to replace printed format and thereby reduce costs. (DfT regulatory impact assessment August 2011 and consultation January 2012)

We are also aware that a DfT consultation regarding the use of blue badges in allocated bays concluded (in December 2011) that regulations required further consideration to take forward necessary amendment. The issues identified within this consultation should be addressed.

Q7.Do you think that authorities should be required by regulation to allow a grace period at the end of paid for parking?

We would have no objection to this as we already operate a policy of grace after the expiry of either paid for or free but limited waiting. We regard this as reasonable and in practice it reduces any debate about the correct time etc.

However, although any proposal to add grace periods by regulation would not directly impact upon our existing enforcement practice, it is our belief that it is likely to create confusion with the public understanding of the parking time that applies. The public are likely to include any formal grace period within the parking period. It is straightforward for someone to understand that 30 minutes parking means just that and that they must return no later than the end of that period. If they believe that 30 minutes means 40 minutes this could simply lead to an increase in PCNs rather than a decrease. It might also be anticipated that, in due course, there could be demand for a further period of grace to be added to the extended period.

Therefore, grace periods should be applied through recommended good practice rather than regulation.

Q8. Do you think that a grace period should be offered more widely – for example a grace period for overstaying in free parking bays, at the start of pay and display parking and paid for parking bays, and in areas where there are parking restrictions (such as loading restrictions, or single yellow lines)?

Grace periods are acceptable at the end of free or paid for parking; basically where parking is permitted. We allow 5 minutes observation to any vehicle parked without a pay and display ticket which is sufficient time to allow for someone to be paying for a ticket.

We do not believe that grace periods should be extended to allowing parking where it is restricted rather than permitted as we believe it will lead to drivers ignoring restrictions that are in place for road safety reasons. If there are loading restrictions, for example, these are only in place because a stationary vehicle can cause significant problems to the vehicle flow and delays can quickly develop. Similarly, a vehicle casually parked on zig zags or on a junction could cause severe visibility problems for pedestrians and motorists. There can be a conception amongst drivers that they can simply stop anywhere for at least 5 minutes and this behaviour from a few can and does impact upon many.

We like many authorities have invested heavily in bus stop infrastructure to allow buses to stop adjacent to a raised kerb so that the mobility impaired can easily access the bus. It only takes one car parked for 5 minutes to cause difficulties for the driver and the passengers and any vehicles attempting to overtake the stationary bus. It is hard to accept why one person's convenience should outweigh the inconvenience of many others.

Therefore, in applying any grace period it is important not to lose sight of the purpose of the restrictions in order to avoid undermining the purpose of the restriction and sending the wrong message to motorists.

Q9. If allowed, how long do you think the grace period should be?

5 minutes is sufficient for overstaying permitted parking areas.

It should also be borne in mind that in many locations within areas like

Nottinghamshire no on-street parking is subject to pay and display. Therefore enforcement officers have to observe vehicles on two occasions to determine the length of stay. Therefore a variable period of grace also exists prior to the first observation being made; such period often being many hours. The application of a 5 minute grace period or observation period is therefore in addition to an unknown extensive period of additional parking.

Q10. Do you think the Government should be considering any further measures to tackle genuinely anti-social parking or driving? If so, what?

Although the Government has made a lot of progress around Blue Badge administration and enforcement, it would be much easier if Local Authorities were able to issue Fixed Penalty Notices to those who have committed Blue Badge fraud. The current process of the Magistrates Court is costly, time consuming and is only used by those Authorities who can justify the resource because Blue Badge fraud impacts upon their revenue. Fraudulent mis-use is common-place though and is usually a family member or friend using a legitimate badge. If Local Authorities could take quick cost-effective action it would undoubtedly receive public support and would enable this practice to be effectively tackled.

It is frequently noted that the Blue Badge Guidance identifies locations where badge holders may park and where they must not park. However, the guidance also indicates locations where badge holders should not park and emphasises that the Blue Badge is not a licence to park anywhere. However, this latter aspect leaves too much ambiguity and impotence to enforcers who need to respond to public complaint about inconsiderate parking. We would recommend a review of this guidance and the associated regulations in order

to reduce ambiguity.

We would also reiterate the comments included at Q6 and encourage the implementation of measures to assist in the management of parking which have already been identified in previous consultations.

13 February 2013**Agenda Item:11****REPORT OF SERVICE DIRECTOR, HIGHWAYS****2014 HIGHWAYS GRASS CUTTING DELIVERY****Purpose of the Report**

1. The purpose of this report is to seek approval for the arrangements for delivery of the highway grass cutting service in 2014.

Background

2. The County Council's Transport and Highways Committee on 4th July 2013 considered a report updating delivery of the highway grass cutting service in the current year. This noted that:
 - a. Within each District there are substantial areas of amenity grass which are cut by District Councils up to fourteen times per year. Where this amenity grass is adjacent to highway verge it can lead to expectation from local residents that the highway verge should be cut to the same frequency. However, this is often a reflection of the different uses of the grassed areas and perhaps unreasonable to incur the extra cost of cutting highway verges to the higher standard. However, arrangements continue to be developed to improve co-ordination of the highway grass cutting with amenity grass cutting and other District Council functions such as litter picking.
 - b. It is also noted that there are also 30 Parish Councils that arrange grass cutting in their areas.
 - c. In some periods last summer and in some urban areas the grass cutting slipped behind schedule by several weeks due in part to the weather but in the main due to the new arrangements in place for Ashfield, Broxtowe and Mansfield. Additional resources were then deployed to improve that situation.
 - d. A schedule showing when the highway grass is going to be cut in areas across each District was also introduced on the County Council's website so that residents can see when the grass in their area is going to be cut.

Proposal for 2014 – 17

3. Discussions with officers at the 3 District Councils – Ashfield, Broxtowe and Mansfield - regarding options for future delivery of the urban, rural and weed spray service in those districts have been on-going since last summer.
4. As a result a proposal has been received from all 3 Districts to deliver this service on behalf of the County Council for the next 3 years with the option of extending the arrangement by a further 2 years. Under this arrangement the districts would also be the primary contact for any service requests or complaints.
5. A review of the costs indicates that over the 3 years proposed this arrangement would be cost neutral to the County Council.
6. This proposal will also support a focus on the continued improvement of the direct delivery of the service across the rest of the County.
7. There were no staff transfers relating to this service area when the service transferred from the Districts to the County for the 2013 season and County staff delivering the service in 2013 will be redeployed to alternative duties within the County Council.

Future Service Delivery Model

8. The proposal for 2014 – 17 will provide time for a more detailed review of the delivery of highway environmental maintenance in the longer term and importantly provide a longer lead time to mobilise any alternative arrangements in the future
9. The detailed review will consider:
 - a. In-house delivery;
 - b. District Council delivery;
 - c. Town and Parish Council delivery;
 - d. External delivery;
 - e. Mixed economies of the above options.
10. The outcome of the review will need to be completed and approved by March 2015 to give two years to implement the new arrangements and mobilise effectively.

Reason for Recommendation

11. To make provision for the delivery of this service from 2014 onwards.

Statutory and Policy Implications

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

Financial Implications

13. The £457,000 cost of the District Councils delivering this service will be contained within the highways revenue budget.

RECOMMENDATION/S

1. That highway environmental services including grass cutting and weed spraying in the Districts of Ashfield, Broxtowe and Mansfield are delivered by those District Councils for the next 3 years and that this arrangement may be extended by a further 2 years.

**For any enquiries about this report please contact:
Andy Warrington Tel: 0115 977 4681**

Constitutional Comments (NAB 21.01.14)

The Transport and Highway Committee has authority to approve the recommendation set out in this report by virtue of its terms of reference.

Financial Comments (TMR 22.01.14)

The financial implications are set out in paragraph 0 of the report.

Background Papers and Published Documents

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

None.

Electoral Division(s) and Member(s) Affected

All

13 February 2014**Agenda Item:12****REPORT OF SERVICE DIRECTOR, HIGHWAYS****THE NOTTINGHAMSHIRE COUNTY COUNCIL (SOUTHWELL AREA)
(WEIGHT RESTRICTION) TRAFFIC REGULATION ORDER 2013 (3199)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider the objections received in respect of the above Traffic Regulation Order.

Information and Advice

2. The County Council is implementing a programme of environmental weight limits (EWLs) to remove Heavy Goods Vehicle (HGV) traffic from inappropriate routes, therefore reducing damage to the County road network and improving the environment for residents in towns and villages.
3. The area-wide proposal for Southwell follows long standing concerns about the negative impact of HGVs travelling through Southwell; these concerns have been increased as the prospects of constructing a bypass around Southwell recede. The area-wide proposals are roughly bounded by the A6097, A614, A617 and the River Trent. Originally concerns were raised about the introduction of a weight limit on 'A' and 'B' class roads, however the proposals include the declassifications of the A612 between the A6097 and the A617 and the B6386 between the A6097 and the A617.
4. The boundary of the EWL is set to exclude the large generators of HGV trips (such as Staythorpe Power Station and the gravel extraction site at Thurgarton) whilst protecting the nearby villages of Fiskerton, Bleasby, Rolleston and Morton from the possible re-routing of HGVs to avoid Southwell. The villages of Edingley, Hallam and Farnsfield were also included due to similar concerns raised by the local member.
5. The environmental weight limit and the declassification of the A612 and the B6386 were sent out for initial consultation on 30 August 2013. This proposed a 7.5 Tonne weight limit allowing only access for vehicles if they need access to service land or property within the weight limit area boundary. The initial proposal would not allow any vehicle over 7.5 Tonnes to drive through the area to reach destinations located outside the weight limit area, including agricultural vehicles. However, the initial consultation raised seven objections

from local farmers located just outside the weight limit boundary and one from a local district councillor. These objections to the scheme were on the grounds that they would not be able to drive their farm vehicles through the weight limit area. Alternative routes being substantially longer and meaning an increase of slow farm vehicles on the busier routes in the area including the A617, A6097 and A46.

6. The weight limit order was revised to include an exemption for the passage of agricultural vehicles which is shown on the enclosed drawing H/04078/1932/01 and was publicly advertised and consulted on between 5th December 2013 and 13th January 2014. The exemption (allowing agricultural vehicles unlimited access) was included following further discussions and agreement with the local County Councillors Roger Jackson, Bruce Laughton and Sue Saddington.
7. Nineteen responses were received during the initial consultation period which included nine objections to the scheme. Eight of these objections were subsequently resolved by including the exemption for agricultural vehicles. The one outstanding objection was from Kirklington Parish Council and this was resubmitted during the public advertisement period. The remaining responses included comments that have been replied to as well as responses in support of the proposals received from Southwell Town Council and the Parish Councils of Caythorpe, Farnsfield, Lowdham, Upton, Rolleston, Wellow and Fiskerton cum Morton.

Objections Received

8. Objections 1

Kirklington Parish Council is objecting as members feel the increased traffic on the A617 would be unacceptable and the proposals will move the problem to other villages. The council states that the A617 is already a busy road and the number of vehicles from extra schemes (such as Southwell EWL and proposed Recycling Plan in Bilsthorpe) will cumulatively increase the traffic flow on an already large number.

Response

The village of Kirklington is situated on the A617 that runs along the northern edge of the proposed EWL and currently the average HGV movement per day in each direction along this road is 950. In comparison the HGV movements in the proposed Southwell area EWL is 307, this is based on an origin and destination survey of HGV movements (excluding tractors and horseboxes) carried out on 28th February 2013. Of these 307 movements, 110 were along the A612 through Southwell itself and based on the traffic information, these are predominately vehicles servicing premises within the weight limit boundary. Overall, the origin and destination survey showed 33 movements in the Southwell area that could not be validated as legitimately servicing the area. These can therefore be considered as using the roads to travel through the area and would in the future be contravening the EWL.

Assuming these 33 HGV trips all adhere to the EWL and disperse onto the A617 then this would see an increase of 3% compared to a decrease of 11% in the Southwell area. Whilst it is acknowledged there is an increase on the A617 this

road is considered a Primary route to the network and provides better links to the wider strategic network.

The proposals will limit future HGV movements in the Southwell and wider area to those generated by businesses in the local area whilst preventing HGV trips using the roads as a cut through when larger more suitable routes are available.

Other Options Considered

9. The original proposals for the proposed 7.5 Tonne weight limit allowing only access for vehicles if they need access to service land or property within the weight limit area boundary was the only other option considered.

Comments from Local Members

10. The County Councillors affected support the proposals.

Reasons for Recommendations

11. The EWL is being proposed to stop vehicles over 7.5 tonnes from driving through the area to reach a destination outside the environmental weight limit boundary. Any overweight vehicle requiring access to a residential property or business within the area will be exempt from the restriction. The main areas, within the weight limit boundary, where overweight vehicles are likely to travel to are the industrial areas of Crew Lane and Mill Park in Southwell, the shops in Southwell and Farnsfield and any of the farms located within the weight limit boundary, these trips will remain unaffected. All agricultural vehicles are exempt from the Order, meaning that agricultural vehicles will be able to drive through the area to reach destinations outside the weight limit boundary.

Statutory and Policy Implications

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

Financial Implications

13. The scheme is being funded by the Integrated Transport Measures – Environmental Weight Limit budget for 2013-14. The cost of implementing the scheme and associated works will be in the region of £70,000.

Crime and Disorder Implications

14. Nottinghamshire Police raised no objections to the proposal.

RECOMMENDATION/S

It is recommended that

The Nottinghamshire County Council (Southwell Area) (Weight Restriction) Traffic Regulation Order 2013 (3199) is made as advertised and the objectors informed accordingly.

Andrew Warrington
Service Director (Highways)

Name of Report Author

Mike Barnett

Title of Report Author

Team Manager (Major Projects and Improvements)

For any enquiries about this report please contact:

Mike Barnett - Team Manager (Major Projects and Improvements) Tel: 0115 97 73118

Constitutional Comments (SHB 20/01/2014)

15. Committee have power to decide the Recommendation.

Financial Comments (TMR 20/01/2014)

16. The financial implications are set out in paragraph 13 of the report

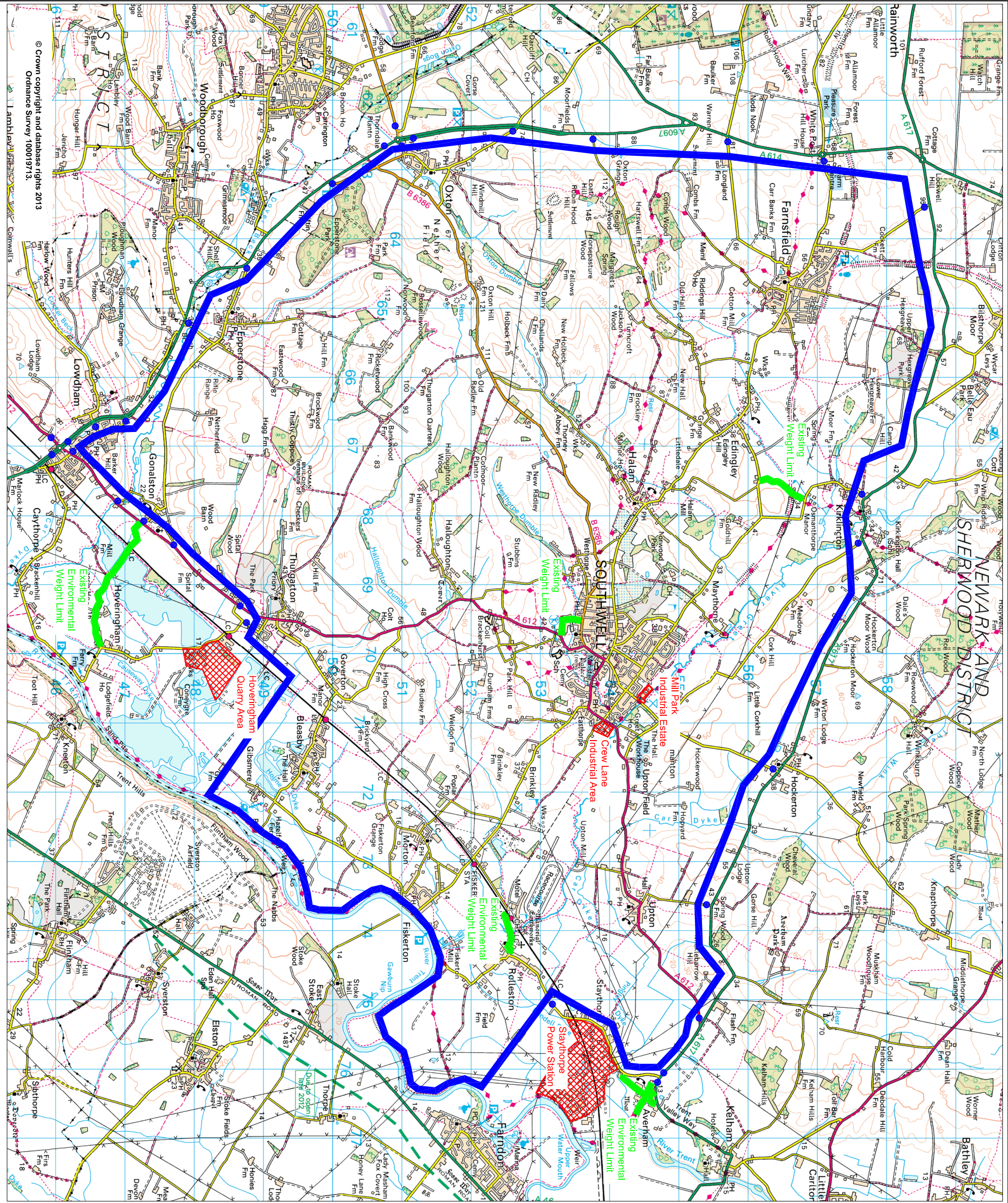
Background Papers

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

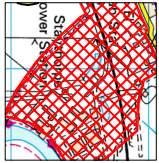
All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements Team at Bevercotes House, Ollerton.

Electoral Division(s) and Member(s) Affected

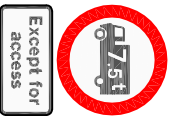
Farnsfield and Lowdham	Councillor Roger Jackson
Southwell and Caunton	Councillor Bruce Laughton
Farndon and Muskham	Councillor Sue Saddington



Boundary of
7.5 Tonne
Environmental
Weight Limit



Main HGV
Generators



Position of
Weight Limit
Signs



Except for
access

Rev	Description	Drawn	Chkd	Auth	Date

Project	Southwell Area Proposed Environmental Weight Limit (7.5 Tonne)
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Layout Drawing

Scale	Drawn	J.A.Burton	Date	
N.T.S.	Chkd		Date	
Drawing No.	Auth		Traced	Rev

H/04078/1932/01



Trent Bridge House, Fox Road,
West Bridgford, Nottingham, NG2 6BJ
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13 February 2014**Agenda Item:13****REPORT OF SERVICE DIRECTOR, HIGHWAYS**

THE NOTTINGHAMSHIRE COUNTY COUNCIL (CHAPEL STREET, CHARLES STREET, CHURCH STREET, CUMBERLAND STREET, DISTILLERY STREET, HIGH STREET AND WILFORD ROAD, RUDDINGTON) (PROHIBITION OF WAITING AND PARKING PLACES) TRAFFIC REGULATION ORDER 2013 (8200)

CONSIDERATION OF OBJECTIONS**Purpose of the Report**

1. To consider the objections received in respect of the above Traffic Regulation Order.

Information and Advice

2. Following requests from the Parish Council and local County Councillor for Ruddington a review of parking arrangements in the Ruddington village centre was carried out. The review was prompted by the fact that the parish council felt the present arrangement did not maximise the use of on street parking in the village and considered an improved arrangement would better meet the needs of local businesses and residents. A particular concern related to the use of on street parking by local workers and commuters leaving vehicles in the village and travelling to the city using local transport links.
3. The review of parking included a meeting held with the local County Councillor, County Council officers and the clerk from Ruddington Parish Council. Following the meeting a copy of the draft scheme was given to the Parish Council, initial indications being that the parish was in agreement with the draft scheme. The proposals included altering existing parking bays from half hour parking to two hour parking and to remove any bays that are located outside residential properties. Additionally a number of existing unrestricted parking bays were to be converted to two hour waiting. The scheme also included parking restrictions to keep Church Street clear of parked vehicles to allow better access for the buses.
4. These initial proposals were consulted on and letters sent out on 8th January 2013 to all residents and shop keepers directly affected by the scheme and to all statutory consultees including the Parish Council. A copy of the consultation letter and plan was also published on the County Councils web site. Thirty-three responses were received as part of this initial consultation with four considered as

objections; this is not unexpected due to the range of the restrictions in the village centre.

5. Revisions to the proposals were made incorporating some of comments received as part of the initial consultation, the changes being removal of sections of limited waiting (single yellow lines) to revert back to unrestricted parking and the introduction of additional two hour waiting restrictions outside the Doctors Surgery.
6. Prior to public advert a second meeting was held on 10th April 2013 with the local County Councillor, County Council officers and members of the Parish Council - the revised proposals were circulated prior to this meeting. During this meeting the parish council presented a report summarising its objections and suggestions for improving the parking situation in Ruddington.
7. The statutory consultation and public advert commenced on 29th May 2013, the consultation included a notice in the Nottingham Post, notices on site and a copy of the notice / plan on the County Council's website. The final proposals (including those changed from the initial consultation) are shown on the enclosed drawing H/04078/1917/01/A.
8. The public advertisement of the scheme resulted in a further fifteen responses (including the parish councils report presented at the meeting on the 10th April 2013). Of these responses ten are considered as objections to the proposals.

Objections Received

9. In total 49 responses (a mixture of comments, suggestions and objections) have been received of which 37 are considered as outstanding objections, including 23 from the initial consultation. Outstanding objections have all been reviewed and the responses are available as a background paper. A summary of the objections and responses for each of the key areas in Ruddington are as follows:

10. Objections – Vicarage Lane

One objection raised issues on Vicarage Lane with concerns about parking displaced off Church Street onto Vicarage Lane and parked vehicles obstructing private driveways closest to Church Street.

Response

A white 'H' marking will be laid across driveways as part of scheme and the revised proposals have less Monday to Saturday parking restrictions than originally planned to minimise the effect of displaced parking.

11. Objections – Cumberland Close and Easthorpe Street

Six objections were raised relating to issues of non-residential parking on Cumberland Close, obstruction of driveways and that proposals will make current issues worse.

Response

The proposals only include restrictions to keep the Cumberland Close junction with Easthorpe Street clear of parked vehicles to ensure safe entry and exit of road users. The revised proposals included a reduction in the length of double yellow lines from fifteen metres to ten metres following feedback from residents. Problems have been logged over the last few years in the authority's Highway Asset Management System regarding obstruction and inconsiderate parking. Local police and county council officers have been in contact with residents on this street.

Due to the narrowness of the road, motorists tend to pull up on the footway otherwise they are causing obstruction. Previously bollards were installed along a section of footway and an extra bollard will be added as part of the revised scheme based on feedback from the consultation.

12. Objections – Easthorpe Street

Four objections were raised relating to issues of non-residential parking on Easthorpe Street. Specific issues included the construction of flats in the area and parking for customers of local pubs and restaurants. Better enforcement in the area was also requested.

Response

In 2012 requests for a Residents' Parking Scheme were considered (for Easthorpe Street) following reports by local residents. This was considered at the time and discounted on the basis that it wouldn't solve the problem due to the volume of vehicles and overall there is not enough parking opportunities for residents of both Cumberland Close and Easthorpe Street - the issue is more with obstruction. Restrictions were put in previously on a section of Easthorpe Street to help with obstruction issues along this section.

Enforcement is carried out by Rushcliffe District Council, upon implementation of the scheme it will be requested that enforcement is undertaken subject to resources and action elsewhere in the Rushcliffe District.

13. Objections – Charles Street

Two objections were raised from local business requesting permits for residents and two hour parking for customers due to difficulties parking on Charles Street.

Response

The revised proposals advertised split the parking bay into 2 hour parking and unrestricted parking; residents can park in this section on a first come first served basis. The limited waiting on the street and nearby in the village will encourage a turnover of vehicles for visitors to local businesses.

14. Objections – Wilford Lane (Dutton Hill)

Seven objections were raised regarding Wilford Hill (Dutton Hill) on the basis that all parking should be removed from Dutton Hill and that two hour parking bays will affect business. Better enforcement in the area was also requested.

Response

The existing parking bays will be changed to two hour limited waiting to encourage turnover and prevent all day parking and is considered better for shoppers and visitors. Removal may encourage an increase in traffic speeds and also reduce the opportunity to park.

15. Objections – Church Street

Thirteen objections were raised regarding the proposals for Church Street. Issues along this street include a request for residents only parking (outside the church), general concerns about residential parking and long term parking (particularly for workers), displacement of parking onto Vicarage Street and loading issues for local businesses.

Response

There are no proposals for a Residents' Parking Scheme along Church Street. The area outside the church will continue to provide an opportunity for an area of unrestricted parking to be maintained as events at the church are infrequent and at irregular intervals. Other areas of Church Street outside the shops during the working day are proposed to be utilised as limited waiting to encourage a turnover of vehicles for local business and vitality of the village centre. Further restrictions are proposed to allow free and safe movement of vehicles in this area. There are no changes planned to the current loading restrictions, any specific loading bays would reduce the availability of parking for residents and visitors to the area.

There is a section of unrestricted parking on the south side of Church Street and further along outside the Church. Parking spaces for specific properties cannot be reserved or guaranteed on the public highway.

The current parking bays on Church Street outside the shops on the north side are perpendicular parking and whilst uncommon are not presenting safety concerns. It also allows more bays to be created than parallel parking at this location which is considered important due to the amount of available space in this area, so the layout of the bays will not be changed to parallel parking at the location.

The advertised parking restrictions along Church Street were reduced from the initial consultation based on objections received. Whilst this does not remove the objection it helps reduce the risk of displaced parking on Church Street whilst meeting the need of short term parking and long term parking and to assist access for buses.

16. Objections – Ruddington General

Sixteen objections were raised about general issues and covered a range of issues similar to those previously described. Specific issues not already covered include basis of nowhere to park for employees in the village, different locations in the village should have different parking durations, and parking restrictions suggested on nearby streets in Shaw Street (opposite exit from Co-op car park), Parkyns Street and Distillery Street. It has also been raised that the scheme does not address fundamental uses in the village.

Response

The two hour waiting restriction in parking bays is to allow more shoppers the opportunity to park in Ruddington. There are still sections of unrestricted parking available in the village centre that can be used on a first come first served basis for residents and local workers. Employees may need to park further away from the village centre or consider changing travel arrangements. Consistent time durations for any limited waiting in the village minimises confusion for road users and helps with enforcement.

The scheme is recommended because it will help to address the balance between short and long term parking and to assist access for buses. The scheme will create more two-hour parking bays in an attempt to ensure that there are always spaces available for shoppers and visitors to the local facilities. The aim of the scheme is to manage the existing parking spaces and not necessarily to create more spaces. There may be opportunity for parking spaces on private land or areas under the responsibility of other authorities.

17. Confirmation of the number objections per key area is summarised in the table below:

Area	No of Objections
Vicarage Lane	1
Cumberland Close and Easthorpe Street	6
Easthorpe Street	4
Charles Street	2
Wilford Lane (Dutton Hill)	7
Church Street	13
Ruddington General	16
Total	49

18. Overall the scheme has generated varying and opposing views on the extent and type of restrictions for Ruddington. Further restrictions on the periphery of the scheme may be required depending on the effectiveness of the proposals. However, it is recommended that a period of monitoring is undertaken with a review in twelve to eighteen months.

Other Options Considered

19. There are many alternative arrangements possible regarding the mix of waiting restrictions many of which were considered but discounted during the reviews. Two options have been consulted on and both followed discussions with the local member, parish council members and county council officers with knowledge of the area.

Comments from Local Members

20. County Councillor Adair supports the proposals and has been closely involved in the development of them.

Reasons for Recommendations

21. The scheme is recommended because it will help to address the balance between short and long term parking and to assist access for buses. The scheme will create more 2 hour parking bays to ensure that there are always spaces available for shoppers and visitors to the local facilities.

Statutory and Policy Implications

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

Financial Implications

23. The scheme is being funded by the Rushcliffe Traffic Management revenue budget and will cost in the region of £5,000.

Crime and Disorder Implications

24. Nottinghamshire Police raised no objections to the proposal.

RECOMMENDATION/S

It is recommended that

The Nottinghamshire County Council (Chapel Street, Charles Street, Church Street, Cumberland Street, Distillery Street, High Street and Wilford Road, Ruddington) (Prohibition of Waiting and Parking Places) Traffic Regulation Order 2013 (8200) is made as advertised and the objectors advised accordingly.

Andrew Warrington
Service Director (Highways)

Report Author: Mike Barnett, Team Manager (Major Projects and Improvements)

For any enquiries about this report please contact:

Mike Barnett - Team Manager (Major Projects and Improvements) Tel: 0115 977 3118

Constitutional Comments (SHB 17/12/2013)

25. Committee have power to decide the Recommendation.

Financial Comments (TMR 17/12/13)

26. The financial implications are set out in paragraph 23 of the report

Background Papers

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

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.

- Ruddington Parking Scheme – Appendices A and B

Electoral Division(s) and Member(s) Affected

Ruddington ED

Councillor Reg Adair

13 February 2014**Agenda Item:****REPORT OF CORPORATE DIRECTOR, POLICY, PLANNING AND
CORPORATE SERVICES****WORK PROGRAMME****Purpose of the Report**

1. To consider the Committee's work programme for 2014.

Information and Advice

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

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

RECOMMENDATION/S

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

Jayne Francis-Ward

Corporate Director, Policy, Planning and Corporate Services

For any enquiries about this report please contact: David Forster, x 73552

Constitutional Comments (SLB 1/11/2013)

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

Financial Comments (MA 1/11/2013)

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

Background Papers

None.

Electoral Division(s) and Member(s) Affected

All

TRANSPORT & HIGHWAYS COMMITTEE - WORK PROGRAMME

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information?</u>	<u>Lead Officer</u>	<u>Report Author</u>
20 Mar 2014				
Rail Update	Update Report	Info.	Andy Warrington	Jim Bamford
Charging for Highway Services	Review of charges	Decision	Andy Warrington	Andy Warrington
NET	Policy Review	Decision	Andy Warrington	Andy Warrington
Highways Performance Report	Update Report	Info.	Andy Warrington	Gary Wood
Integrated Passenger Transport Strategy	Update Report	Info.	Andy Warrington	Andy Warrington
Highways Major Projects	Update Report	Info.	Andy Warrington	Andy Warrington
Highways Event Management	Policy Review	Decision	Andy Warrington	Peter Goode
Local Transport Plan	Update Report	Info.	Andy Warrington	Andy Warrington
TROs	Schemes requiring Committee approval	Decision	Andy Warrington	Neil Hodgson
Integrated Ticketing Strategy	Update Report	Info.	Mark Hudson	Pete Mathieson
Fleet Operations	Business Plan	Info.	Mark Hudson	Chris Ward
Fleet Management	Business Plan	Info.	Mark Hudson	Chris Holland
24 Apr 2014				
Passenger Transport	Appraisal Framework	Decision	Mark Hudson	Pete Mathieson

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information?</u>	<u>Lead Officer</u>	<u>Report Author</u>
22 May 2014				
Travelsmart	Update report.	Info.	Mark Hudson	Pete Mathieson
Local Bus Service	Contract Awards	Info.	Mark Hudson	Chris Ward
TTS	Quarterly Performance Report	Info.	Mark Hudson	Lisa McLennaghan

