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1 Overview

The third Local Transport Plan for Nottinghamshire (LTP) sets out how we aim to make transport improvements in Nottinghamshire during the period 1 April 2011 to 31 March 2026. The LTP consists of two separate documents:

- the local transport strategy which details the County's transport vision and the strategy to deliver the vision, and
- this document, the Implementation Plan, which details the transport improvements that will help deliver the strategy and where investment will be prioritised.

This is the second published version of the Implementation Plan and has been reviewed to take account of revisions to funding amounts and their associated work programmes as well as County Council priorities.

The package of measures detailed within this Implementation Plan is dependent upon the levels of funding available to the County Council. The duration of the Implementation Plan therefore runs for the same period as Central Government's capital funding allocations to ensure it takes account of realistic funding levels. Central Government has confirmed funding levels up to 31 March 2018 and this second Implementation Plan will cover the three year period 1 April 2015 to 31 March 2018. Implementation plans will be reviewed annually to ensure:

- the effective delivery of the local transport strategy and transport improvements in Nottinghamshire
- the effectiveness of the measures contained within it
- where necessary, measures that are ineffective or are not delivering value for money can be changed, and
- programmes are based on up to date levels of funding available to the County Council.

The Implementation Plan is underpinned by a programme of measures that is developed and reviewed annually. The annual programme of measures details the schemes that will be implemented during any given financial year to provide transport improvements. The current annual programme of measures is included as appendix 1 to this Plan. The County Council allocates funding for Highways as part of its budget each February and following confirmation of available funding the Highways capital programmes are approved at Transport & Highways Committee. Developing an annual programme rather than a longer-term programme will continue to enable the Council to react flexibly to requests from local Members and local communities to deliver transport improvements within reasonable timescales. It will also help ensure the County Council gets value for money from its limited integrated transport funding as an annual programme will enable on going assessment of value for money on all scheme requests (old and new) rather than being locked in to a long-term programme containing schemes that offer less value for money.

The County Council's Implementation Plan is being considered alongside our neighbouring transport authorities' implementation plans to ensure consistency; to identify areas of common interest; and whenever possible to help maximise the use of resources and deliver value for money. The Plan will be reviewed and updated annually to take account of funding allocations and changes in County Council priorities. Annual review will also help ensure value for money through assessing the effectiveness of the measures contained within the Plan in delivering the LTP aims and objectives.

2 Funding

Transport improvements are funded through capital investment along with revenue support. Capital funding can be spent on transport assets such as new infrastructure, including new roads, footways, cycle ways, or public transport infrastructure. Revenue funding is used to support the running of services, such as promotion and marketing, subsidising bus services and paying for staff. Revenue funding is also used to help maintain the transport assets.

The bulk of capital funding available for transport improvements comes from central government although this funding is not ring-fenced and can be spent elsewhere. Some of the funding available for transport improvements has also been top-sliced as detailed below. Government's commitment to reducing the national deficit has significantly reduced the amount of government funding available to local authorities to deliver services, placing great financial pressure on local authorities.

2.1 Central government transport funding

There have been a number of changes to transport funding over recent years – in addition to the reductions resulting from the Government's deficit reduction plans there has been changes to the way funding is allocated to transport authorities as well as changes to formulae used to allocate funding.

As part of Central Government's Spending Review in 2010, the DfT announced a simplification of local transport funding, moving from 26 separate grant streams to just four:

- block funding for integrated transport (small scale transport improvements)
- block funding for highways maintenance
- major schemes, and
- the Local Sustainable Transport Fund (LSTF).

In March 2013 Central Government announced the introduction of the Single Local Growth Fund from April 2015. The Local Growth Fund (LGF) includes the key economic levers of skills, housing and transport funding. Therefore from 2015 all of the funding for major transport schemes, the capital element of the LSTF and approximately 43% of the national integrated transport block allocation is included in the LGF. This reduced the amount of funding directly allocated for integrated transport nationally from £450m in 2014/15 to £258m in 2015/16.

The LGF will be distributed to Local Enterprise Partnerships (LEPs) based on a Central Government assessment of the priorities and actions set out within each LEP's Strategic Economic Plan. Nottinghamshire is part of the D2N2 (Derby, Derbyshire, Nottingham, Nottinghamshire) LEP. The LEP, in discussions with Government will therefore prioritise the projects that the LGF funding will be spent on and these form part of each LEP's Local Growth Deal. It is therefore important to note that the top-sliced transport funding will not necessarily be used for transport projects as it could be allocated to non-transport schemes, and may not be allocated to schemes within Nottinghamshire.

Central government has confirmed integrated transport and capital maintenance funding levels up to 31 March 2018 (and indicative levels up to March 2021); confirmed funding for major transport schemes up to 31 March 2021; and confirmed transport schemes to be funded through the LGF as part of the Local Growth Deal up to 2016/17. Further detail on the levels of funding allocated to Nottinghamshire for transport improvements is given in the relevant sections below.

2.2 Other funding sources

It is recognised that levels of funding for transport will be limited in the foreseeable future but the County Council will continue to look to secure additional funding for transport improvements from European, national, regional and local funding sources whenever opportunities arise.

The Council will therefore actively pursue all other potential funding sources to complement the County Council's programme of transport improvements. This provides wider benefits for the residents of Nottinghamshire and added value for all parties. The County Council attempts to maximise funding from a variety of other sources, whether from its own funding streams; through match funding bids to give added value from external sources; or by utilising private monies from, for example, developers.

2.2.1 County Council capital and revenue funding

Recognising the importance of investment in transport improvements, the County Council has made additional contributions towards transport infrastructure as detailed in the relevant sections below. In

addition to the County Capital, significant revenue funding is provided annually by the County Council for transport improvements. In 2015/16 the County Council has committed over £41m (£41.741m) of revenue funding directly to transport issues to support and complement the Highways capital programmes. The largest of these blocks are for maintenance (winter maintenance such as gritting, electricity charges for street lights, as well as highway patching) and public transport (including concessionary fares, contracted services and school contracts), with other significant budgets allocated to road safety (education, awareness and engineering) and traffic management (minor network improvements and upgrades).

Unfortunately the pressure on revenue budgets (due to funding reductions and the need to support other services) means that the level of revenue for transport budgets is unlikely to be sustained. This has significant impacts on the delivery of some transport improvements, although the County Council continues to maximise available revenue budgets and works to ensure value for money on all funding sources (e.g. through the use of the strategic passenger transport framework to prioritise funding support for the non-commercial bus network).

Revenue programmes have a similar effect to the capital programmes and directly impact on improvements and services delivered, including maintenance of the highways assets, the level of bus services provided (particularly in rural areas) and casualty reduction. The significant levels of revenue funding in these areas reflect the importance placed on them, not only by the County Council, but also by the public.

2.2.2 External funding sources

The County Council also works to maximise its investment through securing additional external funding. The County Council has been extremely successful in maximising its investment through securing external funding from a variety of sources and, whilst the levels of funding may be limited in the foreseeable future, is looking to continue this approach whenever opportunities arise.

The County Council will therefore seek to secure external funding from a number of sources and relevant bids will continue to be made to maximise programmes of work. For example, over £900,000 external funding has been sought for integrated transport improvements alone, of which £448,000 has currently been secured (the remainder is pending at the time of writing), to enhance the number of integrated transport improvements that will be delivered during 2015/16.

Developer contributions

The County Council has been successful in securing significant levels of funding from developers to mitigate the impact of development. This funding will continue to be sought through planning obligations and the Community Infrastructure Levy to fund necessary transport improvements and to negate the impact of new development on the transport network in Nottinghamshire and our neighbouring authorities.

Partnership funding

The County Council will seek to maximise funding generated through working with partners such as health, safety, emergency services or education organisations, as well as private sector organisations, or the voluntary and third sector organisations, as opportunities arise.

3 Partnership working

The County Council works with a range of stakeholders to identify and deliver transport improvements across the county including the public sector (other local authorities, Highways England, Network Rail etc.), the private sector (passenger transport operators, delivery groups etc.) and third sector/voluntary groups (interest groups, community groups etc.).

3.1 Other local authorities

The County Council will continue to work with other local transport authorities to ensure consistency between implementation plans, maximise the use of resources, achieve value for money and deliver seamless improvements across administrative boundaries. Further detail on partnership working (e.g. reciprocal maintenance arrangements) is detailed throughout the LTP3 strategy document. The partnership working undertaken with other local authorities and private sector partners is highlighted in the Midlands Highways Alliance and potential combined authority proposals.

3.1.1 Midlands Highways Alliance (MHA)

The Midlands Highways Alliance (MHA) started in July 2007 as a Three Counties Alliance Partnership (3CAP) between the three Nottinghamshire, Derbyshire and Leicestershire county councils and business consultants, URS Scott Wilson. It was a pioneering venture and was the first alliance of its kind in the UK.

The MHA currently has a membership comprising eighteen local authorities and the Highways England. The MHA aims to improve performance, share best practise and make cost and efficiency savings in the delivery of highway services by working together.

Now self-funding, the unique venture delivers the regional procurement and implementation of highways maintenance, professional services and capital works through framework agreements between the member local authorities and private sector companies. These frameworks save the MHA members, on average, £4million per year.

3.1.2 Combined Authority

Proposals to create a Combined Authority representing the nine Nottinghamshire councils, including all districts, the County and City councils, have been submitted to Westminster for approval by Government. The Derbyshire councils are proposing similar arrangements for the Derbyshire area.

A Combined Authority would take long-term strategic decisions on areas such as transport, economic development and regeneration. Most other core cities, such as Manchester and Sheffield, already have combined authorities or are working towards them.

The Combined Authority may establish committees, sub-structures, sub-committees and arrangements for delegating powers and functions as it considers appropriate but for a vote on a transport related matter, both Nottingham City Council and Nottinghamshire County Council – as the two existing transport authorities – must form a part of the deciding vote's majority for that decision to carry.

With regards to transport it is proposed that the Nottinghamshire Combined Authority would undertake:

- the functions of a local transport authority under the Transport Act 2000 and any other enabling legislation (and including, by order, the functions of a Passenger Transport Executive under section 88 of the Transport Act 1985)
- the functions of local authorities under the Transport Act 1985.

The Combined Authority proposals are still in the formative stages and it is not possible at the time of writing to determine if or when a Combined Authority may be introduced in Nottinghamshire, or if any future decisions they may make will impact on the delivery of the Local Transport Plan during this Implementation Plan period.

If the Combined Authority proposals proceed the Nottinghamshire and Derbyshire combined authorities will, however, need to coordinate their work closely to ensure that effective governance arrangements can operate across the whole of the D2N2 LEP area.

3.1.3 Devolution of powers from Central Government

Building on the Combined Authority proposals, and working with the D2N2 Local Enterprise Partnership, council leaders are seeking the devolution from Whitehall to local councils of substantial powers, funding and responsibilities relating to jobs, skills, housing and transport.

The devolution plans reflect local councils (including boroughs, districts, City and County) existing commitment to work together and will give the Combined Authority the powers and levers to deliver their ambitions for sustainable growth and jobs. The proposal would give local councils the opportunity to control how money raised locally from business rates is spent, rather than it going to Whitehall for reinvestment nationally.

Recognising that good transport is a key driver of economic growth, the D2N2 area identifies that there are high levels of congestion and physical barriers to bus and rail connectivity across the region and that more innovative travel and transport solutions are needed to sustain and increase growth. To deliver these solutions greater powers are required and therefore with regards to transport the devolution deal is seeking:

- A 10-year funding commitment for local transport funding. This would include devolving Central Government funding for transport that has not already been devolved such as D2N2 Local Growth Fund (capital), the integrated transport and capital maintenance block allocations, OLEV capital programme funding, the Local Sustainable Transport Fund continuation funding, and a Cycle Ambition £10 per head settlement
- Powers and devolved funding to introduce bus franchising on an incremental basis. This would include streamlining the process, the devolution of traffic commissioner registration powers, the devolution of commercial BSOG incentive payments schemes and other grants, and the devolution of associated concessionary fares budgets
- Powers to better manage the local road network. This would include the transfer of the powers and budgets for the maintenance and enhancements to the motorway and trunk road network in the area; enabling highway authorities to undertake the enforcement of moving traffic offences; enabling the introduction of low and ultra low emission zones; allowing changes to the Nottingham Workplace Parking Levy Order to be made locally; enabling local decisions on consultation procedures for introducing traffic regulation orders; and to devolve powers to consider and make orders to change local rights of way
- The ability to directly determine strategic infrastructure priorities and service improvements to drive economic growth. This would enable local decision-making and securing the necessary investment to deliver schemes such as the location of a HS2 station in the area, rail journey time and rolling stock improvements, and trunk road improvements.

Government has stated that it is committed to working with authorities in England to devolve powers but it is not possible to determine if any, or which, or when, powers may be devolved in Nottinghamshire and therefore whether they will make an impact on the delivery of the Local Transport Plan during this Implementation Plan period.

3.2 Alternative service delivery model

The County Council has been looking into an alternative service delivery model for highways and is currently exploring the opportunity of setting up a joint venture with a public sector partner, CORMAC – Cornwall Council's trading company.

The joint venture is being explored because as the highways budgets continue to fall from both Council savings and government grant cuts, a more commercial approach will enable additional highways work to be secured from outside the County Council (e.g. by competing for contracts with other councils and developers etc.). Working with an established partner gives the County Council the benefit of immediate access to the experience of commercial tendering for, and delivery of, external contracts. If successful the

alternative service delivery model could offer more security for staff and will help deliver efficiency savings of approximately £1m per year from the highways revenue budget when established.

CORMAC have offered to create a joint venture trading company with the Council, which would see a 50:50 profit share, with Nottinghamshire County Council retaining a 49% shareholding. The Nottinghamshire company will be a subsidiary of CORMAC but as CORMAC is 100% owned by Cornwall Council the new company will be completely in public sector ownership.

The proposed new Nottinghamshire company will have a strong public sector ethos, be under the control of the Council with two County Council representatives on its board. The company will deliver at least 80% of its work directly to the Council. Policies and priorities for that work will be set by the Council's client function and agreed through service level agreements approved, reviewed and monitored by Committee.

The alternative service delivery model will transform the County Council's highway service delivery and is needed to keep the current budget savings on track. It will not, however, enable more improvement schemes to be delivered or more roads to be repaired, etc. as this is dependent on the budget available.

The proposals are still subject to detailed negotiation but if the Council decides to proceed with the joint venture the new company could be established during 2015/16, aiming to start operation from April 2016.

3.3 Other public sector organisations

The County Council will continue to work in partnership with a range of public sector organisations on the development of programmes of measures as well as specific schemes. These will range from advice and consultation with statutory bodies such as Natural England and English Heritage; to delivery of improvements with partners such as the police, emergency services, health organisations, as well as other transport authorities such as the Highways England and Network Rail; to contributing towards other district and parish council strategies and plans and ensuring consistency (such as consistency between the LTP3 and local plan suite of documents). Through the local plans the district councils are funding transport appraisal work generally (the results of which have been used in the LTP3 evidence base) as well as at specific sites.

3.4 Private sector

The County Council will continue to work with a range of private sector organisations to deliver transport improvements including:

- transport groups such as
 - public transport operators through already established partnership arrangements
 - freight operators through improved freight quality partnerships
- businesses through
 - the Local Enterprise Partnership (LEP) which will have a future role in aspects of transport planning related to economic development and growth across the whole of its geographical area, and
 - other business groups such as the local Chamber of Commerce, Federation of Small Businesses and the Greater Nottingham Transport Partnership.

3.5 Third sector/voluntary organisations

The County Council will continue to work with various third sector and voluntary groups, on scheme identification and consultation on schemes, as well as the actual delivery of measures (such as transport interest groups [e.g. Campaign for Better Transport and Pedals], representatives of minority groups and community representatives). Working with local groups to identify issues and their solutions is a major influence on the way that decisions about local improvements will be made.

4 Major transport schemes

From 2015/16 the DfT devolved funding for local major transport schemes for local determination (excluding those on the Highways England network) and from 2015/16 funding for major transport schemes is going to be allocated through the Local Growth Fund (LGF) Deal managed by Local Enterprise Partnerships (LEPs). The DfT has:

- devolved capital funding for local major transport schemes
- allocated budgets through a formula based on population
- allowed local determination of programmes of local major transport schemes using a common approach to assessing value for money and priority.

In addition to the Local Growth Fund Deal funding, over £1.5bn is to be provided nationally for local authority major schemes during the 2015/16-2020/21 period. Of this, £31.2m has been committed for schemes in the D2N2 LEP area for the period 2015/16-2018/19.

Major transport schemes have historically been large transport schemes costing more than £5m. From 2015/16 funding from central government for major transport schemes has been devolved to LEPs and therefore major schemes delivered in the D2N2 area are funded primarily through the Local Growth Deal. D2N2 determined that from 2015/16 major transport schemes will be defined as schemes that cost at least £2.4m but that a minimum local contribution of 20% of any scheme cost is required.

The D2N2 LGF Deals announced in July 2014 and January 2015 confirmed the funding allocations for the D2N2 major transport schemes that had previously been prioritised for funding during the period 2015/16-2018/19 (subject to an approved business case); and detailed the additional transport schemes that would receive funding in 2015/16 and 2016/17. A number of schemes nationally already had funding approval prior to the devolvement of major scheme funding and subsequent LGF announcements but were still awaiting the start of construction, the governance and approval arrangement for such schemes remains with the DfT (e.g. Hucknall town centre improvement scheme).

The County Council has been successful in securing funding for a number of transport improvements in the county through the LGF and major scheme bidding submissions and the transport schemes in Nottinghamshire prioritised for funding during this Implementation Plan period are:

- A46 corridor local development infrastructure requirements at RAF Newton, Cotgrave and Bingham – funding amounts and funding start dates are still to be confirmed
- A57/A60/B6024/St Anne's Drive, Worksop roundabout major transport scheme – £1.83m LGF contribution towards £3.6m scheme starting in 2015/16
- Gedling Access Road major transport scheme – £10.8m LGF contribution towards £32m scheme starting in 2017/18
- Harworth access links – £2.05m LGF contribution starting in 2015/16
- Hucknall Town Centre Improvement scheme – £8.489m DfT contribution towards £12.375m scheme starting in 2015/16
- Midland Mainline Market Harborough rail speed improvements – funding amounts and funding start dates are still to be confirmed
- Newark Southern Link Road – £7m LGF contribution towards £20m-£30m scheme (delivered by the developer) starting in 2015/16
- Rolls Royce Hucknall – £5.8m LGF contribution towards £20m+ scheme starting in 2016/17.

The D2N2 LGF Deal announced in July 2014 included a provisional allocation of £5.8m for a Sustainable Travel Programme in D2N2 starting in 2016/17. The D2N2 LEP is still to determine how this funding will be allocated between the four transport authorities in the D2N2 LEP.

The County Council is also building a new bus station at Worksop funded wholly from County Capital, with a land contribution from Bassetlaw District Council (Bassetlaw District Council will also contribute to the

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running costs of the new bus station). Similarly, the County Council are contributing County Capital to help to fund the Highways England A453 improvements scheme which will be completed during 2015/16.

County Capital (along with other funding such as sums secured from developers) is utilised to make the required local contributions to major transport schemes. Table 1 below details the funding profiles for each of the major transport schemes being funded during this Implementation Plan period, except A46 corridor local development infrastructure, Midland Mainline Market Harborough rail speed improvements, and the Sustainable Travel Programme as the funding details are still to be confirmed at the time of writing. Further information on each of the schemes is detailed in the paragraphs below.

Table 1: Major transport scheme funding

	Capital funding allocations (£m)					Total scheme cost
	Pre 2015/16	2015/16	2016/17	2017/18	Post 2017/18	
A453 Highways England improvements						150.00
Local contribution	15.00	5.00				
A57/A60/B6024/St Anne's, Worksop roundabout						2.80
LEP allocation		0.90	0.90			
Local contribution		0.50	0.50			
Gedling Access Road						38.20
LEP allocation				5.4	5.4	
Local contribution				13.7	13.7	
Harworth access improvements						2.05
LEP allocation		1.43	0.63			
Local contribution						
Hucknall Rolls Royce roundabout						9.00
LEP allocation		5.8				
Local contribution		3.2				
Hucknall town centre improvements						12.93
DfT/FCERM allocation	2.00	3.44	3.50			
Local contribution	1.65	0.76	1.11	0.48		
NET financial assistance package						
LEP allocation						
Local contribution		0.30				
Newark southern link road						TBC
LEP allocation		1.00	6.00			
Local contribution		TBC	TBC			
Worksop Bus Station						3.20
LEP allocation						
Local contribution	2.40	0.80				

4.1 A46 corridor local development infrastructure requirements at RAF Newton, Cotgrave and Bingham

The extents of this scheme are still to be finalised as it will be dependent on the LGF funding allocation, which is still to be confirmed. The proposed scheme could include potential transport elements at Newton (junction widening) and Bingham (flood alleviation) in addition to town centre regeneration works in Cotgrave.

4.2 A453 improvements

The County Council has contributed £20m towards the construction of this £150m scheme. The works to widen the A453 and improve its junctions with side roads began in January 2013 and are on-going. The urban carriageways are nearing completion and traffic has been switched onto the completed rural westbound carriageway whilst works continue on the eastbound carriageway. The scheme is due to be completed between July and September 2015.

4.3 A57/A60/B6024/St Anne's Drive, Worksop roundabout improvements

The County Council has secured £1.83m from the D2N2 LGF deal towards the delivery of the A60/A57/B6024/St Anne's Drive, Worksop roundabout improvements. The scheme is estimated to cost a total of £3.2m with the remaining funding being provided by the SCR (£0.5m) and Nottinghamshire County

Council (£0.91m). It is planned that the scheme will be delivered during the 2015/16 and 2016/17 financial years.

The proposed scheme involves upgrading the existing roundabout to convert it to traffic signal control on three of its five arms to increase vehicle throughput to reduce queuing and delays and to help accommodate future predicted traffic growth arising from developments included within the Bassetlaw Local Plan. Scheme design is underway and it is currently anticipated that works will commence in late 2015/16.

4.4 Gedling Access Road

The County Council has secured a £10.8m funding contribution through the D2N2 LGF deal towards the provision of the Gedling Access Road. The scheme is estimated to cost £38m and a financial package has been assembled involving contributions from the County Council (£5.4m), the Homes & Communities Agency (£7m), Gedling Borough Council and prospective developers (£15.0m).

The Gedling Access Road is a proposed new access road bypassing Gedling village and is being provided as supporting infrastructure for the mixed-use residential and employment development on the former Gedling colliery/Chase Farm site which will be the subject of a planning application(s) in 2015. The new road is required because the existing highway infrastructure is not able to accommodate any further growth in traffic. Journey times, road safety and environmental conditions in Gedling village would be unacceptably worsened by any further traffic resulting from future development. The proposed new road will consist of a single carriageway road with at grade junctions along its length linking the B684 Plains Road to the north with the A612 Burton Road to the south. The project will reduce traffic problems at existing junctions and provide access junctions to open up the former Gedling colliery site for redevelopment. A shared use cycle/pedestrian footway will be provided on the eastern side of the Gedling Access Road, as well as toucan and refuge crossings.

The planning application for the new access road was approved in December 2014. Subject to all necessary planning approvals and favourable completion of statutory processes the construction of the road planned to commence in summer 2017. It is currently anticipated that the Gedling Access Road would be fully complete and open to traffic in summer 2019.

4.5 Harworth access improvements

Funding has been allocated to the Harworth junction improvements through both the D2N2 and Sheffield City Region (SCR) LGF deals. The improvements will provide access to proposed developments in Harworth and Bircotes in order to accelerate the delivery of jobs and housing in the area. Table 2 below gives details of the junctions to be improved and the funding allocated in each of the D2N2 and SCR LGF deals.

Table 2: Harworth Access Links funding

Harworth junction improvements	Local Growth Fund allocation (£m)		
	2015/16	2016/17 onwards	Total
D2N2:			
<ul style="list-style-type: none"> • A614/ Bawtry Rd/Blyth Rd • Blyth Rd/Tickhill/Main St • A1/A614 junction 	£0.6m	£0.5m	£1.1m
SCR:			
<ul style="list-style-type: none"> • A614/ Bawtry Rd/Blyth Rd • Blyth Rd/Tickhill/Main St • A1/A614 junction • A614/Scrooby Road 	£0.825m	£0.125m	£0.95m
TOTAL	£1.425m	£0.625m	£2.05m

The remaining funding for these schemes (which will be dependent on the final scheme designs) will be a contribution from Bassetlaw District Council using funding from its Community Infrastructure Levy (CIL).

The County Council is currently working in partnership with the SCR to finalise a business case to be submitted to both the D2N2 and SCR LEPs for approval.

4.6 Hucknall Rolls Royce

The Rolls Royce development is a strategic mixed-use employment and housing development with associated community, educational, health facilities and green space. The D2N2 LEP secured provisional funding of £5.8m for 2016/17 and beyond to support the delivery of on/off site infrastructure to accommodate the projected traffic flows to/from and within the site, bringing forward the early delivery of the business park. The County Council's contribution to the scheme is the funding and delivery of a roundabout to enable access to the proposed development which is planned for delivery during 2015/16, before the main site works commence.

4.7 Hucknall town centre improvements

The Hucknall town centre improvement scheme aims to revitalise the town centre by pedestrianising the High Street between the South Street/Baker Street junction and the Watnall Road junction. A new road, running parallel with the High Street, will cater for the majority of the displaced traffic and will also accommodate additional local traffic generated by new housing developments. The scheme aims to promote the renewal and regeneration of Hucknall town centre; create an attractive and prosperous retail centre; and enable future housing development. It will also help:

- reduce levels of traffic congestion through Hucknall town centre
- improve the quality of environment for pedestrians
- improve bus service reliability by reducing delays
- provide enhanced pedestrian and cycle facilities in the vicinity of the town centre, improving links between different parts of the town and achieving greater integration with the tram/rail interchange, and
- enhance the status of public transport in order to encourage a modal shift away from the private car.

The estimated total scheme cost is £12.9m with the DfT providing a maximum funding contribution of £8.489m. The scheme now includes Hucknall Town Centre flood alleviation works which are being funded by the Environment Agency (£450k). The remaining funding for the scheme will be met by Ashfield District Council (£1.35m) and the County Council (£2.6m which includes the cost of land already acquired by the County Council for the scheme).

Vegetation clearance works to the land behind Baker Street were undertaken in March 2014 and archaeological investigations are to be undertaken to reduce the risk of any potential delay to the main works. Detailed design for the new road is now underway which includes working to provide flooding betterment as part of the scheme. LaFarge Tarmac has been allocated by the Midlands Highway Alliance as the main contractor for the scheme.

Planning approval for the scheme was granted in December 2013. The Compulsory Purchase Order for the scheme was formally approved by the Secretary of State for Transport in November 2014 and the DfT confirmed funding for the project in February 2015. The detailed design work for the scheme is ongoing with construction expected to start in Summer 2015; and it is expected to be completed in early 2017.

4.8 NET Phase 2 tram extension

Whilst the County Council has not directly funded the construction of the NET tram extensions (due to open later in 2015), it has supported the scheme through complementary measures and contributions to the financial assistance package.

4.9 Newark southern link road

£7m funding has been secured through the D2N2 LGF deal to contribute towards the estimated £26.25m Newark southern link road. The remaining funding will be provided by the developer of the employment and housing that it will serve (£16.75m) and Newark & Sherwood District Council (£2.5m) through its Community Infrastructure Levy (CIL).

The southern link road will consist of a 4.6km new single carriageway road between the A46 and A1 south of Newark with at grade roundabout junctions along its length. The scheme will also consist of a 1.8km shared use footway/cycleway on the northern side between the NCN route 64 and B6326 roundabout and four toucan crossings. The scheme will be built in phases with the first phase commencing in 2015/16.

The scheme will be delivered by the developer who is working to develop and submit a satisfactory business case for approval to secure the D2N2 LGF funding.

4.10 Worksop bus station

The County Council identified a new bus station at Worksop as a priority and therefore committed £3.2m of its County Capital funds to design and construct the new bus station. Work is underway to replace the existing bus station in Worksop (an on-street facility with insufficient waiting facilities) with a new purpose-built bus station facility. The site of the proposed new bus station is on the corner of Newcastle Street/Watson Road; close to the main shopping area in the town (approximately 170m from Bridge Street) and the library. Highway junction improvement works on Watson Rd, Newcastle Street and Memorial Avenue that were required to facilitate the new bus station were completed in July 2014. Wates Construction is the appointed contractor for the project and main site works commenced in September 2014 with completion scheduled for Summer 2015.

4.11 Worksop and Vesuvius site

In order to facilitate an ambitious growth plan for Worksop, as set out in Bassetlaw District Council's adopted Core Strategy, improvements are required at key pressure points on the road network around Worksop. The necessary road improvements to six junctions, as listed below, are estimated to cost in total £12.84m. A financial package includes contributions from the D2N2 and SCR Local Enterprise Partnerships, Nottinghamshire County Council and developer contributions. SCR has indicated a provisional funding allocation of £2.9m, D2N2 £1.83m, Nottinghamshire County Council £0.91m, Bassetlaw Community Infrastructure Levy £6.75m and the Vesuvius site developer £0.45m.

This funding is for improvements to the following junctions:

- A60/A619 roundabout – total cost £3m of which £0.75m SCR and £2.25m CIL
- A60/A57/B6024 Newcastle Avenue – total cost £3.24m of which £0.5m SCR, £1.83m D2N2, and £0.91m NCC
- A57/A60 Sandy Lane – total cost £1.5m of which £0.375m SCR and £1.125m CIL
- A57 /Claylands – total cost £1.5m of which £0.375m SCR and £1.125m CIL
- A57/B6041 Gateford Road – total cost £3m of which £0.75m SCR and £1.125m CIL
- Vesuvius junction improvement – total cost £0.6m of which £0.15m SCR and £0.45m CIL.

Discussions are currently being undertaken with Bassetlaw District Council, D2N2 and the SCR concerning the Worksop and Vesuvius junction works to determine their extents etc. and to consider their delivery profiles. Bassetlaw District Council is also undertaking discussions to identify who will fund the required local contributions.

4.12 Future major highways scheme programme development and prioritisation of schemes (including bus and light rail schemes)

The funding currently available specifically for major transport schemes in the D2N2 LEP area has been allocated up to 2018/19. The majority of funding allocated to the D2N2 available through the LGF has also

been allocated to individual schemes and therefore it is unlikely that any additional major transport schemes will receive funding for delivery during this Implementation Plan period.

The County Council will use this opportunity to undertake a full review of all of its existing safeguarded transport schemes (see attached appendix 2) and will also identify any potential new schemes. This work will be undertaken in the next 12 months so that work can commence on feasibility and business case assessments in preparation for future applications for funding. The work will also form the basis for discussions with County Council members, and subsequent discussions with partners (such as district councils) to identify Nottinghamshire's future major transport priorities.

Whilst the mechanics of the review of new and existing major transport schemes are still to be determined, it is certain that any review will have regard to a number of factors. Firstly, any scheme will need to be able to deliver local, regional and national strategic objectives. All existing and potential future major transport schemes will therefore be assessed on their ability to deliver the aims and objectives of Nottinghamshire's Strategic Plan and Local Transport Plan.

Given that available funding for such schemes is devolved to the D2N2 LEP, all existing and potential future major transport schemes will also be assessed on their ability to deliver the aims and objectives of the D2N2 Strategic Economic Plan – and particularly their ability to deliver sustained jobs, through either unblocking stalled employment/housing sites or accelerating their development.

In addition to discussions with County Council members the work being currently being undertaken by the County Council to review Nottinghamshire Business Investment Zones (NBIZ) will inform future major scheme priorities. The NBIZ concept has been developed with a view to identifying and supporting the development of a strategic network of employment sites across the county, with the potential to deliver significant jobs and economic growth. The concept aims to develop better working relationships with developers and interested parties, recognise and address the barriers that are preventing key sites from coming to the market, and subsequently look to promote the sites within a wider inward investment framework.

The outcome of the NBIZ review will help identify future priorities for investment in the county through providing the necessary background information to:

- work with partners to identify, prioritise and support inward investment
- form the basis of further dialogue with developers to review how the advantages be exploited and how the barriers to the sites' development potentially be addressed
- form the basis for further discussions with the Local Enterprise Partnerships when considering future LGF Deals to influence future funding decisions on bringing forward employment land across the county.

Where it is determined that highway or rail schemes will help unlock prioritised NBIZ sites, such schemes will be given greater priority and will form part of the larger NBIZ package.

The Local Transport Plan Evidence Base will also be used to identify and prioritise potential future major schemes. The Evidence Base is being updated to reflect the most recent conditions on all of the highway networks and provides a range of information concerning the conditions (e.g. journey time delay, casualty data, usage/traffic flows, environmental factors etc.) of the existing networks.

Once potential schemes have been identified the County Council will undertake or commission further studies into the feasibility of schemes. This will be in addition to working with partners on feasibility studies commissioned by others (e.g. new River Trent crossings, new NET extensions, improvements to Canals & Rivers ways).

Any future major transport schemes will only be taken forward where they offer significant strategic benefits and are likely to attract funding, are feasible, are considered acceptable by the public and offer value for money.

4.13 Future heavy rail infrastructure programme development and prioritisation of schemes priorities

Delivering rail journey time improvements will require carefully chosen enhancements to the rail infrastructure which the County Council will promote. Whilst these schemes may not be deliverable within this Implementation Plan period the County Council will work with partners (such as Network Rail) to highlight and justify the schemes below as potential future funding priorities:

- **Improvements to the Nottingham to London line, particularly:**
 - securing a start date for the works at Market Harborough-Great Bowden, for which the Council has secured funding through the D2N2 LGF deal (although it should be noted that this scheme has a potential funding shortfall and therefore work is ongoing to assemble a complete funding package), and
 - taking the opportunity presented by the proposed Network Rail capacity enhancements in the Leicester area to segregate east-west and north-south flows, and to enhance the line speeds at minimal incremental cost
- **Improvements to the Nottingham to Birmingham line, particularly:**
 - raising the current average speed of 45mph (with 100mph trains) to 57mph (which is achieved on other comparable routes e.g. Birmingham - Manchester, or Manchester - Leeds). Works at Trent have already been completed, which should allow increased speeds along this section of the route as soon as possible. Full reduction to 60 minutes requires enhancements at Derby when the track and signalling is renewed, which is expected to be during the LTP3 period, and
 - taking the opportunity presented by the proposed Network Rail re-signalling of the Derby area to enhance both the capacity and the speeds at modest incremental cost, and segregate conflicting flows, for which funding has been provided (by the Office of Rail Regulation) in CP5 (2014 – 2019)
- **Improvements to the Nottingham to Manchester line** – Improvements to the journey times along the Nottingham to Manchester line are required and the 85 minute target is only achievable if this service was to use Dore south curve, i.e. avoiding Sheffield. The Council will work with the Northern Way bodies to support inclusion of this within the Manchester Hub scheme, and for its prioritisation within DfT's CP5 'High Level Output Statement'. Required works would include:
 - completion of the 'Manchester Hub' scheme during the LTP3 period (Network Rail's CP5)
 - works along the Erewash valley
 - works at Radford junction, and
 - additional services, including a replacement Nottingham - Sheffield stopping service, which could serve Ilkeston and Clay Cross; and between Sheffield and Manchester as envisaged by the 'Northern Hub' scheme
- **Improvements to the Nottingham to Leeds line** – Work is underway to identify the physical measures required to improve the Nottingham to Leeds line to achieve the 100 minute target. The Initial Industry Plan (for 2014-2019) proposed that this scheme be developed as an 'exemplar line speed scheme', and the Council is pushing for arrangements to be agreed to put that into effect
- **Improvements to the Nottingham to Worksop line** – Improvements to the Nottingham to Worksop line would be possible with line speed works that have been identified between Littlewood and Worksop
- **Improvements to the Nottingham to Lincoln line** – Improvements to the journey times along the Nottingham to Lincoln line would require the current average speeds of 29mph to 39 mph being raised to 58mph. 58mph is scheduled for other places a similar distance apart, e.g. Stirling – Perth; Hull – Selby; Crewe – Shrewsbury; and Hereford – Pontypool. The Council is leading a scheme to raise line speeds to 90mph

- **Improvements to the Nottingham to Skegness line** – The County Council is leading work to identify what improvements along this line could be delivered cost effectively. The first phase, between Nottingham (Rectory junction) and Allington is planned to be completed by Network Rail in 2016
- **Improvements to the Nottingham to Norwich line** – Improvements to the journey times along the Nottingham to Norwich line would require delivery of line speed improvements between Netherfield and Grantham, to facilitate a better path along the East Coast Main Line (ECML)
- **Improvements to the Newark and Retford to London line** – Improvements to the journey times along the Newark and Retford to London line requires completion of the ECML enhancement works that are funded and due to be delivered by 2019
- **Improvements to the Retford and Worksop to Sheffield line** – Targets to reduce the time this service takes are aspirational but work is to be undertaken to assess what could be delivered cost effectively
- **Feasibility on the reopening of the Dukeries Line to Ollerton** – Significant feasibility work is required before a decision on whether to progress this scheme further can be made. Feasibility work is therefore planned during this Implementation Plan period to determine capital construction costs as well as detailed estimates of running costs to limit the County Council's future capital and revenue liability for this scheme.

5 Maintenance of highways assets

Highway maintenance funding is allocated from both capital and revenue sources. Capital is used primarily for structural renewal of highway assets (including roads, footways, bridges, drainage and lighting). Revenue funded maintenance expenditure is mainly for reactive purposes and includes both short-term patching and permanent replacement. In addition to maintenance of road and footway surfacing, revenue funding is also used to pay for the cost of lighting, cyclical maintenance (such as cleaning signs and drains, and grass cutting), and vital winter services such as snow/ice clearance and salt spreading.

Planned, preventative maintenance, which involves resurfacing at regular intervals, is recognised as the most cost effective method of keeping the road surface in good repair. The Asphalt Industry Alliance suggest that it is at least twenty times more expensive to patch and mend than it is to undertake long lasting repairs, with preventative treatments postponing such costly interventions and providing the option for more financially sustainable options to be planned.

5.1 Programme development

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 and 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.

Table 3 below details the types of measures that will be undertaken and how they will be prioritised during this Implementation Plan period. Table 4 in section 5.2 details the overall funding levels available for maintenance, whilst table 5 in section 5.2 and table 6 in section 5.4 detail the amounts of capital and revenue funding respectively allocated to the different types of measures.

Table 3: Types of maintenance measures to be delivered during the Plan period

Type of measure	Location and prioritisation
<p>Maintenance and management of highway assets</p> <p>This will likely include the following measures:</p> <ul style="list-style-type: none"> • Develop and implement a targeted programme of road maintenance • Develop and implement a targeted programme of footway and cycleway maintenance • Develop and undertake a programme of upgrading (painting, waterproofing and re-waterproofing) bridges and structures • Develop a programme of works to reduce bridge strikes • Undertake a cleaning and replacement programme for street lighting, including energy savings programmes • Undertake a prioritised replacement programme for below standard street lighting columns • Develop and implement a targeted programme of signage replacement and cleaning • Develop and implement a targeted programme of traffic signal, zebra crossing and pedestrian refuge upgrades and renewals • Undertake assessments to identify flood risk areas and deliver improvements in line with flood risk management plans. 	<p>Focused on locations identified as requiring maintenance of the highway asset.</p> <p>Schemes will be prioritised through:</p> <ul style="list-style-type: none"> • Condition surveys, inspections and assessments • Highway asset management planning, i.e. the highway infrastructure asset management plan and its associated highway asset management system • Flood risk assessments and mapping • Information from the public, interest groups and community representatives/groups.
<p>Climate change adaptations</p> <p>This will likely include the following measures:</p> <ul style="list-style-type: none"> • Bridges and structures adaptation responses • Drainage adaptation responses • Grass verges adaptation responses • Highway network materials adaptation responses • Carriageway surfacing adaptation responses • Tree and hedge maintenance adaptation responses • Winter maintenance activities adaptation responses. 	<p>Focusing on the areas that have been identified as ‘at risk’.</p> <p>Schemes will be prioritised through:</p> <ul style="list-style-type: none"> • Climate Change Adaptation Plan • Strategic Flood Risk Assessments.

5.2 Government funding

The National Infrastructure Plan published in December 2014 and subsequent letters to highway authorities confirmed that, as proposed in consultation undertaken by the DfT during 2012, from 2015/16 there will be only three elements of maintenance capital available to local authorities. This funding will primarily be made up of a needs based allocation determined from the amount of highways assets each local authority maintains, i.e. the length of roads, footways, cycle ways, number of bridges, lighting columns etc. on County Council maintained roads. Every authority will also have the opportunity to secure additional funding:

- on an ‘incentive basis’ dependent on its pursuit of efficiencies and use of asset management, and/or
- from a competitive Challenge Fund for major maintenance projects.

The proportion of funding allocated to authorities through the incentive and challenge fund elements will increase over the period 2015/16 to 2020/21. The first competitive Challenge Fund period is for 2015/16 to 2017/18. Unfortunately the County Council’s bid for funding to undertake a targeted ‘whole-street’ maintenance approach to bring targeted routes up to standard was unsuccessful. The incentive funding is

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being made available through a phased reduction in the needs based allocation and therefore to retain the same or potentially increase funding levels, authorities must prove they are pursuing efficient asset management.

Applications for flood alleviation scheme funding are also made where modelling identifies that the funding may be accessible. To date funding has been secured for the Hucknall Town Centre flood alleviation scheme (£450k) and Hucknall Titchfield Park Brook (£375k). Modelling is also currently being undertaken on a proposed alleviation scheme in Southwell to determine if it would meet the requirements to access funding.

The capital maintenance block funding in 2015/16 is provided as capital grant (not a mix of grant and supported borrowing), is not ring-fenced and therefore could be allocated to other funding priorities by the County Council. The amounts allocated to transport are approved at the County Council budget meeting each financial year. Nottinghamshire's formula based capital maintenance allocation is supplemented by County Capital and Revenue funding allocations to ensure the highways are maintained to satisfactory standards. The capital allocations along with the revenue funding allocations for 2015/16 are detailed below in table 4.

Table 4: Nottinghamshire's maintenance allocation

Type of allocation	Maintenance allocation		
	2015/16	2016/17	2017/18
National maintenance allocation	£901m	£826m	£801m
DfT formula based capital maintenance allocation for Nottinghamshire	£14.920m	£13.678m	£13.264m
County capital flood alleviation and drainage	£1.076m	£0.600m	£0.600m
Salix funded street lighting	£1.364m	£0.900m	£0.900m
County Council capital funding (street lighting renewal)	£1.000m	£1.000m	£1.000m
County Council revenue funding	£18.096m	N/K	N/K
Total maintenance funding	£36.456m	N/K	N/K

The highway capital maintenance block is used to carry out planned structural maintenance across a range of highways assets, including:

- Roads
- Footways
- Bridges
- Traffic signals
- Traffic signs
- Safety fencing
- Structural drainage
- Flood alleviation
- Street lighting renewal and improvement
- Crossings such as zebra crossings and refuges.

The type of works are also varied and include routine and network structural carriageway and footway maintenance, surface dressing; renewals of signs, signals, and street lights; as well as street lighting energy saving (including Salix Grant Funding).

How the maintenance funding is spent is determined each year based on the results of the condition surveys etc. and table 5 below details how the capital funding elements of the maintenance funding will be spent in 2015/16. A longer-term maintenance programme (two, three or five year programme) is under development in line with good asset management principles that will be required for future incentive funding.

Table 5: Capital maintenance funding allocation

Highway Maintenance	Capital funding allocation 2015/16
Carriageway maintenance (A, B & C, Unclassified roads)	£6.645m
Surface dressing (including pre-patching)	£3.300m
Footway maintenance	£1.030m
Bridges (including condition assessments)	£1.265m
Traffic signal renewal	£0.350m
Safety fencing	£0.350m
Structural drainage	£0.500m
Flood alleviation	£1.076m
Street lighting renewal and improvement	£1.300m
Street lighting energy saving (including Salix Grant Funding)	£1.364m
Network structural patching	£1.180m
Total capital maintenance allocation	£18.360m

5.3 County Council capital funding

To recognise the importance attached to maintenance of the highways assets by the Nottinghamshire public, the County Council has been topping-up funding for highways capital maintenance for a number of years. The amount allocated to maintaining the highways assets is determined each year as part of the County Council's budget setting process in line with its financial strategy. In 2015/16 an additional £1m County Capital has been allocated to maintaining the highway assets, particularly to replacing street lighting.

5.4 County Council revenue funding

The County Council spent £18.7m on reactive highway and winter maintenance in 2014/15 through its Formula Spending Share (FFS) allocation; and over £18m has been allocated in 2015/16. Reactive and routine maintenance includes carriageway and footway patching, street lighting repairs and its energy provision, traffic signal maintenance, verge, hedge and tree maintenance, as well as drain cleaning. This funding together with capital investment (used for planned maintenance schemes) is required to maintain the network in a safe and serviceable condition, which clearly underpins the whole LTP strategy. In addition it helps the County Council meet its duty to maintain the highway at public expense under Section 41 of the Highways Act 1980 and protect against claims against the authority. The £2.1m spent on gritting and salting helps to ensure the network is available and safe during extreme weather conditions. Table 6 below details the 2015/16 revenue funding allocations.

Table 6: Revenue maintenance funding allocations

Highways maintenance	Revenue funding allocation 2015/16
Carriageway patching	£1.574m
Footway patching	£1.164m
Road studs, markings and signs	£0.265m
Road lighting	£7.037m
Traffic signals	£1.281m
Drain cleaning	£1.297m
Environmental maintenance	£0.431m
Verges, trees and hedges	£1.536m
Repairs following accidents and vandalism	£0.443m
Bridges, culverts and boundaries	£0.110m

Technical surveys	£0.075m
Other highway repairs	£0.770m
Gritting and snow clearance	£2.113m
TOTAL	£18.096m

The electricity bill for street lighting, illuminated road signs, bollards and signals has increased dramatically and, over the long term, energy prices are likely to continue to rise. Given that the County Council also needs to reduce its expenditure, the Council has approved plans for changes to street lighting to reduce its current energy usage (thereby reducing expenditure and CO₂ emissions). The street lighting energy saving programme is expected to save approximately £700,000 by 2016/17 and consists of:

- initially dimming a proportion of the lights that are greater than 150watts
- converting lights to dimmable LEDs when they are due for replacement
- introducing part-night lighting only where communities request it.

6 Integrated transport improvements

Funding for local transport improvements is called the integrated transport block and includes:

- Schemes that help people access local facilities and encourage active lifestyles, such as improvements to walking and cycling routes, or new crossings
- Schemes that help people use the bus, such as bus stop infrastructure and bus stop clearways, as well as improvements to bus stations
- Capacity improvements, such as traffic signal and junction improvements to reduce congestion
- Environmental weight limits and HGV route signing
- Parking schemes, such as review of parking in town centres and other parking restrictions
- Rail improvements, such as small scale improvements to services and stations as well as feasibility studies on large scale improvements
- Safety improvements to address identified local safety issues
- Smarter choices measures, such as measures to help people access work by bus or walking and support for businesses developing travel plans
- Speed management measures, such as changes to speed limits, 20mph speed limits outside schools and interactive signs.

6.1 Programme development

A balanced range of measures is developed annually that contribute to delivering the County Council's Strategic Plan and other corporate strategies; national transport priorities; and the local transport goals and objectives. These packages of measures have been developed utilising the:

- results of the consultation undertaken with the public, County Council elected members and stakeholders to determine how they thought we should deliver the local transport objectives as part of the development of the Local Transport Plan
- the Local Transport Plan Evidence Base that details existing conditions and identifies issues on the transport networks
- local community requests (e.g. members of the public, MPs, local County Council members)
- their ability to deliver strategic plan and local transport plan objectives
- consideration of value for money that potential schemes would deliver.

The packages of measures to be developed and delivered during this Implementation Plan period are detailed in table 7 below. Table 7 also gives details of the location of where these measures are likely to be focused; and the future prioritisation process for the measures.

Given the reduced funding available for integrated transport improvements the County Council is currently reviewing existing and developing strategic routes. Such strategic routes for cycling, walking and passenger transport will identify routes into, around and between each local centre through strategic

mapping and feasibility work to develop a network of routes across the county. Consultation on the routes will also be undertaken with local interest groups as part of their development. The routes will then be prioritised for future funding and scheme development.

Increasing financial constraint/reducing budgets have also brought forward an essential need for the County Council to develop clear strategies for its transport priorities. The County Council is therefore reviewing and updating a number of its strategies, such as the Integrated Passenger Transport (which includes local bus and rail service provision, integrated ticketing etc.) and Cycling strategies, and will continue to review strategy and policy during the lifetime of this Plan. Reviewing the strategies and policy will help identify local transport improvement priorities and focus future funding and scheme development. The strategies are being developed in consultation with Members, interest groups, stakeholders and neighbouring transport authorities to help ensure they reflect all users' needs and ensure consistency across administrative boundaries for road users.

The annual programme of integrated transport measures will reflect a balance of all the above factors including public/stakeholder priority; funding availability; the County Council's vision; delivery of outcomes and objectives; evidence of need; and value for money.

6.1.1 Value for money

Given that funding for local transport measures has decreased it is vital that the County Council only delivers schemes which offer value for money. To help ensure this is the case the Council will:

- only deliver transport improvements that are cost effective and have the ability to deliver multiple benefits across a range of LTP3 strategy objectives
- consider future maintenance costs when designing transport schemes to ensure they are cost effective in the longer term
- work with partners to ensure the co-ordination of programmes so that resources are maximised
- engage with communities over proposals where appropriate so that maximum benefit is gained
- maximise opportunities to lever in external resources to deliver more schemes over and above the LTP allocation
- minimise exposure to risk and undertake mitigation to manage exposure at an acceptable level
- prioritise schemes that make the best use of the existing assets whilst safeguarding its future potential
- review the way that public transport is delivered across the county, and
- learn from mistakes and successes, building upon the experience of delivering similar schemes in the past.

Table 7: Types of integrated transport measures to be delivered during the Plan period

Type of measure	Location and prioritisation
<p>Active travel facilities</p> <p>This will likely include the following measures:</p> <ul style="list-style-type: none"> • Provision of facilities to make key destinations more accessible by walking and cycling i.e. the development and implementation of new footways, cycle ways, crossings etc. • Provision of cycling and walking facilities as part of new developments • Improve access to rail and bus stops/stations by cycle and on foot • Promotion and marketing of walking, cycling and the existing and new walking and cycling infrastructure • Work with health partners to maximise opportunities to encourage people to walk and cycle • Develop and undertake a programme of improvements (signing, way marking, surfacing etc.) to the Rights of Way network 	<p>Focusing on delivery of the emerging strategic cycling and walking corridors in the county; and the existing gaps in the networks, primarily on routes to employment or training locations to address areas that have poorer than average journey times.</p> <p>Schemes will be prioritised through:</p> <ul style="list-style-type: none"> • Journey time surveys • Delivery of strategic cycling and walking corridors • Ability to help address identified journey time delay on the highway • Air quality management area action plans • Ability to help improve identified road safety issues • Obesity and health levels, including active participation in sport levels • Accessibility mapping/planning • Local transport studies

Type of measure	Location and prioritisation
<ul style="list-style-type: none"> Better integration of the Rights of Way network into the wider highway network Green infrastructure improvements. 	<ul style="list-style-type: none"> Local plans/development Information from the public, interest groups and community representatives/groups Surveys of existing and potential usage Rights of Way surveys Travel planning information.
<p>Development control</p> <p>This will likely include the following measures:</p> <ul style="list-style-type: none"> Work with district councils to help ensure effective land use planning Encouragement of development of brownfield sites Ensure adequate provision of transport links (including new bus and rail services and stations) by developers Work with district councils to help secure adequate developer contributions Provide accessibility planning support and mapping for consideration in local planning Work with district councils to help ensure appropriate parking standards are adopted Work with district councils to ensure travel plans are enforced 	<p>Focusing on delivering the improvements at locations/areas that may require mitigation against impacts on the transport networks as a result of residential or commercial development.</p> <p>Schemes will be prioritised through:</p> <ul style="list-style-type: none"> Local plans/development Planning conditions Traffic modelling Transport appraisals of new developments.
<p>Environmental considerations</p> <p>This will likely include the following measures:</p> <ul style="list-style-type: none"> Targeted transport improvements to reduce transport emissions at locations where air quality is poor Targeted transport improvements to reduce transport noise at 'first priority' locations and 'important areas' Consideration of the impacts of transport improvements on heritage assets and appropriate mitigation Realise opportunities of proposed transport schemes involving heritage sites Careful, sympathetic design of transport schemes to enhance and protect biodiversity and appropriate mitigation Exploit opportunities to enhance biodiversity. 	<p>Focusing on air quality improvements within air quality management areas on the local authority's network; noise from transport improvements within 'first priority' locations and 'important areas'; and maximising opportunities to enhance biodiversity and heritage as part of delivery of transport improvement schemes.</p> <p>Schemes will be prioritised through:</p> <ul style="list-style-type: none"> Air quality management area action plans Noise monitoring Local transport studies Local Biodiversity Action Plan and heritage asset information.
<p>Freight</p> <p>This will likely include the following measures:</p> <ul style="list-style-type: none"> Working with operators to identify most appropriate freight distribution Working with operators to influence the modal shift from road to rail and water Identifying and implementing environmental weight restrictions where appropriate Improved recommended route signage where appropriate. 	<p>Focused on locations with identified high volumes of HGVs.</p> <p>Schemes will be prioritised through:</p> <ul style="list-style-type: none"> Air quality management area action plans Noise monitoring Freight quality partnerships, if and when established Information from the public, interest groups and community representatives/groups Surveys of existing and potential freight volumes Local transport studies.

Type of measure	Location and prioritisation
<p>Capacity improvements</p> <p>This will likely include the following measures:</p> <ul style="list-style-type: none"> • Optimisation of traffic signals • Use of ‘intelligent’ traffic signals • Real-time CCTV linked to traffic control centres • Junction capacity improvements • Provision of directional signing • Provision of variable message signs where appropriate. 	<p>Focusing at identified locations on the network with journey time delays; at locations evidenced as affecting bus punctuality; and signing routes to trip generators to avoid circulating traffic and increased vehicle mileage</p> <p>Schemes will be prioritised through:</p> <ul style="list-style-type: none"> • Journey time monitoring • Traffic modelling • Traffic signal monitoring • Bus quality partnership • Bus punctuality monitoring. • Highway surveys, inspections and assessments • Transport asset management plan and its associated highway asset management system • Information from the public, interest groups and community representatives/groups.
<p>Low-carbon transport</p> <p>This will likely include the following measures:</p> <ul style="list-style-type: none"> • Promoting lower carbon transport choices • Encouraging a transfer to lower carbon transport • Education on lower carbon transport issues • Consideration of conversion of passenger transport fleet. 	<p>Schemes will be prioritised through:</p> <ul style="list-style-type: none"> • Air quality monitoring and assessment • Carbon dioxide emissions.
<p>Managing disruption on the network</p> <p>This will likely include the following measures:</p> <ul style="list-style-type: none"> • Development and delivery of information strategies • Strategies for management of planned events • Strategies for management of unplanned events and incidents • Effective co-ordination of works. 	<p>Dependent upon location of incidents, planned events, and where works are required.</p>
<p>Parking</p> <p>This will likely include the following measures:</p> <ul style="list-style-type: none"> • Actively manage and review civil parking enforcement arrangements • Introduction of extended controlled zone parking where appropriate (e.g. residents’ parking schemes where residents do not have off-street parking and where availability of parking is restricted for local residents) • Work with district councils to influence locations of public off-street parking, the length of stay and their charges • Consider the development and use of park and ride at appropriate locations • Provision of cycle parking at appropriate locations to encourage modal interchange. 	<p>Focused primarily on town centres; as well as trip generators, such as sporting venues, large workplaces etc..</p> <p>Schemes will be prioritised through:</p> <ul style="list-style-type: none"> • Parking surveys • Availability of off-street and on-street parking • Local transport studies • Travel planning information • Information from the public, interest groups and community representatives/groups.

Type of measure	Location and prioritisation
<p>Passenger transport infrastructure</p> <p>This will likely include the following measures:</p> <ul style="list-style-type: none"> • Work with bus operators to improve the quality, accessibility and efficiency of the bus fleets • Implement a planned programme of improvements to waiting facilities (i.e. timetable information, raised kerbs, real-time information and shelters) • Implement a planned programme of new/enhanced bus stations as necessary • Work in partnership with rail partners to improve accessibility at rail stations • Work with public transport operators on the cost and range of available tickets that are easy to understand • Work with public transport operators and neighbouring authorities to investigate integrated ticketing options. 	<p>Focused on identified strategic passenger transport corridors.</p> <p>Schemes will be prioritised through:</p> <ul style="list-style-type: none"> • Accessibility planning • Bus quality partnerships • Inspections of the existing infrastructure • Local transport studies • Travel planning information • Information from the public, interest groups and community representatives/groups.
<p>Passenger transport priority</p> <p>This will likely include the following measures:</p> <ul style="list-style-type: none"> • Investigate reported bus delay hotspots and identify improvements when required • Deliver a prioritised programme of bus stop clearways • Bus lane enforcement when justified • Junction priority (e.g. at traffic signals) • Bus lanes. 	<p>Focused on locations that have been evidenced as affecting bus punctuality.</p> <p>Schemes will be prioritised through:</p> <ul style="list-style-type: none"> • Journey time surveys • Bus quality partnership • Bus punctuality monitoring.
<p>Passenger transport services</p> <p>This will likely include the following measures:</p> <ul style="list-style-type: none"> • Improve rail services (including frequency and journey times) to local and longer distance destinations • Support the establishment of a high-speed rail line through the East Midlands • Work with bus, rail, taxi and community transport operators to ensure that all drivers and personnel are adequately trained • Work with commercial bus operators and stakeholders to ensure an adequate bus network • Support the commercial bus network with subsidised services within allocated budgets • Use community transport to help complement the conventional network within available funding • Support light rail systems and extensions where they demonstrate value for money, have limited environmental impacts and have public support. 	<p>Focusing primarily on routes that will provide access to employment and training; and links to such routes.</p> <p>Schemes will be prioritised through:</p> <ul style="list-style-type: none"> • Review of passenger transport services • Accessibility planning • Bus quality partnerships • Local transport studies • Local plans/development • Transport appraisals of new developments.

Type of measure	Location and prioritisation
<p>Safety and speed management</p> <p>This would likely include the following measures:</p> <ul style="list-style-type: none"> • Targeted road safety education and awareness campaigns • Targeted police and local authority enforcement • Speed management measures • Targeted road safety engineering measures • Changes to local speed limits • Inter-active speed warning signs • Targeted transport improvements to reduce the perceived fear of crime when walking, cycling or on public transport • Targeted public awareness initiatives to improve perceived safety on passenger transport. 	<p>Infrastructure schemes, including safer routes to school, will be prioritised at locations with a history of injury accidents. Publicity and awareness campaigns will be prioritised on issues that cause injury accidents. Speed management measures will be focused at locations with high speeds/flows compared to recognised guidance. Community safety improvements will be prioritised at locations with recorded crimes.</p> <p>Schemes will be prioritised through:</p> <ul style="list-style-type: none"> • STATS 19 casualty data • Speed and flow surveys • Safety audits • Local transport studies • Travel planning information • Crime statistics.
<p>Smarter choices</p> <p>This would likely include the following measures:</p> <ul style="list-style-type: none"> • Provision, promotion and marketing of a countywide car share scheme • Consideration of introduction of car club in the county following establishment of city scheme • Support introduction of high speed broadband • Promotion of home shopping and local collection points • Work with service delivery agents to try and influence the way services are delivered • Promotion and marketing of ‘smart working’ practices to businesses • Promotion and marketing of active travel and passenger transport • Development and promotion of journey planning information • Development and support of travel plans and delivery of personalised travel planning. 	<p>Focusing on improving access to employment, training and other key services; to address hotspots that have poorer than average journey times; air quality management areas; and in areas that have lower levels of walking, cycling and passenger transport patronage.</p> <p>Schemes will be prioritised through:</p> <ul style="list-style-type: none"> • Journey time surveys • Ability to help address identified journey time delay on the highway • Air quality management area action plans • Obesity and health levels, including active participation in sport levels • Accessibility mapping/planning • Local transport studies • Local plans/development • Information from the public, interest groups and community representatives/groups • Surveys of existing and potential usage of facilities • Patronage numbers on public transport • Walking and cycling levels.

6.2 Government funding

The integrated transport block allocation is calculated by DfT through a needs based formula. The formula is based on a number of elements including road safety, public transport, congestion, tackling pollution, and accessibility.

From 2015/16 onwards government has top-sliced the integrated transport block funding and allocated it to the Local Growth Fund, meaning that from 2015/16 the funding allocated to highway authorities by DfT will be reduced. In addition to this the formula and data used to calculate each individual authority’s allocation has been reviewed from 2015/16. These two changes to the funding arrangements have resulted in Nottinghamshire’s integrated transport block funding allocated by DfT reducing by 47%; from £7.406m in 2014/15 to £3.916m in 2015/16. The integrated transport block funding is provided as capital grant (not a mix of grant and supported borrowing), is not ring-fenced and therefore could be allocated to other funding priorities by the County Council. The amounts allocated to transport are approved at the County Council budget meeting each financial year. Nottinghamshire’s DfT integrated transport block allocations are included in table 8 below along with the additional County Capital that the County Council allocated to integrated transport improvements.

6.2.1 Local Sustainable Transport Fund

The DfT established a Local Sustainable Transport Fund (LSTF) for the period 2011-2015. The Fund replaced a range of grants and represents a significant increase in funding for sustainable travel, which the government believes can both support economic growth and reduce carbon emissions. The DfT has extended the LSTF for one year to the end of 2015/16. A small proportion of the LSTF will be allocated to provide continued funding for the Bikeability cycle training scheme across the country.

The County Council jointly with Nottingham City Council has been successful in securing £1.18m funding for the Nottingham urban area (including £180k specifically for Nottinghamshire) in 2015/16. The County Council's revenue allocation will be used to fund smartcards to help people access new jobs and training; a contribution to active travel events and a contribution to the continuation of GNTP Business Club.

Government are still to confirm if the LSTF will be continued beyond 2016.

Table 8: Nottinghamshire's capital integrated transport funding allocations

Type of allocation	Integrated transport capital funding allocation			
	2014/15	2015/16	2016/17	2017/18
DfT formula based integrated transport block	£6.956m	£3.916m	£3.916m	£3.916m
County Council capital funding for integrated transport	0	£0.500m	0	0
County Council capital funding for road safety	£0.350m	£0.350m	£0.350m	£0.350m
County Council capital funding for Green Network	£0.050m	£0.040m	0	0
TOTAL	£7.356m	£4.806m	£4.266m	£4.266m

A programme of integrated transport schemes is developed annually to reflect corporate commitments; a balance of member, public and stakeholder requests and priorities; evidence of need and value for money; delivery of the County Council's vision and transport objectives; and the ability to draw in external funding.

Developing a longer-term integrated transport programme has been considered but will not be taken forward as it was considered that it would result in a poorer service to communities. The flexibility of having an annual programme and the benefits this brings far outweighs any operational benefits as the annual programme enables the Council to address Member and local community concerns quickly; enables the Council to react and develop schemes that will lever in external funding; and enables the Council to get the best value from its limited funding by allowing the Council to undertake an ongoing assessment of value for money on all scheme requests (old and new) rather than being locked in to a long-term programme containing schemes that do not offer as good value for money as more recent requests.

Having a two year programme would result in significant complaints – either because it would remove flexibility to deliver schemes quickly (within 12 months) and communities would have to wait too long for their schemes to be delivered; or because schemes in the long-term programme (and therefore expected to be delivered) would have to be replaced to deliver more urgent/better value for money schemes. An annual programme helps us overcome these complaints. It is also not possible to develop some elements of the programme two years or more in advance. For example, local safety schemes are prioritised on casualty levels and you it is not possible to guess where these priority locations will be two years in advance; and schemes required as part of new developments can not be delivered until the development is due to occur.

Opportunities to develop longer-term elements of the integrated transport programme will, however, be explored if possible (e.g. some strategic elements where external funding sources are secured over a number of years).

Table 9 below details how the capital funding elements of the integrated transport funding will be spent in 2015/16.

Table 9: Integrated transport capital funding allocations

Integrated transport measures	Capital funding allocations (2015/16)
Access to local facilities (e.g. footway improvements and new crossings)	£1.006m
Bus improvements (e.g. bus stop infrastructure and bus stop clearways)	£0.400m
Capacity improvements (e.g. traffic signal and junction improvements to reduce congestion)	£0.100m
Cycling and health (e.g. multi user routes and cycling improvements)	£0.450m
Environmental weight limits (e.g. HGV weight limits and HGV route signing)	£0.065m
Green Networks (e.g. multi-user recreational routes)	£0.040m
Traffic monitoring and advanced development and design of future schemes	£0.420m
Parking (e.g. review of parking in town centres, and delivery and review of new residents' parking schemes)	£0.050m
Rail improvements (e.g. small scale improvements to services and stations as well as feasibility studies on large scale improvements)	£0.050m
Safety improvements (e.g. local safety schemes and safer routes to school)	£1.075m
Smarter choices (e.g. measures to help people access work by bus or walking and support for businesses developing travel plans)	£0.150m
Speed management (e.g. addressing local speed concerns, 20mph speed limits and interactive signs)	£1.000m
Total integrated transport measures	£4.806m

6.3 County Council Capital funding

To ensure that transport improvements continue to be delivered across the county, despite reductions in national funding levels, the County Council has allocated an additional £500k funding in 2015/16 to help deliver improvements for pedestrians, bus users, car drivers, and cyclists. Financial pressures due to reduced central government funding levels and increasing requirements elsewhere (e.g. Adult Social Care) means that this may not be feasible in subsequent years. To supplement the road safety budgets an additional £350k County Capital funding element has been allocated each year for local safety schemes to address known casualty hotspots. These allocations are included within tables 8 and 9 above.

6.4 Revenue funding

The capital infrastructure elements of the integrated transport programme are complemented by investment in revenue funded services and programmes of work. Despite the pressures on revenue budgets as a result of central government funding reductions, the County Council invests significant sums of revenue funding on transport, primarily on ensuring the County's roads are safe and residents have access to work and other services. Tables 10a and 10b below detail the revenue funding allocations for programmes that support the integrated transport programmes of work and bus services respectively.

Table 10a: Revenue funding allocations that support the integrated transport programmes of work

Traffic control, road safety and LSTF revenue funding	Revenue funding allocation 2015/16
County Council funding for traffic control centre	£0.140m
County Council funding for traffic parking and parking schemes/surveys	£0.602m
County Council funding for road safety education	£0.070m
County Council funding for school crossing patrols	£0.296m
Local Sustainable Transport Fund	£0.180m
TOTAL	£1.288m

Table 10b: County Council revenue funding allocations for passenger transport services (excluding salaries)

Passenger transport revenue funding	Revenue funding allocation 2015/16
Concessionary fares	£10.900m
Local bus services	£4.355m
Bus stations	£0.839m
Passenger information facilities	£0.749m
TOTAL	£16.843m

6.4.1 Road safety revenue funding

In 2015/16 the County Council will spend an additional £366k of its own revenue funding to complement its capital expenditure on delivering engineering measures to reduce road casualties. These revenue monies cover the whole spectrum of road safety education, training and publicity, as well as running the School Crossing Patrol Service to ensure safety outside schools at arrival and departure times.

With ever increasing pressures on local authority budgets, new ways of funding services are constantly being investigated. Road safety practitioners consider providing young people with the skills necessary to deal with the challenges the road environment has for them, as pedestrians, cyclists or young drivers, as essential. Working with the police, money has been secured from the driver education diversionary funding stream within the Safety Camera Partnership, to ensure road safety initiatives are continued to be delivered to our most vulnerable road users.

The revenue budgets not only complement the capital programme but also directly impact upon the Council's objectives through alternative non-capital techniques. Two key areas are the safety camera partnership work with the police; and education and awareness campaigns. The latter of these, although difficult to quantify the direct impact in terms of numbers of casualties, has a key part to play as shown by the massive success of the national seat belt campaigns previously.

6.4.2 Traffic management and on-street parking revenue funding

This element of the revenue budget (£742k in 2015/16) consists of the County Council's contribution to the joint operation of the Traffic Control Centre with Nottingham City Council and an annual contribution to support on-street parking enforcement, the Blue Badge Scheme, as well as funding for small traffic management schemes across the county. These measures help the Council to effectively manage the movement of traffic, provide information for the travelling public, and provide an important management tool to deliver our network management duty.

6.4.3 Bus services

Support from the Council's revenue budget is used to sustain the coverage of bus services across the county. Without the significant levels of revenue support in this area, key County Council strategic objectives would not be achievable.

The County Council provides significant funding to support non-commercial services, particularly in deprived areas, as well as school transport. In addition to the provision of statutory home to school transport, a significant investment is made in supporting buses for discretionary school travel, where this can make a significant impact on discouraging short journeys to school by car, thereby reducing congestion.

The major contribution, however, is to services for the general public, particularly in rural areas and at quieter times of the day and of the week. Here commercial bus operators will not sustain routes, and the County Council subsidies ensure that services continue, in order to promote social inclusion and modal choice. County Council funding is also used to establish routes to developing employment areas in the short-term, enabling these to attract non-car users to the available jobs, and in return to assist non-car users in securing jobs as they move from traditional locations. For those who cannot take advantage of the

bus network, the County Council supports community transport and social car scheme providers which operate in the area.

The Council will continue to undertake a series of area reviews of bus services aiming to better integrate the way services are provided; changing some of the services to make better use of vehicles and reducing costs. These reviews will be undertaken in consultation with the public and in partnership with service providers to ensure that future commercial, voluntary, community and health transport services all continue to meet local needs in an affordable way. The County Council has also developed a 'strategic passenger transport framework' to inform and determine the use of revenue funding to support bus services. Further details on both these elements of work are detailed within the Integrated Passenger Transport Strategy.

7. Programme management

The County Council has developed its own bespoke database to monitor progress for all LTP schemes. This database is a project planning tool, highlighting the current status of each scheme and its timetable for delivery. In addition, detailed programme monitoring is undertaken (including current and anticipated spend on each project).

This methodology has proved successful in maximising expenditure and delivering the correct number and mix of schemes to ensure outcomes and objectives are achieved. The reporting mechanisms are used internally by management to monitor expenditure on a monthly basis and also to inform separate officer meetings on programme progress. These meetings are held to review progress on all schemes to ensure deliverability, value for money and to maximise use of available resources. The meetings are also used to adjust the programme if problems occur on individual schemes or if performance is slipping on the delivery of either outcomes or outputs against desired/anticipated levels.

To ensure effective delivery and to cope with fluctuations in funding availability or unexpectedly rapid or slow scheme progress, an overarching approach to programme management is taken. Flexibility is also required to take advantage of external funding opportunities, issues arising from consultation or legal processes, detailed design changes and variations to scheme estimates.

This is achieved by compiling a balanced programme with a range of scheme types and scale. Large scale schemes allow the efficient deployment of resources but are more vulnerable to scheme implementation delays and have a bigger impact on the programme if cost variations occur. Small scale schemes can be deployed quickly but tend to be more staff resource intensive. Reserve schemes are worked up so that if a scheme is delayed at any stage in the process, a replacement with a suitable state of readiness can be substituted.

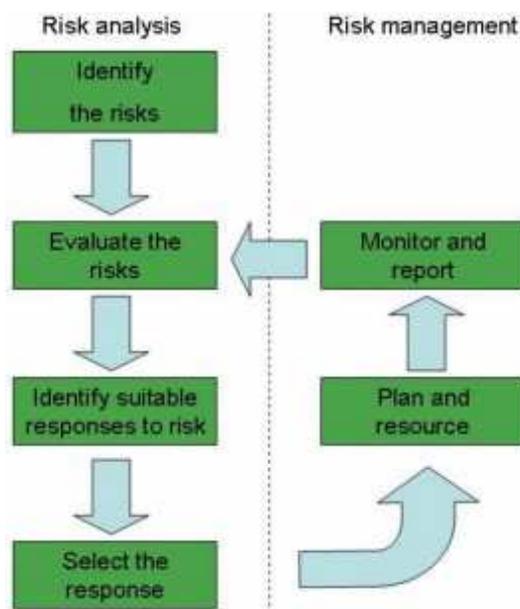
To reduce the risk of surprise (e.g. consultation delays, issues arising through detailed design, and poor cost estimates) a significant element of the programme has already been designed. This is, and has been for a number of years, done on a rolling basis so that a proportion of the design work in any one year is for schemes to be undertaken in a future year.

7.1 Risk management

Risk is a major factor to be considered during the management of any project or programme. Risk management is undertaken on all the County Council's schemes costing over £250,000 in value and across the LTP's integrated transport capital programme as a whole. The aim is to manage the exposure to risk by taking actions to keep it to an acceptable level in a cost effective way or, if necessary, to cease work on a project if the risk to delivery is considered too high.

The County Council has adopted PRINCE2 methodology for project management. This methodology enables all risks to be captured and processed in a consistent manner. The Project Board and project

manager determine the risk tolerance and decide on the risk owners. Board members also advise on external risks. Risks are identified and managed by the project team as per the risk management cycle below:



A risk log is created for each risk which is then scored based on its potential impact and likelihood of occurrence. Any risks above the 'risk tolerance' are subject to a risk action plan. The risk action plan identifies suitable responses to the risk and selects the most appropriate response after considering the cost of any action against the probability and impact of its occurrence.

The risk action plan is reviewed at each scheme/programme progress meeting and the risk log at every third. This ensures that risks are regularly revisited and reconsidered; and any new risks identified. It is recognised that risks can be internal or external to a project or programme and consultation with stakeholders forms part of the complete management process. The risk action plan is reported to the Project Board at each stage boundary and the project manager uses the plan as part of 'escalating project issues' or 'highlight reports'. A 'financial risk register' is also developed using the cost of the associated risk.

The risk management process has been applied to the LTP programme and a 'risk map' has been produced identifying suitable responses and actions. The risks are categorised into seven categories: customer, financial, legal, political, procurement, professional and contractual. This allows closely related risks to be grouped under one heading with relevant risk owners identified for monitoring purposes. The risk map is also reviewed regularly.

8. Indicators

This section details the indicators that will be monitored during this Implementation Plan period. The County Council has selected a combination of indicators with a view to ensuring that all aspects of strategy delivery are monitored. This ensures that all programmes and individual projects can be justified in terms of their contribution towards achieving the local strategic objectives but also reinforces their contribution to national objectives. A hierarchy of indicators has been developed which is:

- **key outcome indicators** for the relevant national indicators and any other indicators that directly measure the achievement of transport objectives
- **intermediate outcome indicators** which represent proxies or milestones towards key outcomes and includes targets for some national indicators (e.g. bus punctuality), and
- **contributory output indicators** measuring the delivery of schemes, policies or initiatives that will contribute towards the achievement of targets in the two categories above. Targets have not been

set for output indicators as these will only be used to monitor trends but the current levels have been included for reference and to use as a base year.

Additional indicators to those detailed in table 11 below may be adopted at a later date. For example, indicators relating to flood management once the strategy relating to this has been finalised.

Nottinghamshire Local Transport Plan Implementation Plan 2015/16-2017/18

Table 11: Indicators to be monitored during this Implementation Plan period

Theme	Reference	Key outcome indicators	Reference	Intermediate outcome indicators	Reference	Contributory output indicators
Economy	LTP1	Average journey time per mile during the morning peak on the urban centre networks in the county	LTP7	Traffic flows into town centres	LTP15	Number of registered car sharers on nottinghamshire
	LTP2	Changes in areas wide traffic mileage (vehicle kilometres travelled)	NI177	Number of local bus and light rail passenger journeys originating in the authority area	LTP16	Public satisfaction with passenger transport information
			NI178	Bus services running on time	LTP17	Public satisfaction with driver behaviour
			LTP8	Public satisfaction with local bus services	LTP18	New travel plans approved
Safety	NI47	People killed or seriously injured in reported road traffic accidents	LTP9	People slightly injured in reported road traffic accidents		
	NI48	Children killed or seriously injured in reported road traffic accidents				
Resilience of the network	NI168	Principal (A) roads where maintenance should be considered	LTP10	Unclassified roads where maintenance should be considered		
	NI169	Non-principal classified (B & C) roads where maintenance should be considered	LTP11	Footways where maintenance should be considered		
			LTP12	Condition of bridges and other structures		
Active travel	LTP3	Child obesity levels	LTP13	Cycling levels	LTP19	Number of children undertaking cycle training
					LTP20	Length of shared or segregated cycle lane or path
					LTP21	Footfall in market towns and district centres
Environmental factors	LTP4	Number of air quality management areas (AQMAS) on County Council managed roads	LTP14	Particulate levels in air quality management areas (AQMAS)		
	LTP5	CO ₂ emissions from road transport				
Accessibility	LTP6	Accessibility to public transport services			LTP22	Number of fully accessible buses
					LTP23	Provision of information at bus stops
					LTP24	Provision of real-time information
					LTP25	Take-up of concessionary fare passes

Appendices

- Appendix 1 – 2015/16 annual programme of integrated transport and capital maintenance schemes
- Appendix 2 – Safeguarded routes for major transport scheme

Appendix 1 - 2015/16 Integrated transport capital programme

Sub-block/scheme	Area	Scheme budget (£000)	Pro
Access to local facilities			
Belle Isle Road (across Gilbert Street), Hucknall - dropped kerbs	Ashfield	≤£10k	Quart
Dalestorth Street - Skegby Road, Sutton - access improvements [carry over from 2014/15]	Ashfield	£25k-£50k	Quart
Derbyshire Lane (across Belle Isle Road), Hucknall - dropped kerbs	Ashfield	≤£10k	Quart
Parkway (west of Windsor Avenue), Sutton in Ashfield - dropped kerbs	Ashfield	≤£10k	Quart
Hardy Street, Worksop - pedestrian improvements	Bassetlaw	£25k-£50k	Quart
Railway station approaches, Retford - pedestrian improvements	Bassetlaw	£25k-£50k	Quart
ROW Rampton village centre - paths improvement	Bassetlaw	£25k-£50k	To be
Clifford Avenue (across Central Avenue), Beeston - dropped kerbs	Broxtowe	≤£10k	Quart
Pasture Road, Stapleford - new pedestrian crossing	Broxtowe	£50k-£100k	Quart
Great Northern Way, Netherfield - new pedestrian crossing	Gedling	≤£10k	Quart
Princess Close, Gedling - dropped kerbs	Gedling	≤£10k	Quart
Station Road, Carlton - pedestrian crossing and footway	Gedling	£50k-£100k	Quart
Exchange Row / Market House Place, Mansfield - dropped kerb	Mansfield	≤£10k	Quart
B6030 / B6034 junction, Edwinstowe - dropped kerbs and footway [subject to completion of feasibility study]	Newark & Sherwood	£10k-£25k	To be
Church Street, Southwell - pedestrian crossing improvements	Newark & Sherwood	≤£10k	Quart
Main Street, Farnsfield - pedestrian crossing	Newark & Sherwood	£25k-£50k	Quart
ROW Lincoln Road recreation ground - paths improvement	Newark & Sherwood	£10k-£25k	To be
Bolton Close, West Bridgford - dropped kerbs	Rushcliffe	≤£10k	Quart
Gotham Road (north of Lantern Lane), East Leake - new pedestrian crossing	Rushcliffe	£50k-£100k	Quart
Kegworth Road, Gotham - improvements to pedestrian refuge	Rushcliffe	≤£10k	Quart
<u>New schemes added to the programme since draft approval</u>			
Kilton Hill/High Hoe Road/Kilton Road, Worksop - pedestrian crossing (scheme dependent on securing external funding)	Bassetlaw	£50k-£100k	To be
Meadow Lane, Chilwell - pedestrian refuge [subject to final costs of moving utilities]	Broxtowe	£25k-£50k	To be
Crookdole Lane, Calverton - zebra crossing	Gedling	£25k-£50k	To be
Chesterfield Road (at Rosemary Street), Mansfield - pedestrian facilities at signals	Mansfield	£50k-£100k	To be
Camelot Street area, Ruddington - dropped kerbs (scheme dependent on securing external funding)	Rushcliffe	≤£10k	To be
Clifton Road, Ruddington - new footway	Rushcliffe	£25k-£50k	To be
<u>Schemes removed from the programme since draft approval</u>			
A38 / Alfreton Road, Sutton in Ashfield - pedestrian phase at signals (<i>high cost of scheme means it offers poor value for money</i>)	Ashfield		
Highways fees to deliver the above schemes		£100k-£200k	
<u>Reserve schemes</u>			
Sutton Road, Huthwaite - crossing [subject to completion of feasibility study]	Ashfield	£25k-£50k	
	Sub-block allocation	£1,006.0	
	External funding	£210.0	
	Sub-block total	£1,216.0	

Sub-block/scheme	Area	Scheme budget (£000)	Pro
Bus improvements			
Sutton in Ashfield and Kirkby in Ashfield- raised kerb programme	Ashfield	£10k-£25k	Quart
Mansfield to Sutton - AVL TLP	Ashfield/Mansfield	≤£10k	Quart
Retford and Worksop - real time displays	Bassetlaw	£50k-£100k	To be
Worksop - SQBP route improvements	Bassetlaw	£25k-£50k	Quart
Bus stop clearways and TROs	Countywide	£10k-£25k	To be
Reactive programme	Countywide	£50k-£100k	To be
Mansfield - bus stop improvements	Mansfield	≤£10k	To be
Mansfield - raised kerb programme	Mansfield	£10k-£25k	To be
Mansfield - shelter improvements	Mansfield	£10k-£25k	To be
Clifton Road near Camelot Street, Ruddington - bus stop improvements	Rushcliffe	£10k-£25k	Quart
Plumtree Road near Bakers Close, Cotgrave - bus stop improvements	Rushcliffe	£10k-£25k	Quart
West Bridgford - enforcement camera programme	Rushcliffe	≤£10k	Quart
<u>New schemes added to the programme since draft approval</u>			
Hardy Street, Worksop - removal of existing bus infrastructure when new bus station opens	Bassetlaw	£10k-£25k	To be
Calverton - bus stop improvements	Gedling	£50k-£100k	Quart
Calverton Road, Arnold - real-time, shelter and kerb bus stop improvements	Gedling	£25k-£50k	To be
Valley Road, Carlton - real-time, shelter and kerb bus stop improvements	Gedling	£10k-£25k	To be
Kirklington Road, Rainworth - real-time, shelter and kerb bus stop improvements (scheme dependent on securing external funding)	Newark & Sherwood	£25k-£50k	To be
Low Street, Collingham - real-time, shelter and kerb bus stop improvements (scheme dependent on securing external funding)	Newark & Sherwood	≤£10k	To be
Mansfield Road, Edwinstowe - real-time, shelter and kerb bus stop improvements (scheme dependent on securing external funding)	Newark & Sherwood	£10k-£25k	To be
<u>Schemes removed from the programme since draft approval (and reason for removal)</u>			
Mansfield - enforcement camera programme (<i>further feasibility shows scheme not required</i>)	Mansfield		
Highways fees to deliver the above schemes		£25k-£50k	
Passenger transport fees to deliver the above schemes		£50k-£100k	
	Sub-block allocation	£400.0	
	External funding	£244.0	
	Sub-block total	£644.0	

Sub-block/scheme	Area	Scheme budget (£000)	Pro
Capacity improvements			
<u>New schemes added to the programme since draft approval</u>			
Kirkby town centre improvements	Ashfield	> £250k	Quart
Noise action plan - noise remediation (locations to be determined)	Countywide	£10k-£25k	To be
B686 Burton Road/Station Road/Cavendish Road, Carlton - contribution to improvement	Gedling	£25k-£50k	To be
New Mill Lane/Leeming Lane North (A60), Mansfield Woodhouse - right-turn filter on to A60	Mansfield	≤£10k	To be
Highways fees to deliver the above schemes		≤£10k	

Sub-block allocation	£100.0
External funding	£250.0
Sub-block total	£350.0

Appendix 1 - 2015/16 Integrated transport capital programme

Sub-block/scheme	Area	Scheme budget (£000)	Pro
Cycling and health			
Cycle signing/parking (locations to be determined)	Countywide	≤£10k	To be
Rights of Way signing improvements	Countywide	≤£10k	To be
Rights of Way upgrades	Countywide	£10k-£25k	To be
Big Barn Lane, Mansfield - signed cycle route [subject to completion of feasibility study]	Mansfield	≤£10k	Quart
B6030 Sherwood Pines to Mill Lane - cycle way	Newark & Sherwood	£25k-£50k	Quart
A60 Loughborough Road, West Bridgford - toucan crossing (scheme dependent on securing external funding)	Rushcliffe	£50k-£100k	To be
Clifton Road, Ruddington - cycle route (scheme dependent on securing external funding)	Rushcliffe	£100k-£150k	Quart
Northwold Ave/Collington Way, West Bridgford - cycle route	Rushcliffe	£25k-£50k	Quart
<u>New schemes added to the programme since draft approval</u>			
NCN Route 6, Hucknall - cycle route improvements	Ashfield	£25k-£50k	To be
Bridleway 14 and 16, Trowell and Cossall - surfacing	Broxtowe	≤£10k	To be
Acton Road/ High Street Avenue, Arnold - cycle route access	Gedling	≤£10k	Quart
Footpath 11, Balderton - completion of link to NCN 64	Newark & Sherwood	£10k-£25k	To be
West Bridgford - area wide 20 mph speed limit	Rushcliffe	£25k-£50k	To be
A606 Melton Road, West Bridgford - conversion of footway to shared use footway/cycleway	Rushcliffe	£10k-£25k	To be
<u>Schemes removed from the programme since draft approval (and reason for removal)</u>			
Southwell Lane to Penny Emma Way, Kirkby - multi-user route (high cost of scheme means it offers poor value for money)	Ashfield		
Stapleford to Ilkeston - cycle route (scheme not feasible)	Broxtowe		
St Albans Road, Arnold - cycle route access (replaced with alternative route on Acton Road)	Gedling		
Highways fees to deliver the above schemes		£50k-£100k	
	Sub-block allocation	£450.0	
	External funding	£210.0	
	Sub-block total	£660.0	

Sub-block/scheme	Area	Scheme budget (£000)	Pro
Environmental weight limits			
Advance EWL warning signs	Countywide	£10k-£25k	Quart
Blidworth - EWL extension	Newark & Sherwood	£10k-£25k	Quart
<u>New schemes added to the programme since draft approval:</u>			
Thievesdale Lane, Worksop - unsuitable for HGVs signage	Bassetlaw	≤£10k	To be
Highways fees to deliver the above schemes		£10k-£25k	
<u>Reserve schemes</u>			
Lilac Grove, Beeston - new weight restriction	Broxtowe	≤£10k	
	Sub-block allocation	£65.0	
	External funding	£0.0	
	Sub-block total	£65.0	

Sub-block/scheme	Area	Scheme budget (£000)	Pro
Monitoring, development and design			
Development of future year's ITM programmes	Countywide	£100k-£150k	Quart
Advanced design of future schemes	Countywide	£100k-£150k	Quart
Technical surveys	Countywide	£10k-£25k	Quart
Traffic monitoring	Countywide	£100k-£150k	Quart
	Sub-block allocation	£420.0	
	External funding	£0.0	
	Sub-block total	£420.0	

Sub-block/scheme	Area	Scheme budget (£000)	Pro
Parking			
NET - waiting restrictions	Broxtowe / Rushcliffe	£10k-£25k	To be
Stanley Road, Mansfield - amendments to existing scheme	Mansfield	≤£10k	To be
Highways fees to deliver the above schemes		£10k-£25k	
<u>Reserve schemes</u>			
Dovecote Lane near Victoria PH, Beeston - amendments to parking restrictions	Broxtowe	≤£10k	
Grosvenor Road, Eastwood - alterations to existing scheme	Broxtowe	≤£10k	
Lower & Middle Orchard Streets, Stapleford - new residents' parking scheme [subject to survey]	Broxtowe	≤£10k	
Epperstone Road, West Bridgford - new residents' parking scheme [subject to survey]	Broxtowe	≤£10k	
	Sub-block allocation	£50.0	
	External funding	£0.0	
	Sub-block total	£50.0	

Sub-block/scheme	Area	Scheme budget (£000)	Pro
Rail improvements			
Nottingham to Leeds journey time upgrade	Countywide	£25k-£50k	Quart
Collingham yellow lines	Newark & Sherwood	≤£10k	Quart
Ollerton feasibility study	Newark & Sherwood	≤£10k	Quart
	Sub-block allocation	£50.0	
	External funding	£0.0	
	Sub-block total	£50.0	

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Sub-block/scheme	Area	Scheme budget (£000)	Pro
Safety improvements			
A38 Pinxton Lane - traffic signal modifications	Ashfield	£10k-£25k	Quart
A611 Coxmoor Crossroads - signs at ATS banned right turn	Ashfield	≤£10k	Quart
Alfreton Road, Selston - chevrons	Ashfield	≤£10k	Quart
Chesterfield Road, Huthwaite (bend N Woodend Inn PH - signing and lining improvements	Ashfield	≤£10k	Quart
Chesterfield Road, Huthwaite (bends at Newtonwood Lane) - improved signs	Ashfield	≤£10k	Quart
Storth Ave / Croft Ave, Hucknall - signing and lining improvements	Ashfield	≤£10k	Quart
A614/A638 Hawks Nest - lining improvements	Bassetlaw	≤£10k	Quart
A638 length north and south of Amcott Way - speed management	Bassetlaw	> £250k	Quart
B6079 Retford Road, Worksop - chevrons, warning signing and lining improvements	Bassetlaw	≤£10k	Quart
Cheapside / Low Town Street, Worksop - build out at gateway	Bassetlaw	£10k-£25k	Quart
Kilton Road, Worksop - street lighting upgrade	Bassetlaw	≤£10k	To be
Park Street / Bramcote Road, Beeston - signing and lining improvements	Broxtowe	≤£10k	Quart
A60 Mansfield Road / Forest Lane, Papplewick - traffic signal modifications	Gedling	≤£10k	Quart
Collyer Road, Calverton - street lighting upgrade	Gedling	£25k-£50k	Quart
Jubilee Way South/Tesco & Cuckoo Birch PH - signing, lining and high friction surfacing	Mansfield	£10k-£25k	Quart
Ley Lane, Mansfield Woodhouse - street lighting upgrade	Mansfield	£10k-£25k	Quart
Priory Square, Mansfield Woodhouse - street lighting upgrade	Mansfield	≤£10k	Quart
Windmill Lane approach to Brunts School, Mansfield - signing improvements	Mansfield	≤£10k	Quart
A6075 Whinney Lane mini-roundabout, Ollerton - signing improvements	Newark & Sherwood	≤£10k	Quart
A612 Thurgarton (bend south of High Cross) - marker posts	Newark & Sherwood	≤£10k	Quart
A616 Wellow Rd, Ollerton - street lighting upgrade	Newark & Sherwood	£10k-£25k	To be
A617 Kirklington (bend adjacent to 'Top o' the Hill' - chevrons and warning sign	Newark & Sherwood	≤£10k	Quart
B6386 Southwell Road (at Hollybeck Nurseries), Oxtun - signing and lining improvements	Newark & Sherwood	≤£10k	Quart
Baulker Lane, Blidworth - two bends chevrons and warning sign	Newark & Sherwood	≤£10k	Quart
Grange Lane, Staunton in the Vale - chevrons and warning sign	Newark & Sherwood	≤£10k	To be
South Avenue /Little John Drive area, Rainworth - signing and lining improvements	Newark & Sherwood	≤£10k	Quart
A60 Loughborough Road/Asda, West Bridgford - traffic signal modifications	Rushcliffe	£10k-£25k	Quart
C51 West Leake Lane (bend adjacent to Winking Hill) - stick chevrons	Rushcliffe	≤£10k	Quart
C51 West Leake Lane (bend at EON) - surface dressing and lining improvements	Rushcliffe	≤£10k	Quart
Kegworth Road/Station Road/The Green, Kingston - signing and lining improvements	Rushcliffe	≤£10k	Quart
Main Road, Plumtree - street lighting upgrade	Rushcliffe	£10k-£25k	To be
Nottingham Road, Woodborough - stick chevrons	Rushcliffe	≤£10k	To be
Rushcliffe (including Melton Rd, Upper Broughton) - contribution to two resurfacing schemes	Rushcliffe	≤£10k	To be
Shelford Road / Oatfield Lane, Newton - signing and lining improvements	Rushcliffe	≤£10k	Quart
Wilford Road vicinity Clifton Road, Ruddington - street lighting upgrade	Rushcliffe	£10k-£25k	Quart
New schemes added to the programme since draft approval			
Old London Road bridge over Chesterfield Canal Barnby Moor	Bassetlaw	£100k-£150k	To be
A612 Gonalston - amendment to white lining (contribution to maintenance scheme)	Newark & Sherwood	≤£10k	To be
A6075 Kirton - street lighting upgrade	Newark & Sherwood	£10k-£25k	To be
Schemes removed from the programme since draft approval (and reason for removal)			
Lammas Road/Carsic Lane - lane narrowing at junction (scheme to be delivered as part of 2015/16 maintenance scheme)	Ashfield		
Pump Hollow Road, Mansfield - street lighting upgrade (scheme already completed as part of street lighting scheme)	Mansfield		
Sandlands Way ASDA entrance, Mansfield - signs, lines and high friction surfacing (scheme does not meet required rate of return)	Mansfield		
A617 Kelham Road (S of Kelham Bridge) - high friction surfacing (delivered as part of 2014/15 maintenance scheme)	Newark & Sherwood		
Southwell Rd, Osmanthorpe - chevrons (scheme delivered in 2014/15)	Newark & Sherwood		
Staythorpe Rd Staythorpe (S of level crossing) - stick chevrons (scheme being delivered in 2014/15)	Newark & Sherwood		
Highways fees to deliver the above schemes		£100k-£150k	
Reserve schemes:			
High Street, Arnold - pedestrian improvements	Gedling	≤£10k	
Sub-block allocation		£725.0	
External funding		£0.0	
Sub-block total		£350.0	
		£1,075.0	

Sub-block/scheme	Area	Scheme budget (£000)	Pro
Smarter choices			
LSTF match funding	Countywide	£25k-£50k	Quart
Personalised travel planning along NET routes	Broxtowe / Rushcliffe	£25k-£50k	Quart
Trent Bridge Air Quality Management Area - workplace travel planning	Rushcliffe	£25k-£50k	Quart
Rushcliffe Business Park, Ruddington - workplace travel planning	Rushcliffe	≤£10k	Quart
Sub-block allocation		£150.0	
External funding		£0.0	
Sub-block total		£150.0	

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Sub-block/scheme	Area	Scheme budget (£000)	Pro
Speed management			
20mph speed limits outside schools - see list of schools below	Countywide	> £250k	Quart
<u>Interactive speed signs</u> (each sign costs approximately £7,500)			
Annesley Lane, Selston (NE of Sherwood Way)	Ashfield	≤£10k	Quart
A614 Bawtry Road (N of A1 and brook)	Bassetlaw	≤£10k	Quart
A634 Sheffield Road, Blyth (West of Park Drive)	Bassetlaw	≤£10k	Quart
B1164 Eldon Street, Tuxford (N of Eldon Green)	Bassetlaw	≤£10k	Quart
Woodthorpe Drive, Woodthorpe (E of Grange Road)	Gedling	≤£10k	Quart
C1 Southwell Road East, Rainworth (E of Cambridge Road)	Newark	≤£10k	Quart
Landmere Lane, West Bridgford (NW of Bressingham Drive)	Rushcliffe	≤£10k	Quart
Trevor Road, West Bridgford (S of Burleigh Road)	Rushcliffe	≤£10k	Quart
<u>New interactive speed signs added to the programme since draft approval</u>			
B600 Alfreton Road (SW of Beech Road) , Underwood	Ashfield	≤£10k	Quart
Thievesdale Lane (W of Blyth Road), Worksop	Bassetlaw	≤£10k	To be
Newark Road (N of old railway line), Ollerton	Newark	≤£10k	Quart
A60 Loughborough Road (N of school or N of lane to Wysall), Bunny	Rushcliffe	≤£10k	Quart
A606 Melton Road (NW of Browns Lane), Stanton on the Wolds	Rushcliffe	≤£10k	Quart
<u>New speed limit reductions added to the programme since draft approval</u>			
B6014 Wild Hill/Fackley Road, Teversal - speed limit reduction to 50mph from county boundary & speed limit reduction to 30mph through village	Ashfield	≤£10k	To be
Sturton Road, North Leverton - extension of 30mph limit	Bassetlaw	≤£10k	To be
A6075 Boughton to Tuxford - speed limit reduction to 50mph & extension of 30mph through Kirton	Bassetlaw/Newark & Sherwood	≤£10k	To be
Nottingham Road, Trowell - extension of 30mph limit & speed limit reduction to 50mph	Broxtowe	≤£10k	To be
B6386 Oxtan Road, Calverton - speed limit reduction to 50mph	Gedling	≤£10k	To be
New Mill Lane, Mansfield - 40mph buffer zone	Mansfield	≤£10k	To be
B6166 Farndon Road, Newark - extension of 30mph limit	Newark & Sherwood	≤£10k	To be
A606 Melton Road, Tollerton Lane to A46 - speed limit reduction to 50mph (retaining 40mph through Stanton on the Wolds)	Rushcliffe	≤£10k	To be
<u>Schemes removed from the programme since draft approval</u> (and reason for removal)			
B6011 Linby Lane, Linby (NE of Quarry Lane) - interactive speed sign (location already has interactive speed sign)	Gedling		
Burntstump, Papplewick - reduced speed limit (considered to offer poor value compared to other requests)	Gedling		
Highways fees to deliver the above schemes		£150k-£200k	
	Sub-block allocation	£1,000.0	
	External funding	£0.0	
	Sub-block total	£1,000.0	

ITM budget settlement (2014/15 budget book)	£4,416.0
External funding	£914.0
PROGRAMME TOTAL (available integrated transport budget plus external funding)	£5,330.0

20mph speed limits outside schools 2015/16 programme

All schools that have not had a 20mph speed limit installed outside it by the end of 2014/15 will be included in the 2015/16 programme. This is likley to include the following schools.

Hillocks Primary and Nursery School, Sutton in Ashfield	Ashfield
The Sutton Community Academy, Sutton in Ashfield	Ashfield
Bracken Lane Primary & Nursery School, Retford	Bassetlaw
Cuckney CofE Primary School, Cuckney	Bassetlaw
Elizabethan Academy, Retford	Bassetlaw
Elkesley Primary & Nursery School, Elkesley	Bassetlaw
Gamston CofE Primary School, Gamston, Retford	Bassetlaw
Haggonfields Primary School, Rhodesia, Worksop	Bassetlaw
Langold Dyscarr Community Primary School, Langold	Bassetlaw
Misson Primary, Misson	Bassetlaw
Ordsall Primary School, Retford	Bassetlaw
Ranby CE Primary School, Ranby	Bassetlaw
Ranskill Primary School, Ranskill	Bassetlaw
Sir Edmund Hillary Primary School, Worksop	Bassetlaw
St Mary & St Martin Primary School, Blyth	Bassetlaw
St. Anne's CofE Primary School, Worksop	Bassetlaw
St. Augustine's Infant & Nursery, Worksop	Bassetlaw
St. Augustine's Junior School, Worksop	Bassetlaw
St. Matthew's CofE Primary School, Normanton on Trent	Bassetlaw
Sutton-Cum-Lound CofE Primary School, Sutton-Cum-Lound	Bassetlaw
Thrumpton Primary School, Retford	Bassetlaw
Brinsley Primary School, Brinsley	Broxtowe
Trowell CofE School, Trowell	Broxtowe
Abbey Gates Primary, Ravenshead	Gedling
Burton Joyce Primary, Burton Joyce	Gedling
Hawthorne Primary, Bestwood Village	Gedling
Lambley Primary, Lambley	Gedling
Ravenshead CofE Primary School, Ravenshead	Gedling
Seeley CofE Primary, Burnstump Hill	Gedling
Woodborough Woods Primary, Woodborough	Gedling
Berry Hill Primary, Mansfield	Mansfield
Birklands Primary and Nursery, Warsop	Mansfield
Church Vale Primary and Nursery, Church Warsop	Mansfield
Crescent Primary and Nursery, Mansfield	Mansfield
Eastlands Junior School, Meden Vale	Mansfield
Forest Town Primary & Nursery, Forest Town	Mansfield
Garibaldi Maths & Computing College, Forest Town	Mansfield
Heatherley Primary School, Forest Town	Mansfield

Appendix 2

Major and significant schemes for which the County Council are currently safeguarding routes are detailed in table 1 below.

Table 1: Schemes with safeguarded routes

District	Major Schemes (over £5million)	Cost	Scheme description	Funding source
Ashfield	Hucknall Town Centre Improvement Scheme	£12.66m	Pedestrianisation of High St + new road construction	DfT & County Council
Gedling	South Notts Rail Network (Gedling line)	£10-15m	Re-opening of rail line	DfT & County Council
Mansfield	A6075 Debdale Lane bridge replacement	£10m	Bridge improvement & footway provision	DfT & County Council
Newark	A612 Southwell Bypass	£15m	Bypass	DfT & County Council
Rushcliffe	Bingham Park and Ride (Rail)	£5m	Park & Ride (rail)	DfT, County Council & Developer
District	Significant schemes (£250,000 - £5m)	Cost	Scheme description	Funding source
Bassetlaw	A1 Elkesley	£250k	Junction improvement on trunk road	Highways Agency & County Council
Gedling	A60 Larch Farm Crossroads	£250k	Junction improvement	County Council & Developer
Mansfield	A6191 Ratcliffe Gate Impt (Bus priority)	£800k	Creation of inbound bus lane	County Council & Developer
Mansfield	A60 Nottingham Rd (Bus priority)	£500-750k	Bus priority	County Council
Mansfield	A60 Woodhouse Rd Improvements (Bus priority)	£1-2m	Bus priority	County Council
Newark	A614 Ollerton Roundabout Improvement	£3m	Enlarged conventional roundabout	County Council & Developer
Rushcliffe	Radcliffe Rd Bus Priority	£1-3m	Inbound bus priority	County Council & Developer

Major and significant schemes which require further investigation before the County Council can decide whether the scheme route will be abandoned or safeguarded are detailed in table 2 below.

Table 2: Schemes which require further investigation before the County Council can decide whether the scheme route will be abandoned or safeguarded

District	Major Schemes (over £5million)	Cost	Scheme description	Funding source
Gedling	A60 Leapool to Sherwood Express busway	£5m	Park & Ride + Bus priority measures	DfT, County Council & Developer
Mansfield	A617 Pleasley Bypass extension	£20m	Bypass (wide single carriageway)	DfT & County Council
Newark	Dukeries Line Improvement	£10-15m	reopening of Shirebrook-Ollerton line	DfT & County Council
Newark	A617 Kelham Bypass	£11m	Bypass (new bridge over Trent)	DfT & County Council
District	Significant schemes (£250,000 - £5m)	Cost	Scheme description	Funding source
Broxtowe	A609 Nottingham Rd Trowell to Bilborough (bus priority)	£2m	Bus priority	County Council
Broxtowe	B600/B6009 Watnall Junction Improvement	£760k	Signalisation of junction	County Council & Developer.
Gedling	A612 Daleside Improvement	£1-2m	Bus priority	County Council
Gedling	A612 Colwick Loop Rd improvement	£1-2m	Bus priority	County Council
Gedling	A60/B6011 Forest Lane signalisation	£1.33m	Introduction of traffic signals at junction	County Council & Developer.
Gedling	B684 Woodborough Rd, Porchester Rd	£750k	Junction improvement	County Council & City Council
Mansfield	A6075 Abbott Rd	£2m	Carriageway widening	County Council & Developer.
Rushcliffe	Nottingham East Park & Ride	£3m	Park & Ride	Developer
Rushcliffe	Trent Bridge (signal alteration)	£1-3m	Signal alterations	County Council & Developer.