11. Transport assets

11.1 Length of the network

11.1.1 Roads

Table 76 below shows the lengths of the road network in Nottinghamshire split by district and road type.

Table 76: Length of the road network in Nottinghamshire

	Length of the road network							
Road type	**Ashfield**	**Bassetlaw**	**Broxtowe**	**Gedling**	**Mansfield**	**Newark**	**Rushcliffe**	**TOTAL**
Motorway	0	0	12	0	0	0	0	12
A(M)	0	5	0	0	0	0	0	5
A(Trunk)	0	19	6	0	0	42	62	129
A	39	170	65	38	48	146	53	559
B	56	84	27	26	21	55	3	272
C	45	178	24	41	14	244	219	765
Unclassified	289	488	298	331	328	516	304	2554
TOTAL	**429**	**944**	**432**	**436**	**411**	**1003**	**641**	**4296**
% of network	**10%**	**22%**	**10%**	**10%**	**10%**	**23%**	**15%**	

Source: Nottinghamshire County Council

11.1.2 Footways

The County Council is currently undertaking an audit to determine the full extent and condition of its footways. This work will be completed during 2010/11 and will be used for prioritisation of footway repairs and maintenance.

11.1.3 Cycle routes

There are over 350km of formal cycle network across the county. Further details including a breakdown of the types of routes and where they are located is included in Chapter 13 - Local cycle network, of this report.

11.1.4 Rights of Way network

There are over 4,000 designated Rights of Way in the county totalling over 2,500km in length. Table 77 below details the lengths and percentages of the Rights of Way network in Nottinghamshire. The number of footpaths far outweighs each of the other categories, which highlights that the network is much more accessible on foot than by any other means. 31% of the network length is available to equestrians and cyclists, which is higher than both the national (22%) and regional (20%) averages. These figures, however, assume that all of the routes are usable but the fragmentation and maintenance issues of the bridleway network means that routes are frequently not available to all users. Further details on the Rights of Way network can be found in the Rights of Way Improvement Plan, as well as the definitive map which is held by the County Council and is available to view by appointment.

Table 77: Rights of Way network breakdown by length and percentage (2010)

	Designation				
	Footpath	**Bridleway**	**BOAT**	**RUP/RB**	**TOTAL**
No.	3190 (78%)	730 (18%)	130 (3%)	27 (1%)	4077
Length (km)	1849.09 (69%)	696.56 (26%)	121.27 (4%)	32.45 (1%)	2699.37

Source: Nottinghamshire County Council 2010

Figure 126 below shows the network density of the Rights of Way network across the county whilst figure 127 shows the network density available to cyclists and equestrians.

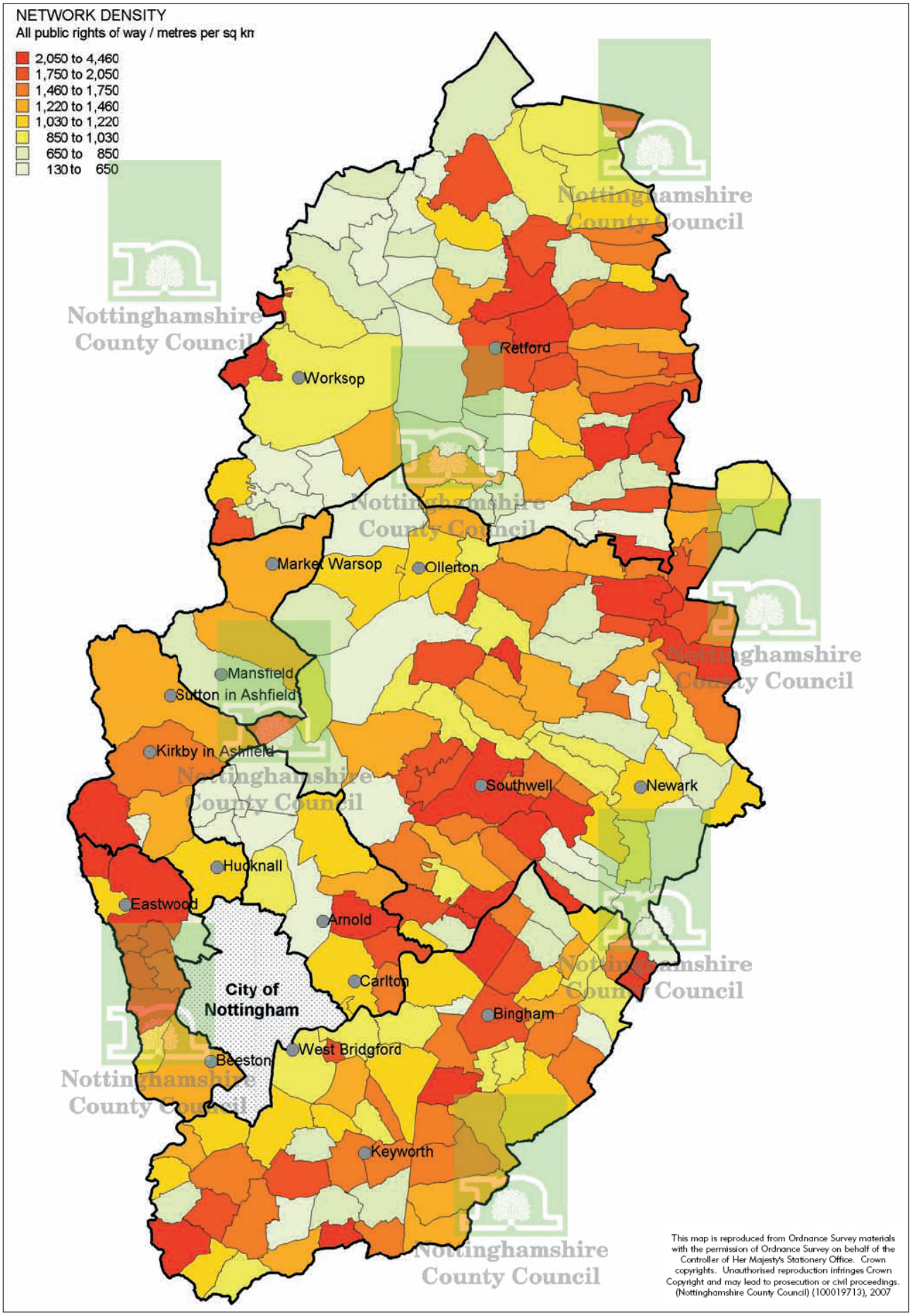

Figure 126: Network density of the Rights of Way network in Nottinghamshire by ward
Source: Nottinghamshire County Council Rights of Way Improvement Plan

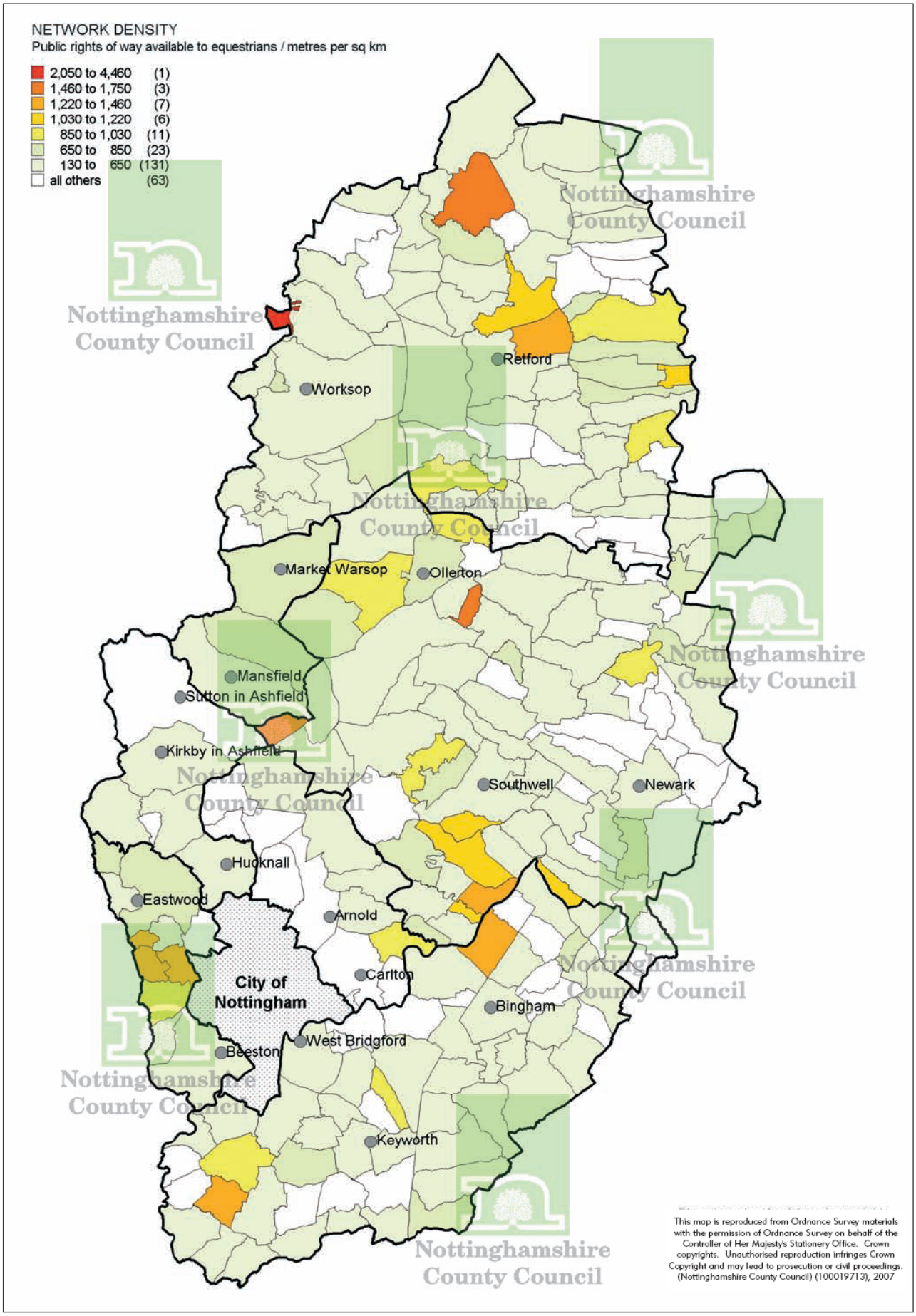

Figure 127: Network density of the Rights of Way network available to cyclists and equestrians in Nottinghamshire by ward

Source: Nottinghamshire County Council Rights of Way Improvement Plan

Figure 128 below shows the open access land in Nottinghamshire.

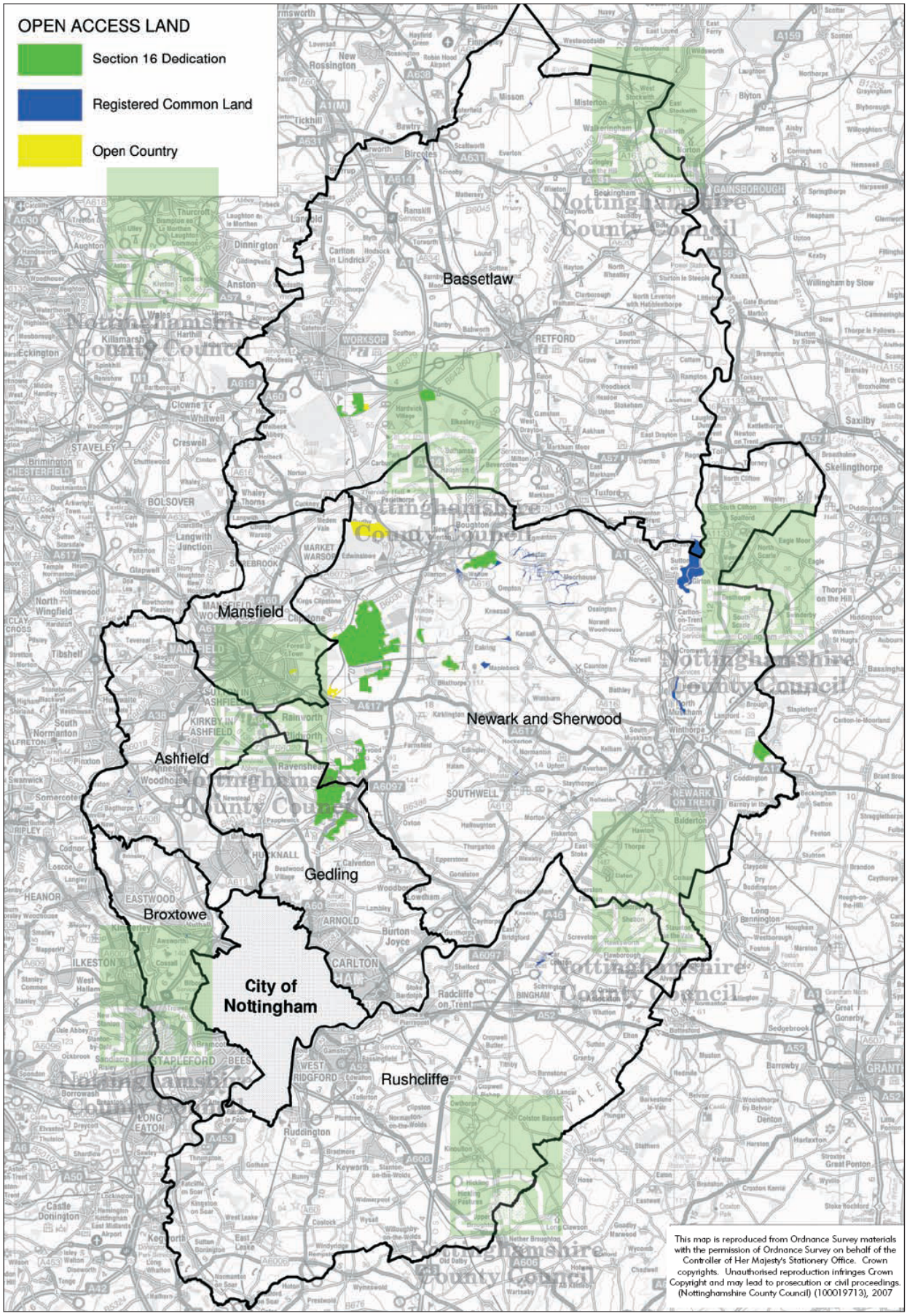

Figure xxxx: Open access land in Nottinghamshire
Source: Nottinghamshire County Council Rights of Way Improvement Plan

11.2 Condition of roads and footways

11.2.1 Condition of roads

The condition of A, B&C and unclassified roads is detailed in table 78 below. The table shows the percentage of the network requiring repair in each district for the period 2007/8-2009/10. The column 'percentage contributing to overall performance' shows how the percentage needing repair in each district affects the county's overall performance. For example, only 1% of Bassetlaw's A roads require repair but due to the amount of A roads in Bassetlaw, they account for 20.8% of all of the A roads in the county requiring repair.

In 2009/10:

- the percentage of the County's A road network where maintenance should be considered has remained at 1.5% of the network, although the condition is slightly worse in Broxtowe, Gedling and Mansfield districts
- the percentage of the County's B & C road network where maintenance should be considered has remained at 8.4% (although deterioration has been seen in Mansfield and Rushcliffe; and the condition has improved in Ashfield, Bassetlaw, and Gedling districts), and
- the County's unclassified road network has worsened in some districts.

Table 78: Condition of the A, B&C and unclassified road network

		Percentage of the network where maintenance should be considered					
		2007/08		2008/09		2009/10	
		Percentage within the area	Percentage contributing to overall performance	Percentage within the area	Percentage contributing to overall performance	Percentage within the area	Percentage contributing to overall performance
A roads (NI 168)	**Countywide**	**1.5%**	**100.0%**	**1.6%**	**100.0%**	**1.5%**	**100.0%**
	Ashfield	0.9%	4.1%	1.1%	4.8%	1.3%	5.8%
	Bassetlaw	1.0%	20.8%	1.3%	25.0%	1.0%	20.5%
	Broxtowe	3.6%	17.7%	1.8%	8.0%	2.3%	10.0%
	Mansfield	5.1%	32.2%	3.0%	18.6%	3.0%	19.1%
	Gedling	1.0%	18.8%	1.2%	21.1%	2.5%	11.6%
	Newark	1.4%	5.3%	2.0%	8.6%	1.1%	21.1%
	Rushcliffe	1.4%	8.9%	2.2%	14.0%	1.8%	11.8%
B & C roads (NI169)	**Countywide**	**7.3%**	**100.0%**	**8.4%**	**100.0%**	**8.4%**	**100.0%**
	Ashfield	8.0%	8.0%	8.7%	6.1%	7.6%	8.4%
	Bassetlaw	6.5%	26.2%	8.8%	22.7%	8.3%	24.1%
	Broxtowe	9.1%	2.5%	9.8%	3.7%	9.9%	5.6%
	Mansfield	2.5%	0.4%	2.4%	0.5%	3.5%	1.4%
	Newark	7.9%	42.4%	9.6%	36.9%	9.6%	32.7%
	Gedling	3.6%	1.6%	4.6%	2.9%	4.2%	3.5%
	Rushcliffe	7.7%	18.8%	7.7%	27.3%	9.0%	24.4%
Unclassified roads	**Countywide**	**15.7%**	**100.0%**	**17.0%**	**100.0%**	**19.5%**	**100.0%**
	Ashfield	17.5%	12.1%	17.5%	11.1%	17.5%	9.5%
	Bassetlaw	15.6%	19.1%	21.2%	24.8%	21.2%	21.2%
	Broxtowe	14.3%	10.9%	14.3%	10.0%	14.3%	8.6%
	Mansfield	12.6%	9.9%	14.3%	10.7%	14.3%	9.1%
	Newark	18.3%	20.3%	18.4%	18.6%	27.2%	24.5%
	Gedling	15.3%	12.3%	15.1%	11.1%	15.1%	9.5%
	Rushcliffe	15.3%	15.0%	15.3%	13.7%	21.7%	17.7%

The condition of the road networks in Nottinghamshire, shire authorities, regionally and nationally is shown below in table 79. The condition of the A road network in Nottinghamshire is better than the average shire authority, the East Midlands region and England. The condition of the B&C road network in Nottinghamshire is similar to the average shire authority, the East Midlands region and England. The condition of the unclassified road network in Nottinghamshire is slightly worse than the average shire authority and England.

Table 79: Comparison of the condition of the A, B&C and unclassified (Unc) road network

	Percentage of the network where maintenance should be considered								
	2006/07			2007/08			2008/09		
	A	B&C	Unc	A	B&C	Unc	A	B&C	Unc
Nottinghamshire	2%	6%	15%	2%	7%	16%	2%	8%	17%
Shire authorities	6%	13%	17%	4%	8%	16%	4%	8%	15%
East Midlands	5%	10%	N/A	3%	6%	N/A	3%	8%	N/A
England	7%	13%	16%	5%	8%	15%	5%	9%	15%

Source: DfT Transport Statistics 2009

Maps detailing the condition of the A, B and C road network in each of the districts are detailed below in figures 129 to 135.

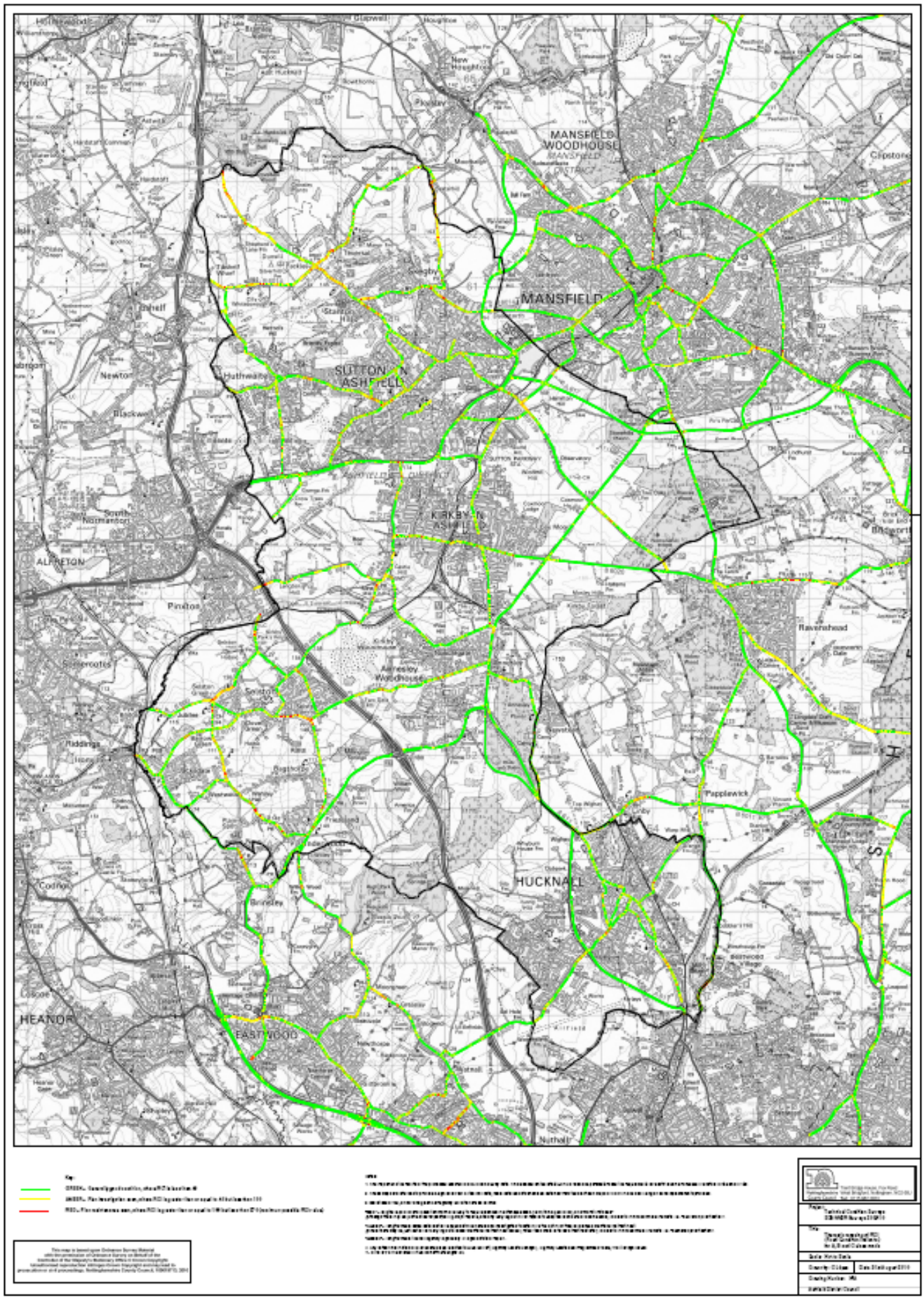

Figure 129: Condition of the A, B and C road network in Ashfield

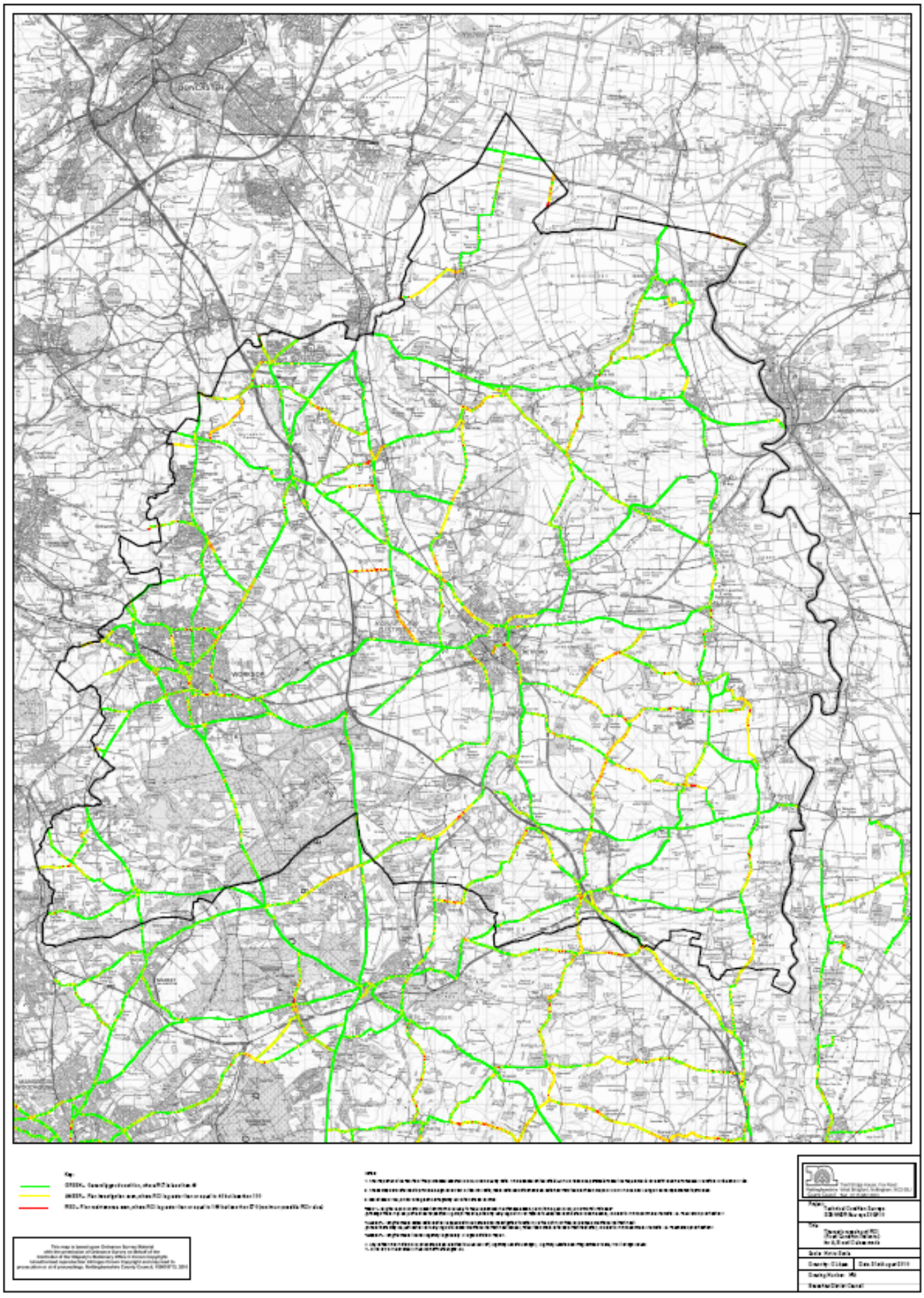

Figure 130: Condition of the A, B and C road network in Bassetlaw

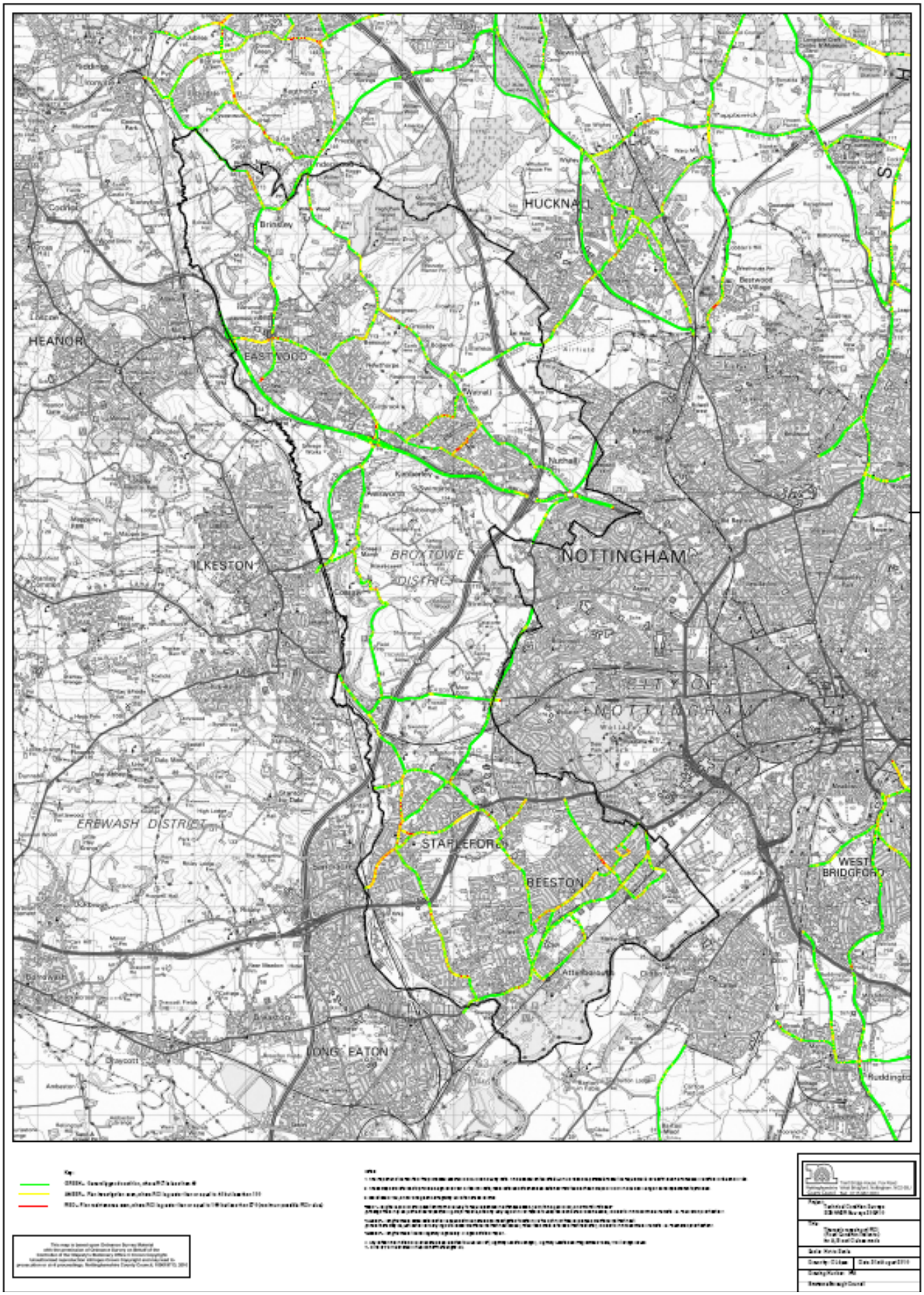

Figure 131: Condition of the A, B and C road network in Broxtowe

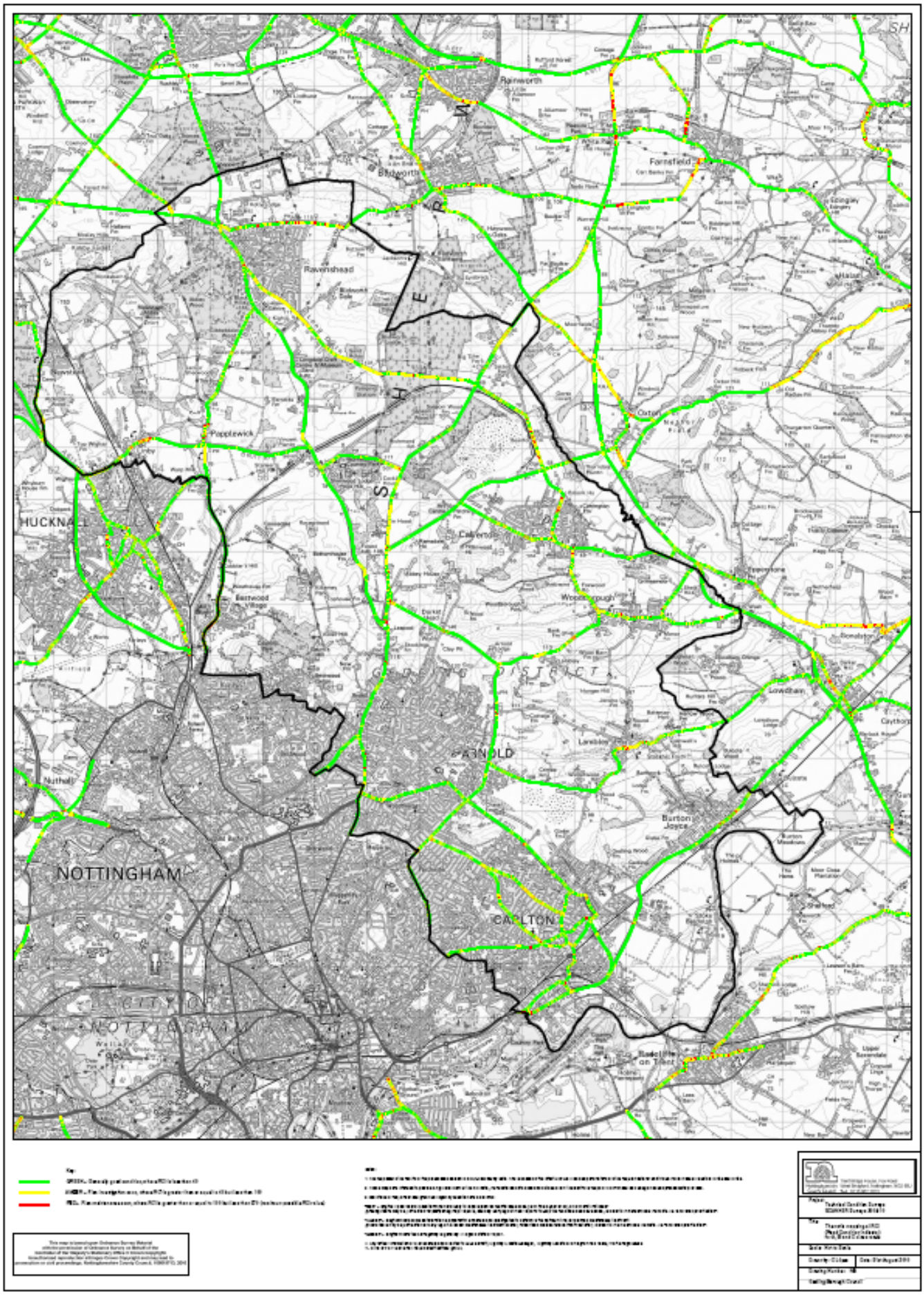

Figure 132: Condition of the A, B and C road network in Gedling

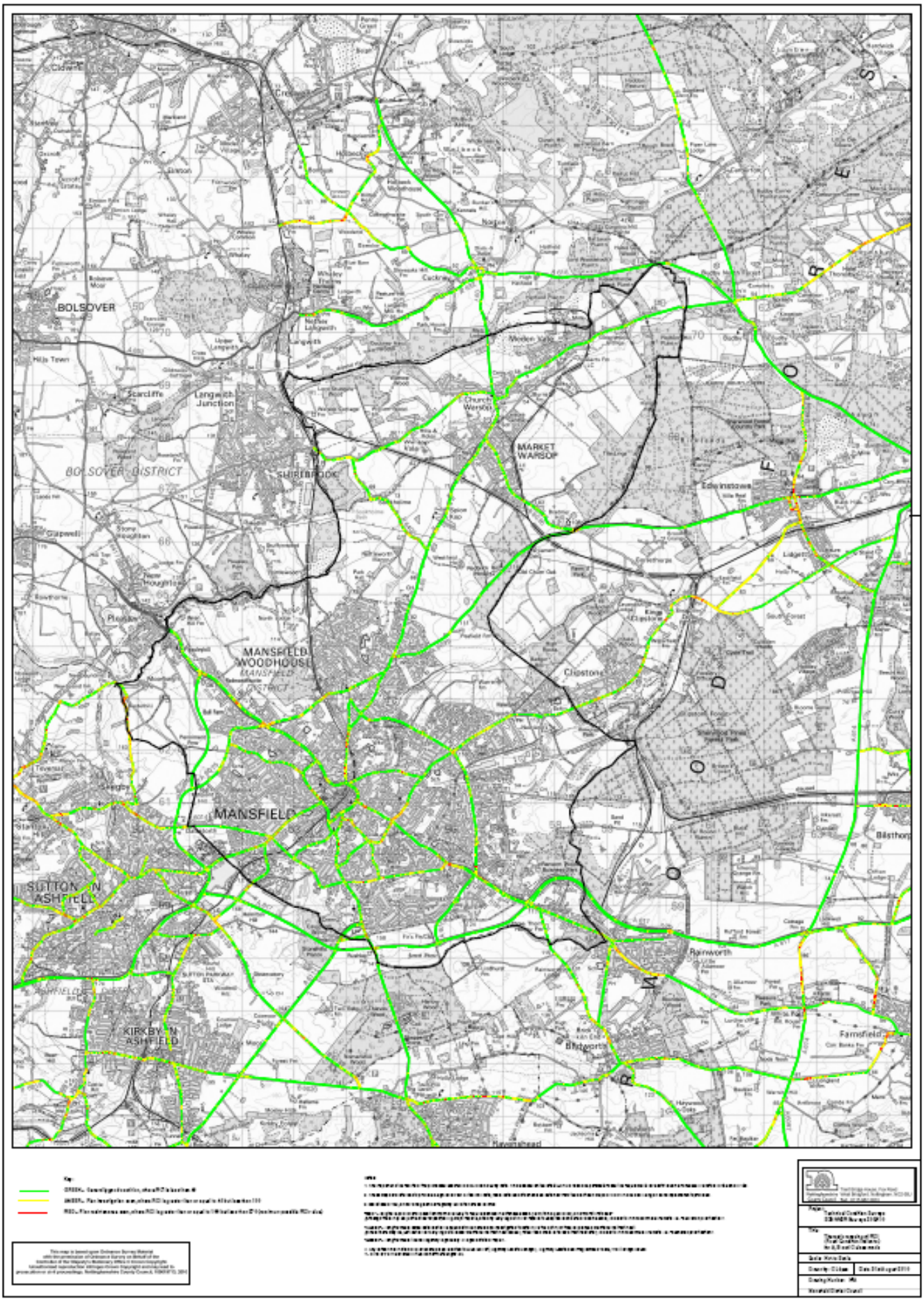

Figure 133: Condition of the A, B and C road network in Mansfield

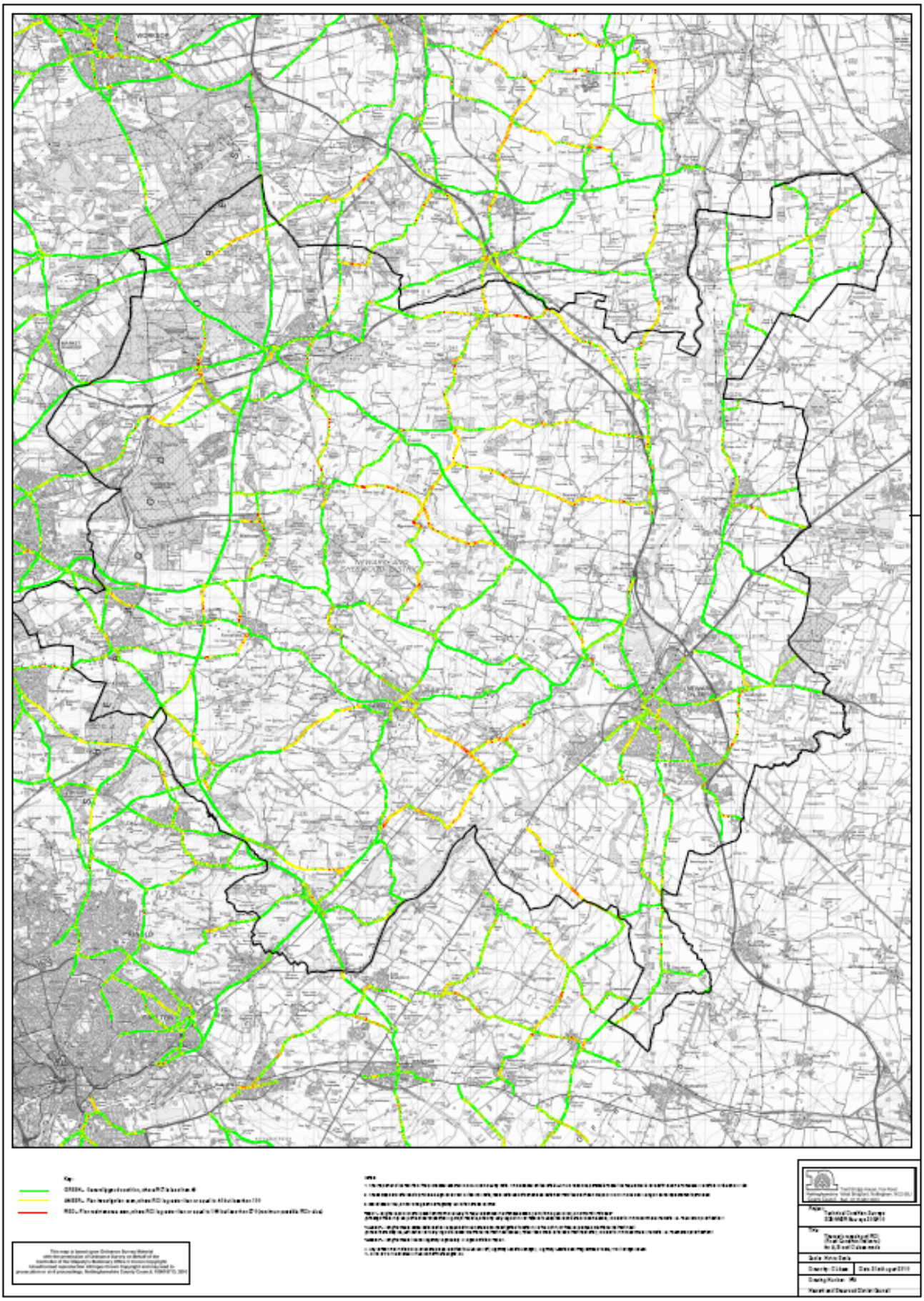

Figure 134: Condition of the A, B and C road network in Newark & Sherwood

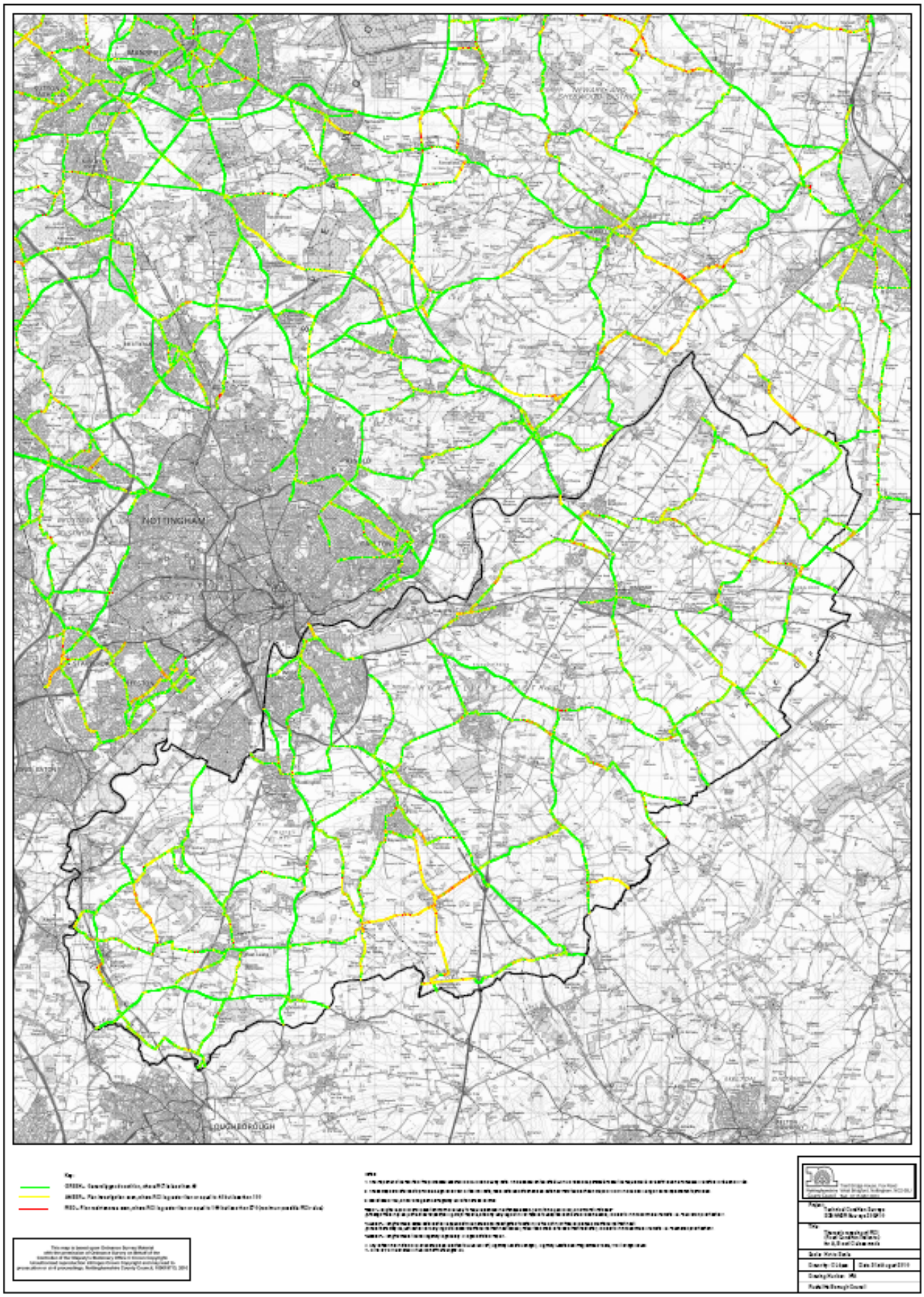

Figure 135: Condition of the A, B and C road network in Rushcliffe

11.2.2 Footways

The County Council is currently undertaking an audit to determine the full extent and condition of its footways. This work will be completed during 2010/11 and will be used for prioritisation of footway repairs and maintenance. The condition of the category 1, 1a and 2 footways (which are footways with medium to high usage – generally in local shopping areas) is currently monitored and is detailed below in table 80.

Table 80: Condition of the category 1, 1a and 2 footways in Nottinghamshire

	2005/06	2006/07	2007/08	2008/9	2009/10
Percentage of category 1, 1a and 2 footways where maintenance should be considered	26	26	22	27	24

11.2.3 Rights of Way network

There is no formal mechanism for recording and measuring the condition of the Rights of Way network. Until recently English and Welsh highway authorities used the national indicator (BVPI 178) to record and monitor performance. The national performance indicator, however, was found to be inadequate and inconsistent due to the methodology used to record data, particularly the random nature of the surveys which did not take into account strategic and targeted improvements.

Four local indicators are currently used in Nottinghamshire to record targeted Rights of Way functions:

- the number of rights of way signposted (from a metalled road)
- the accessibility of the network to all users, and
- two indicators recording the reinstatement of paths across and alongside arable cropped fields.

Table 81 below summarises the results of the local performance indicators.

Table 81: Condition of the Rights of Way network performance

Indicator	Description	Target (2009/10)	Actual (2009/2010)
BVLEN21a	The % of public Rights of Way directly affected by an improvement and the length of public rights of way subsequently made accessible	5.20%	5.28%
BVLEN22	Signposting of Rights of Way	90%	90%
DPO8a	Proportion of Rights of Way on arable land found to be compliant on first inspection with the requirements of the Highways Act, a) Spring	80%	81.80%
DP08b	Proportion of Rights of Way on arable land found to be compliant on first inspection with the requirements of the Highways Act, b) Autumn	70%	63.80%

To achieve the above results a number of initiatives have been employed by the County Council including signing and waymarking projects; replacing stiles for easy access kissing gates; an innovative and successful 'ploughing and cropping' initiative; refurbishment of bridges; surfacing (particularly utility paths serving local communities for accessing local services); and a strategic whole parish approach to improvements (working and identifying priorities with parishes).

Inspections and targeted surveys are regularly undertaken by officers and a number of volunteers. Defect reports are also collated through the County Council's Customer Service Centre, email accounts, phone calls and written communication. Defects and reports are prioritised by public safety and strategic and local importance. The current resource allows the County Council to provide the minimum service required to avoid possible legal challenge from members of the public and land owners.

11.3 Other assets

11.3.1 Lighting stock

Table 82 below details the numbers of lighting columns and their condition as at August 2010. Note the columns listed as dangerous are repaired immediately.

Table 82: Street lighting column condition

	Visual Condition							Percentage in
Area	**Excellent**	**Good**	**Average**	**Poor**	**Unknown**	**Dangerous**	**Total**	**poor condition**
Ashfield	0	13,325	739	228	101	0	14,393	1.5%
Bassetlaw	1,372	5,990	6,279	295	265	2	14,203	2%
Broxtowe	3,557	6,412	2,087	1,350	136	0	13,542	10%
Gedling	787	9,645	1,451	595	21	5	12,504	5%
Mansfield	2,005	7,497	2,347	297	77	0	12,223	2%
Newark & Sherwood	1,829	7,301	1,265	1,079	179	0	11,653	9%
Rushcliffe	665	6,665	4,535	418	117	0	12,400	3%
County	10,215	56,835	18,703	4,262	896	7	90,911	5%

11.3.2 Bridges

There are 715 bridges in the county with a span of over 1.5m as detailed below in table 83.

Table 83: Number of bridges over 1.5m span

	No. of bridges > 1.5m span		
Area	A roads	B roads	C and Unclassified roads
Ashfield	12	8	20
Bassetlaw	61	29	119
Broxtowe	24	3	18
Gedling	15	4	25
Mansfield	11	5	30
Newark & Sherwood	52	20	146
Rushcliffe	14	1	98
County	189	70	456

In order to improve the effective management of highway authority owned bridges, the Bridge Condition Indicator (BCI) has been used for all general bridge inspections since 2003. In 2010, Nottinghamshire's bridge stock condition scores are 82.4 for critical elements and 89.5 for overall bridge stock. When compared to 2005, the 2010 indicators show an improvement from 87.2 to 89.5 for the overall stock score and 77.4 to 82.4 for the critical stock score. The BCI scores for the period 2005 to 2010 are detailed below in table 84.

Table 84: Bridge Condition Indicator scores for Nottinghamshire

	Bridge Condition Indicator	
Year	**Overall**	**Critical**
2005	87.6	77.4
2006	88.4	78.2
2007	89.3	79.4
2008	89.7	81.2
2009	89.5	81.9
2010	89.5	82.4

Of the 715 bridges in the county, four currently require strengthening – two on the A road network in Bassetlaw; and two on the C and unclassified network in Newark & Sherwood. A further 17

bridges require upgrading (for example, parapet replacement, protection and improvement work); and a further 22 require waterproofing or re-waterproofing.

Table 85: Bridge repairs required in Nottinghamshire

	No. of bridges requiring strengthening			No. of bridges requiring upgrading			No. of bridges requiring waterproofing/ re-waterproofing		
Area	A roads	B roads	C and Unclassified roads	A roads	B roads	C and Unclassified roads	A roads	B roads	C and Unclassified roads
Ashfield	0	0	0	0	0	0	0	0	1
Bassetlaw	2	0	0	1	2	1	5	1	2
Broxtowe	0	0	0	0	0	1	0	0	0
Gedling	0	0	0	0	0	1	0	0	1
Mansfield	0	0	0	0	0	0	0	0	0
Newark & Sherwood	0	0	2	0	2	5	1	2	7
Rushcliffe	0	0	0	0	0	4	0	0	2
County	2	0	2	1	4	12	6	3	13

There are fourteen significant steel bridges in the county (detailed below in table 86) as well as many bridges with steel components such as parapets. Such bridges require frequent painting and the painting schedules are also included in table 86.

Table 86: Significant steel bridges in Nottinghamshire

Road	Bridge name	Last painted	Due to be painted
B6044	Albert Bridge	2004	2011
U/C	West Stockwith Bridge	2002	2017
C7	Bridgegate Bridge, Retford	2004	2012
A6009	Portland Street Footbridge	2001	2016
A617	Dawn House School Footbridge	2000	2015
B6326	Newark Town Bridge	2007	2017
A38	Fulwood Bridge	2005	2015
A611	Annie Holgate Footbridge	2007	2017
A38	Calladine Lane Bridge	1999	2014
A619	Gallows Inn Bridge	2006	2013
B5010	Station Road Bridge	2006	2016
C165	Padge Bridge	2007	2017
A60	Trent Bridge (Contribution)	2002	2017
A6211	Lady Bay Bridge	2010	2012

Bridge strikes

There are a number of locations in the county where bridge strikes are known to have regularly occurred. Table 87 details the locations of these bridges.

Table 87: Locations in Nottinghamshire where bridges are known to regularly occur

Road No.	Structure Name	Owner	Last time struck
A620	Railway Bridge Welham Road - East of Retford	Network Rail	21/04/2010
A619	Chesterfield Road - Notts/Derby Border	Network Rail	22/06/2010
B6079	Retford Road Railway Bridge, Manton, Worksop	Network Rail	17/11/2009
C156	Woodend Railway Br Adj. to Canal Bridge, Rhodesia	Network Rail	?
A60	Mansfield Road, Spion Kop,Warsop	Network Rail	22/02/2010
A6075	Debdale Lane Railway Bridge, Mansfield	Network Rail	22/03/2010
C140	Sheepbridge Lane Railway Bridge	Network Rail	?
C145	Hermitage Lane Railway Bridge, Mansfield	Network Rail	?
U/C	Vale Road Railway Bridge, Mansfield Woodhouse	Network Rail	?
B6003	Stapleford Road Railway Bridge, Trowell	Network Rail	29/01/2010
A606	Tollerton Railway Bridge	Network Rail	?
C33	East Leake/Bunny Road Railway Bridge	GCR Ltd	?
C131	Main Street, Kingston Railway Bridge	Network Rail	16/05/2008

11.3.4 Traffic signals

There are a total of 197 signals with vehicle detection – MOVA, SCOOT or vehicle actuated – in the county as detailed below in table 88. Several of these traffic signals have facilities to help pedestrians cross at the signal, table 88 also details those signals with full, part or no pedestrian facilities.

Table 88: Traffic signals with vehicle detection

	Type of signal											
	MOVA				SCOOT				Vehicle actuated			
Area	Full	Part	None	Total	Full	Part	None	Total	Full	Part	None	Total
Ashfield	1	10	7	18	7	5	1	13	6	2	2	10
Bassetlaw	2	0	0	2	5	6	0	11	4	1	2	7
Broxtowe	1	4	3	8	1	7	1	9	0	3	0	3
Gedling	1	8	3	12	1	10	1	12	3	7	2	12
Mansfield	4	5	2	11	6	13	2	21	4	6	1	11
Newark & Sherwood	0	3	4	7	0	3	0	3	1	4	4	9
Rushcliffe	3	3	4	10	4	4	0	8	0	0	0	0
County	12	33	23	68	24	48	5	77	18	23	11	52

In addition to the traffic signals with vehicle detection there are also a number of traffic signals that have been installed to help different types of road user to cross roads as detailed in table 89 below. Pegasus crossings are installed to help horse riders cross roads; pelican and puffin crossings are installed to help pedestrians cross roads; and toucan crossings are installed to help both cyclists and pedestrians cross roads.

Table 89: Vulnerable road user traffic signal crossings

	Type of signal			
Area	Pegasus	Pelican	Puffin	Toucan
Ashfield	0	1	15	2
Bassetlaw	1	2	12	4
Broxtowe	1	0	22	9
Gedling	0	2	22	4
Mansfield	2	4	12	8
Newark & Sherwood	0	2	5	3
Rushcliffe	0	1	4	8
County	4	12	92	38