

Executive summary

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Appendices

Executive Summary

The 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.

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 indicative funding levels up to 31 March 2020/21 and this third Implementation Plan will cover the three year period 1 April 2018 to 31 March 2021. This Plan has been reviewed to take account of revisions to funding amounts and their associated work programmes, national and local strategies, as well as County Council priorities. 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
- it reflects County Council priorities at the time of review
- it reflects feasibility work undertaken to identify transport schemes that help deliver the 'Opportunity Area' growth corridors detailed in the Place Departmental Strategy
- programmes are based on up to date levels of funding available to the County Council.

Transport priorities

The Plan discusses the methods used to identify its priorities for transport improvements, including:

- **The ability to deliver national, regional and local strategies and objectives** – e.g. the Industrial Strategy, Midlands Engine for Growth, D2N2 Strategic Economic Plan, and County Council Plan 2017-2021
- **The ability to help drive and deliver growth in the county** – particularly to bring new jobs, better housing, better connectivity and more prosperity for Nottinghamshire residents and businesses in the 'Opportunity Area' growth corridors set out in the Place Departmental Strategy
- **Consultation** with local residents, County Council members, businesses, and district/parish councils
- **Technical analysis** to identify locations/areas with the greatest need for different types of improvements
- **Value for money assessments** of suggested improvements.

The Implementation Plan also details how the above have helped identify the following transport priorities for delivery during this Implementation Plan period:

- **Reducing traffic congestion on our roads** – particularly along and adjacent to the growth corridors to attract inward investment and support existing businesses to grow
- **Maintaining a good quality road network** – including prioritising funding for improvements on the unclassified road network
- **Improving the safety of our roads.**

The Plan also recognises the likely future influences on transport priorities (and opportunities) that may arise from sources such as:

- sub-national transport bodies – Midlands Connect and the Midlands Engine – and the opportunities these may offer to make critical investments in infrastructure to improve transport and digital connectivity, support skills, unlock housing and business growth, and drive civic renewal
- Major Road Network for England (MRN) to try and rebalance the disparity between the funding and planning of the strategic road network (major roads and motorways that are managed by Highways England) and local authority category A roads
- The development of technical analysis tools to assist with scheme identification.

Funding

Transport improvements are funded through capital investment along with revenue support and the Plan details the funding sources and amounts (where known) for transport improvements during the Plan period, including:

- Central government block funding capital allocations for integrated transport and highways maintenance
- Additional County Council capital and revenue allocations for integrated transport and highways maintenance
- The Local Growth Fund (LGF) distributed through Local Enterprise Partnerships (LEPs)
- Central government capital funding for specific programmes such as for low-emission transport
- Central government revenue funding for specific programmes such as the Access Fund programme
- Other external funding sources, such as Network Rail, Highways England and developer contributions.

In order to help deliver the local priorities the County Council plans to invest an additional £20m of County Capital funding in highways improvements during the period 2018/19 to 2021/22, predominantly to address the backlog of structural maintenance (£17m for the period 2018/19 to 2021/22) and help address local journey time delay (£2.4m for the period 2018/19 to 2021/22), with the remaining £0.6m being spent in 2018/19 on schemes to help overcome perceptions around local safety concerns.

The additional funding available for highway maintenance will primarily be used to deliver improvements to residential unclassified roads (including those roads prioritised by the local members) reducing the impacts that deteriorated highway conditions have on local communities. The funding will be concentrated on the roads we know are going to deteriorate in the next few years, making the 'right repair at the right time' with the use of surface dressing and micro-asphalt treatments where appropriate. The additional funding available for integrated transport in 2019/20 to 2021/22 will primarily be used to deliver improvements that help address local journey time delay on routes that are on, or adjacent to, the strategic growth corridors identified in the Place Departmental Strategy

The Plan also identifies potential funding sources that may be available during this Implementation Plan period; such as the Maintenance Challenge Fund, National Productivity Investment Fund, Housing Infrastructure Fund, funding associated with the Major Road Network for England, and the Transforming cities fund.

Partnership working

The County Council is committed to working in partnership both at an operational and strategic level. A large number of partnership arrangements are already in place but the Council will seek to develop and grow these partnership arrangements in order to improve outcomes for the residents of Nottinghamshire.

The operating model set out in the Place Departmental Strategy reflects the Council's ability as influencers, such as our role in the D2N2 Local Enterprise Partnership, Midlands Engine, Safer Nottinghamshire Partnership and with culture and tourism partners. Through these partnerships the Council can achieve a great deal by brokering opportunities, attracting or unlocking investment, or influencing how/where other organisations invest funding to help meet priorities in Nottinghamshire.

In addition to delivery partners VIA EM Limited and AECOM (through the Midlands Highways Alliance), 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, Midlands Service Improvements Group, etc.), the private sector (passenger transport operators, delivery groups etc.) and third sector/voluntary groups (interest groups, community groups etc.).

Maintenance and integrated transport highways improvements

The Plan details how transport improvements are identified and prioritised; and details the major highway schemes to be funded during this Implementation Plan period. The LGF funded transport schemes in Nottinghamshire prioritised for funding during this Implementation Plan period are:

- Gedling Access Road major transport scheme
- Completion of the cycle networks funded from the D2N2 Sustainable Transport programme and Nottingham Enterprise Zone sustainable transport package
- Midland Mainline Market Harborough rail speed improvements (whilst not specifically in Nottinghamshire it will deliver benefits for Nottinghamshire residents)
- Completion of the Newark Southern Link Road.

The Implementation Plan is underpinned by a programme of measures that is developed and reviewed annually. The annual highway programmes details the measures and schemes that will be implemented during any given financial year to provide transport improvements. 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 Communities & Place Committee. There is, however, a need to develop larger transport schemes and undertake advanced design of such schemes so that they are developed sufficiently to enable the Council to bid for funding to deliver value for money improvements as and when opportunities arise.

A number of major scheme priorities are therefore identified within the Implementation Plan for investment to help deliver the growth corridor 'Opportunity Areas' and further feasibility work will be undertaken on these where funding permits:

- Integrated programmes to address existing and forecast journey time delays along the A1/A46/A52 Highways England corridor
- Integrated programmes to address existing and forecast journey time delays along the A38/A617/A611 corridor – including Kelham bridge/bypass improvements
- Integrated programmes to address existing and forecast journey time delays along the A614/A6097 corridor – including Ollerton Roundabout improvements
- Transport links to the Toton HS2 hub (for all road users, including potential rail links to Mansfield and Ashfield) to maximise the economic opportunities HS2 will offer in the county
- Gedling Access Road
- Re-opening the Dukeries Rail to commercial rail services to extend the Robin Hood Line to Ollerton
- Provision of targeted bus/rail based 'park & ride' where feasible and they deliver value for money options to deliver journey time savings for all road users.

There is also a number of major transport improvements planned in Nottinghamshire on Highways England's network as detailed in the Road Investment Strategy (RIS). These include the development of the A46 Newark northern bypass scheme for delivery during the second RIS period (post 2020). The County Council will continue (in collaboration with partners) to press for the A46 Newark improvements to be included and delivered during the second RIS period.

Programme management

Detailed programme monitoring is undertaken (including progress, risk, current and anticipated spend on each project) on all highways schemes.

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.

Indicators

A strong set of monitoring measures and systems are essential to allow us to track and monitor the impact we are having against our priorities. Only by regular reporting and thorough evaluation can we understand where we are really making the difference we set out to achieve, and where we need to adapt, change or stop projects and services we're providing.

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.

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 third published version of the Implementation Plan and has been reviewed to take account of revisions to funding amounts and their associated work programmes, national and local strategies, 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 indicative funding levels up to 31 March 2020/21 and this third Implementation Plan will cover the three year period 1 April 2018 to 31 March 2021. 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
- it reflects County Council priorities at the time of review
- it reflects feasibility work undertaken to identify transport schemes that help deliver the 'Opportunity Area' growth corridors detailed in the Place Departmental Strategy
- 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 highway programmes details the measures and 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 Communities & Place Committee. Developing an annual integrated transport 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. There is, however, a need to develop larger transport schemes and undertake advanced design of such schemes so that they are developed sufficiently to enable the Council to bid for funding to deliver value for money improvements as and when opportunities arise. Development of a longer-term road 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.

The County Council's Implementation Plan considers 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 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 Transport priorities

The County Council uses a number of methods to identify its priorities for transport improvements which include:

- The ability to deliver national, regional and local strategies and objectives
- The ability to help deliver growth in the county
- Consultation with local residents, County Council members, businesses, and district/parish councils
- Technical analysis to identify locations/areas with the greatest need for different types of improvements
- Value for money assessments of suggested improvements.

The priorities set out in the County Council Plan 2017-2021 and Place Departmental Strategy, as well as regional and national strategies; and the results of consultation have identified the following transport priorities for delivery during this Implementation Plan period:

- Reducing traffic congestion on our roads
- Maintaining a good quality road network
- Improving the safety of our roads.

In order to help deliver these priorities the County Council plans to invest an additional £20m of County Capital funding in highways improvements during the period 2018/19 to 2021/22 (as detailed in section 3.2 below).

Reducing traffic congestion on our roads

Reducing traffic congestion on our roads is ranked the highest priority by residents in each of the seven districts in the county, as well as the highest priority for local businesses (as detailed in section 2.2 below).

Packages of integrated transport schemes will be developed to help reduce journey time delays, including:

- Targeted capacity improvements to reduce congestion (e.g. traffic signal and junction improvements) to help ensure we make the best use of our existing highway infrastructure
- Walking and cycling improvements to encourage people to make short journeys on foot or by bicycle instead of the car (e.g. footway improvements and new crossings)
- Provision of public transport services (bus and rail), as well as infrastructure improvements to make them more attractive options to existing and potential users and therefore to encourage people to make longer distance journeys by bus, train and tram (e.g. bus stop improvements to help people use buses and bus priority measures to make journey times more reliable)
- Effective traffic management, such as
 - managing disruption on the network caused by street works, incidents and other activities
 - managing on-street and off-street parking provision for all road users (including effective enforcement)
 - management of freight (e.g. HGV weight limits and HGV route signing)
- ‘Smarter choices’ measures (e.g. travel planning to make people more aware of their travel options to promote alternatives to single occupancy car journeys when possible; promotion of ‘smarter working’; and support for businesses developing travel plans).

The targeted locations for such schemes will be based on the traffic monitoring data collected across the county. £2.4m of the £20m additional of County Capital funding allocated to highways improvements over the next four years will be allocated to developing and delivering such programmes that assist in the delivery of the growth corridors identified through the Place Departmental Strategy (as detailed in section 2.1.2 below) to help drive the development of these ‘Opportunity Areas’ to bring new jobs, better housing, better connectivity and more prosperity for Nottinghamshire residents and businesses. £500,000 of the additional of County Capital funding has also been allocated in 2018/19 to deliver pedestrian crossings to encourage people to make more journeys on foot.

More detail on the integrated transport programme is included in section 7 below.

Maintaining a good quality road network

The importance of maintaining our highways assets is borne out by the number of requests the Council receives for such improvements; and the additional funding given to highway authorities by the DfT to repair potholes. The priority that the County Council places on maintaining its roads and other highway assets is demonstrated by the fact that it spends 82% of the discretionary capital transport funding (excluding major schemes) on planned structural maintenance across a range of highways assets. This commitment to improving the condition of the roads is further proven by the proposal that £17m of the £20m additional County Capital funding allocated to highway improvements over the next four years will be allocated to road maintenance. The additional funding will primarily be used to deliver improvements to residential unclassified roads (including those roads prioritised by the local members) reducing the impacts that deteriorated highway conditions have on local communities; based on a 'right repair at the right time' rather than 'worst first' approach to ensure the best value for money is secured from the investment.

The identification of maintenance schemes for delivery will be through a planned asset management approach, supplemented by suggestions from each County Council elected member as to the locations within their division that they think should be a priority for considering maintenance works

More detail on the maintenance programme is included in section 6 below.

Improving safety on our roads

The importance given to improving safety on our roads is demonstrated by the fact that over 20% of the funding allocated to integrated transport improvements by the County Council is spent on addressing real and perceived road safety concerns.

All of the work undertaken to reduce casualties in Nottinghamshire is evidence led. Following detailed analysis of casualty data, a countywide programme of casualty reduction schemes will be developed and delivered each year. The type of scheme implemented will depend on the location, the type of problems and most effective solutions identified. The approach that is to be used to reduce road traffic collisions and casualties in Nottinghamshire combines three key elements, which may be applied singly or in combination to address an identified road safety issue at a local, regional or national level, are:

- education
- enforcement, and
- engineering.

In addition to the extra £350,000 of County Capital allocated every year to deliver local safety schemes that address reported road traffic collisions resulting in injuries to road users, in 2018/19 £100,000 of additional County Capital has been allocated to help address local concerns about speeding. The additional £100,000 will deliver an enhanced programme of inter-active speed signs at locations across the county where vehicle speeds met the criteria for the provision of a sign to help overcome perceptions around safety concerns.

2.1 Key strategies and other influences on transport priorities

2.1.1 The Council Plan 2017-2021

In July 2017 the County Council approved the Council Plan 2017-2021, '*Your Nottinghamshire, Your Future*' which sets out the Council's priorities for the next four years.

The vision for Nottinghamshire is "*A county that is a great place to bring up a family, to fulfil ambition, to enjoy later life and to start and grow business*". Our Council Plan commitments describe the outcomes the Council wants to achieve over the coming years, and transport's role in the delivery of nine of the twelve commitments is shown below in table 1.

Table 1: Transport links to the delivery of the Council Plan 2017-21

| Council Plan 2017-21 | How transport improvements will help deliver success |
|---|--|
| <p>Priority: A great place to bring up your family</p> <p>Commitments: 1: Families prosper and achieve their potential 3: Children and young people go to good schools</p> <p>Success means:</p> <ul style="list-style-type: none"> • Young people will have improved physical and mental health • More families will be in work • Fewer young people are not in education, employment or training (NEET) | <ul style="list-style-type: none"> • Developing and delivering safe sustainable school transport options, including prioritised co-ordinated, safe transport networks that enable and encourage people to walk and cycle as part of their everyday lives; and delivering school passenger transport services • Developing and delivering prioritised transport networks for all road users that enable people to access jobs and training opportunities; as well as enabling families to access healthy leisure activities and enjoy healthy leisure time • Providing travel advice to school leavers and the unemployed, helping them broaden their travel horizons by making them more aware of their travel choices |
| <p>Priority: A great place to fulfil your ambition</p> <p>Commitments: 4: Nottinghamshire has a thriving jobs market 5: Nottinghamshire is a great place to live, work, visit and relax 6: People are healthier</p> <p>Success means:</p> <ul style="list-style-type: none"> • People live in communities supported by good housing and infrastructure • People can travel safely and quickly across urban and rural parts of the county • People look after and enjoy the local environment • Healthy life expectancy increases | <ul style="list-style-type: none"> • Developing and delivering prioritised co-ordinated, safe transport networks for all road users that enable people to access employment and training opportunities; as well as local shops, services and leisure activities • Ensuring that the existing highway networks and assets are maintained so that people can get to where they want to quickly and safely • Developing and delivering prioritised integrated highway programmes so that people can get to where they want to quickly and safely; especially in areas that are adjacent to the growth corridors identified in the Place Departmental Strategy, and where an air quality management area has been declared • Monitoring reported road traffic collisions resulting in injuries and delivering improvements at prioritised locations that have a pattern of treatable road traffic collisions • Developing and delivering prioritised leisure/tourist transport links (for all road users) to Nottinghamshire heritage sites to help develop and promote the local visitor economy and encourage healthy leisure activities • Make people more aware of the transport choices available to them • Developing and delivering prioritised co-ordinated, safe transport networks that enable and encourage people to walk and cycle as part of their everyday lives |
| <p>Priority: A greater place to enjoy your later life</p> <p>Commitments: 7: People live in vibrant and supportive communities 8: People live independently for as long as possible</p> <p>Success means:</p> <ul style="list-style-type: none"> • People will have the opportunity to live independently in their local community | <ul style="list-style-type: none"> • Developing and delivering prioritised co-ordinated, safe transport improvements that improve access to shops and services for all road users as part of wider town centre improvement schemes • Developing and delivering prioritised co-ordinated, safe transport networks for all road users that enable people to access services, facilities and leisure activities • Developing and delivering prioritised co-ordinated, safe transport networks that enable and encourage people to walk and cycle as part of their everyday lives |

| Council Plan 2017-21 | How transport improvements will help deliver success |
|--|---|
| <p>Priority: A great place to start and grow your business</p> <p>Commitments: 10: Nottinghamshire is a great place to invest and do business 11: Nottinghamshire is a well-connected County</p> <p>Success means:</p> <ul style="list-style-type: none"> Increased economic productivity across the county More visitors spending more money in our county Increased economic vibrancy and improved appearance of market towns Improved roads and transport infrastructure with better connectivity across the county and region | <ul style="list-style-type: none"> Continue to be an active and influential partner within the D2N2 Local Enterprise Partnership to secure investment in the county Work to maximise the economic impact of the Midlands Engine and Midlands Connect programmes on the county Developing and delivering prioritised co-ordinated, safe transport improvements that improve access for all road users as part of wider town centre improvements Developing and delivering prioritised co-ordinated, safe transport networks for all road users that enable people to access employment and training opportunities; as well as local shops, services and leisure activities within Nottinghamshire, the region, and further afield Developing and delivering prioritised co-ordinated, safe transport improvements that improve access to shops and services for all road users as part of wider town centre improvement schemes Ensuring that the existing networks are highway networks and assets are maintained so that people can get to where they want to quickly and safely Developing and delivering prioritised integrated highway programmes that help attract inward investment and improve conditions for local businesses so that people, goods and services can get to where they want to quickly and safely; especially in areas that are adjacent to the growth corridors identified in the Place Departmental Strategy Developing and delivering prioritised leisure/tourist transport links (for all road users) to Nottinghamshire heritage sites to help develop and promote the local visitor economy and encourage healthy leisure activities Working with partners to maximise the economic benefits and opportunities of HS2 in the county for all Nottinghamshire residents; and ensuring good access to the HS2 by all modes of transport |

2.1.2 Place Departmental Strategy

The Place Departmental Strategy is one of four strategies setting out how each department will support the delivery of the Council Plan 2017-2021; and each of the strategies outlines the priorities and activities that will be undertaken to help deliver the Plan; and the departmental strategies will be refreshed on an annual basis. The County Council's Policy Committee monitors the progress of the departmental strategies enabling County Council members to ensure that the Council Plan is implemented effectively. The Place Departmental Strategy highlights, with regards to transport, that to be successful it will need to deliver:

- desirable areas to live, work, study, invest and visit, with good housing choice, strong schools, quality healthcare, a safe and attractive physical environment and inspiring cultural and leisure opportunities
- good connectivity, with the ability to move easily by car, bus, train, cycle or on foot between jobs, homes and local services, and where businesses can link with each other locally, nationally and internationally.

The Strategy recognises the need to increase productivity in the county and identifies that higher productivity will be driven by investment in infrastructure and skills; and highlights four commissioning programmes that will be undertaken to help increase productivity:

- Investing in place and community
- Investing in 'Opportunity Areas'
- Investing in economic and social regeneration
- Investing in skills and aspiration.

Investing in place and community

Investing in place and community focusses on protecting and enhancing the quality of life across Nottinghamshire. The key activities within this programme detailed in the Strategy in which transport will play a role are:

- Develop and deliver different transport solutions to improve transport accessibility, particularly in rural areas
- Develop a programme of events for residents and visitors – including those that promote healthy active lifestyles such as the Tour of Britain
- Develop a visitor economy strategy; and improve the visitor experience in Nottinghamshire – which will include improving sustainable access to, and between, visitor attractions to help enhance the visitor economy
- Invest in management of public rights of way, promoting the network and the associated health benefits.

Investing in ‘Opportunity Areas’

Maximising the impact of the significant opportunities for growth in the county is one of our greatest challenges and therefore the development of the Strategy has resulted in the identification of a number of ‘Opportunity Areas’ or growth corridors across the county (as shown in Figure 1 below on page 9). The County Council will drive the development of these growth corridors to bring new jobs, better housing, better connectivity and more prosperity for Nottinghamshire residents and businesses; and activities will be focussed on delivering these within the growth corridors to attract inward investment and support existing businesses to grow. As transport plays a significant role in facilitating this economic and housing growth, to help ensure that transport related activities are focussed (and to assist in securing future improvements) the Council has developed its Major Route Network for Nottinghamshire as part of the development of the Place Departmental Strategy (shown in Figure 1 below on page 9).

The Major Route Network (MRN) in Nottinghamshire connects the towns, jobs and services within the county, as well as connecting the county to the cities of Nottingham, Derby and Leicester, Sheffield and Doncaster, and the towns, jobs and amenities of neighbouring counties. The economic impact of connecting places like Mansfield, Newark, Retford and Worksop to each other and to other parts of the Midlands cannot be underestimated. Working with Midlands Connect and our partners in Transport for the East Midlands, we will continue to press Government to not only invest in the Strategic Route Network but also in key routes in the Nottinghamshire MRN linked to our growth corridors.

The key activities within this programme identified in the Strategy in which transport will play a role are:

- Build on our economic research with Nottingham Trent University Business School to shape and designate a series of ‘Opportunity Areas’ across the county
- Design a programme of development for County Council-owned land aligned to each ‘Opportunity Area’ and maximise external funding and investment
- Develop business cases to invest in and bring forward a network of new business parks across the County targeted at inward investment and growing regional businesses
- Drive the delivery of the HS2 Station at Toton including the Innovation Campus and the associated network of ‘garden villages’
- Play a leading role in the Midlands Engine and Midlands Connect
- Explore the economic potential of the circular economy in which we keep resources in use for as long as possible, extract the maximum value from them whilst in use, then recover and regenerate products and materials at the end of each service life
- Design a forward programme of schemes for transport and highways infrastructure, determined through the Major Route Network and review of major schemes requiring safeguarded routes
- Engage in an autonomous driving project.

The Strategy also specifically identifies the following major highways scheme priorities for investment to help deliver the growth corridor ‘Opportunity Areas’:

- Integrated programmes to address existing and forecast journey time delays along the A1/A46/A52 Highways England corridor
- Integrated programmes to address existing and forecast journey time delays along the A38/A617/A611 corridor – including Kelham bridge/bypass improvements
- Integrated programmes to address existing and forecast journey time delays along the A614/A6097 corridor – including Ollerton Roundabout improvements
- Transport links to the Toton HS2 hub (for all road users, including potential rail links to Mansfield and Ashfield)
- Gedling Access Road
- Re-opening the Dukeries Rail to commercial rail services to extend the Robin Hood Line to Ollerton
- Provision of targeted bus/rail based 'park & ride' where feasible and they deliver value for money options to deliver journey time savings for all road users.

In order to take advantage of current and future opportunities, and address ongoing and future challenges, there is a need to tackle underinvestment in the county. Evidence from the Treasury demonstrates how the East Midlands has been 'underfunded' in comparison with levels of Government investment in other parts of the country. In 2015/16 the East Midlands received the lowest level of Government expenditure on transport, rail and economic activities in the country. The East Midlands received a total of £8,237 per head in 2015/16, compared with £10,129 in London, £9,472 in the North East, and £8,750 in the West Midlands. An essential element of the investing in the growth corridor 'Opportunity Areas' programme will therefore be a campaign to build Nottinghamshire's profile nationally and internationally. This will involve developing a prospectus for Government investment in our growth corridors specifically for road and rail infrastructure alongside fixed and mobile connectivity, housing, employment, and skills.

Investing in economic and social regeneration

New thinking and interventions are required to support communities and businesses so that they become more resilient and prosperous. Key to achieving this will be a 're-imagining' of our town centres. Our market towns and town centres need investment to remain relevant as places in which people connect, enjoy leisure and employment. Our town centres need to not only meet the needs of local people, but also service the needs and demands of those who visit our county.

The Council wants to be leading the technology driven changes in transport and highways, not waiting for them to happen to us. In the short term, the Council will increase its investment in maintaining and improving the highway, as we prepare plans for longer-term innovations in technology to improve connectivity. The key activities within this programme identified in the Strategy in which transport will play a role are:

- Programme of town centre regeneration, using our assets to unlock opportunities (people and place) – including improvements to our transport networks to improve access to town centres and to reduce the impacts on business productivity of journey time delay
- Increase investment to ensure transport and highways are safe, reliable and sustainable to promote regeneration and meet resident expectations
- Support a safe and vibrant night-time economy – including the provision of safe reliable transport networks
- Bring forward new business and office accommodation through a network of business parks across the county – including the provision of transport networks that enable people to access them; and addressing local journey time delay to make them more attractive to businesses
- Explore, design and deliver new future-proofed models of public transport
- Work with Public Health on co-ordinated approaches to tackling substance misuse, homelessness and dependency through pathways to employment – including advice on travel choices to help broaden travel horizons.

Investing in skills and aspiration

People in good quality work enjoy better health and wellbeing and greater prosperity. As the economy continues to restructure, technology is driving change at speed, particularly in the workplace. Preparing the

workforce and giving them the skills for the labour market of the future is a challenge, but also an opportunity. The key activities within this programme identified in the Strategy in which transport will play a role are:

- Support people to acquire new skills to work in the future economy – including through the provision of transport networks that enable people to access employment and training opportunities; as well as making people aware of the travel choices available to them to access these opportunities.

2.1.3 D2N2 Strategic Economic Plan

The current D2N2 Strategic Economic Plan, published in 2014, sets a target to create 55,000 new private sector jobs by 2023, in response to the key challenge to ‘rebalance’ the local economy. Since then, the annual D2N2 State of the Economy reports have shown that whilst positive progress has been made towards that target productivity performance in D2N2 remains below the national average.

The D2N2 LEP is therefore in the process of refreshing its Strategic Economic Plan. To support the review the D2N2 LEP is currently gathering an evidence base on the local economy to inform the review and identify the challenges and opportunities facing businesses in the local economy.

Given that a large portion of government funding available for transport improvements is currently distributed through the LEP (see section 3 Funding below), any amendments to the priorities in the D2N2 Strategic Economic Plan may impact on future transport priorities. Therefore a review of the Council’s transport priorities may be required in light of any significant changes to ensure that they remain aligned with the D2N2 Strategic Economic Plan.

2.1.4 High-Speed Rail Phase 2 (HS2)

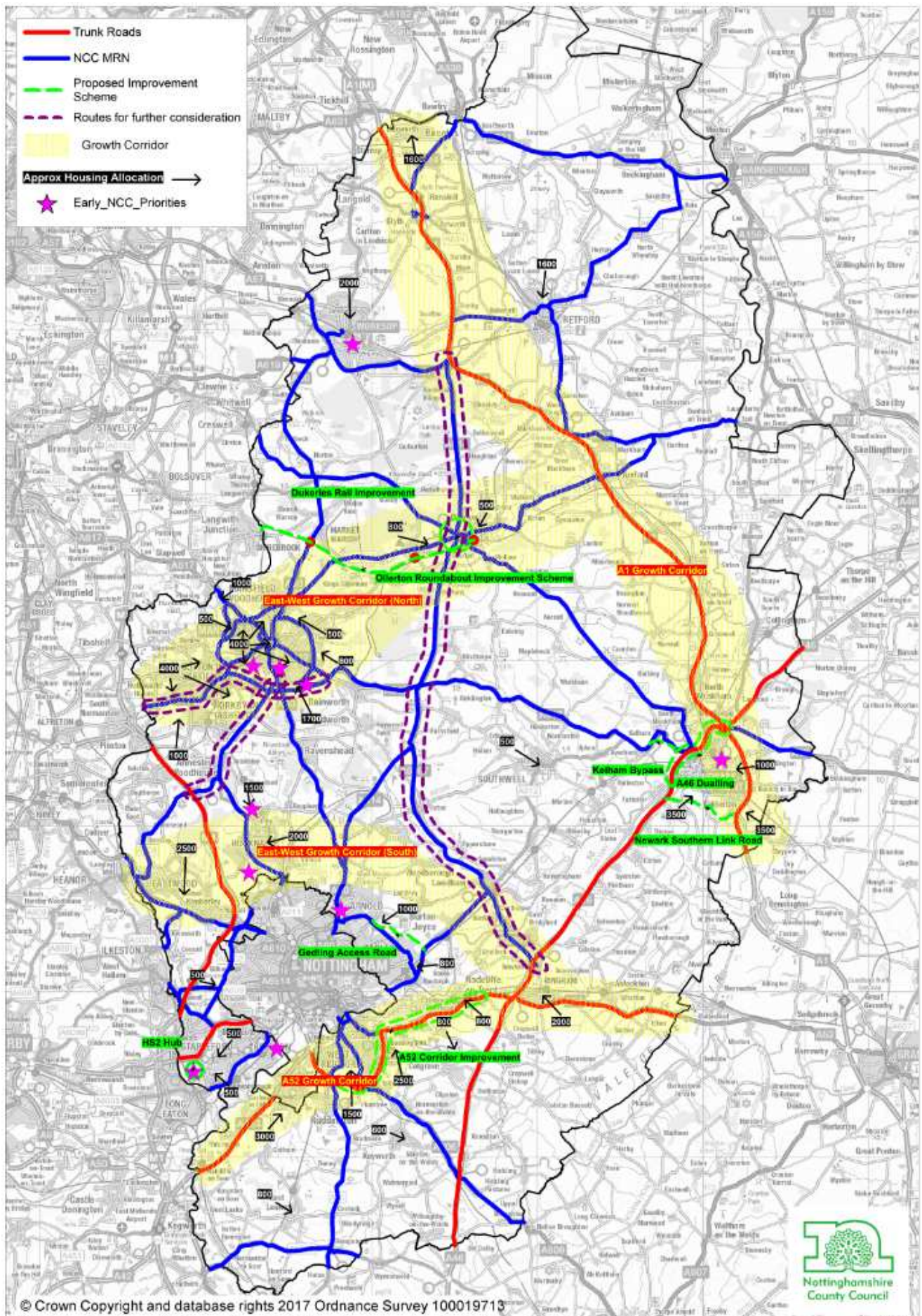
In July 2017, the Government confirmed the preferred route for HS2 in the East Midlands, through Nottinghamshire and Derbyshire and north to Leeds. With the line including plans for an East Midlands station at Toton, Nottinghamshire – set to be the network’s best connected point outside London with 22 trains per hour – this represents a significant opportunity in the county. Whilst the station is currently scheduled to open in 2033, the Midlands Engine has already set out proposals to partially open the station at Toton by 2030.

To help realise the maximum benefits to the region a HS2 Growth Strategy for the East Midlands has been developed by regional stakeholders. ‘People, place and connectivity’ are the focus of the HS2 Growth Strategy for the East Midlands and the Strategy sets out plans to drive long-term growth in the regional economy, equivalent to an additional 74,000 jobs and almost £4billion of GVA (Gross Value Added) by 2043.

The East Midlands Growth Zone at Toton in Nottinghamshire will have as its centre piece a new Innovation Campus to accommodate high growth businesses and university research. It is forecast that the Growth Zone has the capacity to create up to 11,500 highly skilled jobs and improved community facilities, which will be at the heart of a network of ‘garden village’ developments, including the nearby Chetwynd Barracks site.

Delivering this growth will be one of the county’s greatest challenges; and the County Council will play a leading role, working with neighbouring Councils, HS2 Ltd, the D2N2 LEP, local businesses, and residents to maximise the benefits HS2 can bring as a major catalyst for growth.

Figure 1: Proposed Nottinghamshire Major Road Network



2.1.5 Industrial Strategy

The Industrial Strategy sets out the government's plan to create an economy that boosts productivity and earning power throughout the UK. The Strategy identifies five foundations of productivity – the essential attributes of every successful economy. In addition to ideas, people, places and business environment, infrastructure is identified as one of the five foundations, and specifically a major upgrade to the UK's infrastructure.

Two areas specifically related to transport infrastructure that are highlighted in the Strategy are:

- The National Productivity Investment Fund will be extended to 2022/23 and increased from £23bn to £31bn, to support investments in transport, housing and digital infrastructure; with investment targeted at areas that can have the biggest impact on productivity (this includes £4.9bn for transport)
- Supporting electric vehicles through £400m charging infrastructure investment and an extra £100m to extend the plug-in car grant.

The Strategy recognises that well-targeted investment can drive economic development, particularly when implemented as part of a wider programme of interventions to address the unique circumstances of each area.

It states further that transport investment must seek to create a more reliable, less congested and better connected transport network; to build a stronger, more balanced economy by enhancing productivity and responding to local growth priorities; to enhance our global competitiveness by making the UK a more attractive place to trade and invest; and to support the creation of new housing.

The Strategy also places importance on developing local industrial strategy. The County Council's Place Departmental Strategy (as detailed above in section 2.1.2 of this document) has been developed so that it is aligned with the Industrial Strategy; for example, both the Industrial Strategy and Place Departmental Strategy recognise the important role that HS2 will play in helping to deliver all aspects of productivity growth (as detailed in section 2.1.4 of this document).

Similarly, any future strategy developed at a regional level (either D2N2 or through the Midlands Engine) will have regard for the Industrial Strategy.

2.1.6 Likely future influences on transport priorities

Sub-national transport bodies – Midlands Connect and the Midlands Engine

The Midlands Engine offers the opportunity to make critical investments in infrastructure to improve transport and digital connectivity, support skills, unlock housing and business growth, and drive civic renewal.

Nottinghamshire is competing on a global stage in a world that is changing rapidly, not just in terms of our trading relationships but also how we produce and consume goods and services. Through our prominent role in the Midlands Engine, Nottinghamshire can look further than the short term, towards the Britain of 2030 and beyond. By then autonomous vehicles, artificial intelligence-based manufacturing, and hyper-fast connectivity will be the norm and HS2 will have been delivered.

We support the Midlands Engine Vision for Growth and believe that a strong Midlands economy will grow the national economy, attract more investment and help to redress the 'North-South divide'. Midlands Engine partners are committed to collaboration to support local and national priorities in the Industrial Strategy. Across the Midlands, our ambition is to close the GVA gap to match or exceed the national average and add £54billion to the Midlands and UK economies by 2030.

The County Council will therefore work in partnership to influence Midlands Engine and Midlands Connect programmes to maximise their impacts to the benefit of the county.

Major Road Network for England

Following the publication of the report 'A Major Road Network for England' in October 2016 by the Rees Jeffreys Road Fund, government is proposing to develop a 'major road network' (MRN) for England in order to try and rebalance the disparity between the funding and planning of the strategic road network (major roads and motorways that are managed by Highways England) and local authority category A roads. The proposed MRN would see a share of the annual National Road Fund, funded by vehicle excise duty, given to local authorities to improve or replace the most important category A roads under their management.

In July 2017 the DfT published its 'Transport Investment Strategy – Moving Britain Ahead'. Within this document reference is made to a consultation for creating a 'major road network': a designated network reaching all parts of the country. It is intended that this will form a middle tier of the busiest and most economically important local authority category A roads, which will remain under local authority control but may have access to an allocation from the National Roads Fund through future competitive bidding rounds. Subsequently consultation on the 'Proposals for the Creation of a Major Road Network' was published by DfT on 23 December 2017; with the consultation ending on 19 March 2018.

The consultation sought views on the plans for defining the major road network, investment planning and the criteria for eligibility and assessment:

- Defining the network – It is proposed that current traffic data, qualitative criteria, and evidence from local and regional partners is used to define the MRN so that it is consistent across England. It is also proposed that the MRN is reviewed every five years
- Investment planning – It is proposed that local and regional bodies (such as sub-national strategic bodies or regional groups) work together to develop and prioritise packages of interventions for consideration
- Eligibility and investment assessment criteria – MRN funding should target significant interventions which offer value for money transformative solutions to the most economically important category A roads. Only MRN schemes costing between £20m and £100m, supported by a local contribution will be considered.

The Rees Jeffreys Road Fund report includes a number of potential criteria for the roads to be included in the MRN. In preparation for the DfT consultation Midlands Connect employed consultants to identify what it considers to be the MRN for the wider area; and consulted with the regional highway authorities as part of this process.

As part of the development of the Place Departmental Strategy the County Council also identified what it considers to be Nottinghamshire's MRN as well as corridors in the county for future growth. The MRN identified by the County Council (as detailed in Figure 1 above) includes roads that pass through the 'growth corridors' such as the A38/A617, as well as roads that link settlements and/or 'growth corridors', such as the A614.

It will be important to continue to work with the DfT and Midlands Connect to determine the Nottinghamshire MRN; and to maximise any potential future funding opportunities available to make improvements on the DfT's finalised 'Major Road Network for England' that lie within Nottinghamshire.

Technical analysis tools to assist with scheme identification

The DfT provides a number of technical tools to help authorities identify potential schemes. These tools can be used to help identify the locations for potential schemes, to prioritise schemes where there are a number of potential options, and to demonstrate value for money.

Many of these tools (such as those contained within WebTAG and the health appraisal tool [HEAT]) have been in use for a long time but the DfT is in the process of developing a number of additional tools, such as those being developed to assist authorities when developing Local Cycling and Walking Infrastructure Plans.

The County Council will investigate the use of any new tools and will use them where appropriate to help identify and prioritise highway schemes, as well as to demonstrate value for money to secure funding where

it is felt appropriate. It is important to note, however, that in doing so it is likely that these will influence where schemes will be delivered in the future.

2.2 Consultation with local residents and businesses

The County Council undertakes periodic surveys with the public and local businesses to determine what they think should be the Council's transport priorities. These surveys are then used to help inform transport strategy, as well as the programmes of work funded to deliver that strategy. The most recent surveys were undertaken in 2015 in the Nottingham conurbation (as part of the Big Idea Survey); and in 2016 in the North Nottinghamshire area.

The surveys undertaken with a sample of county residents were carried out 'face to face' in the district/town centres and in Nottingham City Centre; whilst the surveys undertaken with a sample of local businesses from each of the districts were carried out on the telephone. The surveys include a number of questions about how people currently travel, how they would like to travel in the future, and which out of the following are their first, second and third transport priorities:

- Improving cycling and walking routes (*only an option on the North Nottinghamshire survey*)
- Improving the safety of our roads
- Improving the information on local transport options
- Maintaining a good quality road network
- Making it easy for people to get around using a range of transport modes
- Making journey times more reliable by all means of transport
- Reducing air pollution caused by local traffic
- Reducing traffic congestion on our roads
- Staying healthy through physical activity.

The tables below detail what the residents in each of the seven districts and the Nottinghamshire local businesses which took part in the surveys considered to be their transport priorities. Reducing traffic congestion was the highest priority for residents in each of the districts. Similarly, reducing traffic congestion was the highest priority for Nottinghamshire businesses. These results are consistent with surveys undertaken in 2010 as part of the development of the LTP.

As both the local residents and businesses consider reducing congestion the highest priority, and because such measures help deliver a number of national, regional and Nottinghamshire objectives relating to the economy, health and the environment, a programme of measures developed to address congestion and its impacts on local communities will be a priority for the integrated transport block. These measures include:

- cycling and walking infrastructure improvements to enable people to make short journeys on foot or bicycle instead of by car (e.g. new crossings, footways and cycleways)
- passenger transport infrastructure improvements to encourage people to make longer distance journeys by bus, train and tram (e.g. bus stop improvements to help people use buses and bus priority measures to make journey times more reliable)
- junction capacity improvements (e.g. traffic signal upgrades) to help ensure we make the best use of our existing highway infrastructure
- targeted personal travel planning to encourage more people to make more journeys on foot, bicycle and/or passenger transport where they are able to do so
- feasibility studies on specific corridors (particularly the 'growth corridors' identified in the Place Departmental Strategy).

Table 2: Nottinghamshire businesses and residents' transport priorities

| Area | 1 st priority | 2 nd priority | 3 rd priority |
|-----------------------------|--|--|---|
| Nottinghamshire businesses | <ul style="list-style-type: none"> Reducing traffic congestion on our roads | <ul style="list-style-type: none"> Improving the safety of our roads | <ul style="list-style-type: none"> Maintaining a good quality road network |
| Ashfield residents | <ul style="list-style-type: none"> Reducing traffic congestion on our roads | <ul style="list-style-type: none"> Maintaining a good quality road network | <ul style="list-style-type: none"> Improving the safety of our roads |
| Bassetlaw residents | <ul style="list-style-type: none"> Reducing traffic congestion on our roads | <ul style="list-style-type: none"> Maintaining a good quality road network | <ul style="list-style-type: none"> Improving walking and cycling routes |
| Broxtowe residents | <ul style="list-style-type: none"> Reducing traffic congestion on our roads | <ul style="list-style-type: none"> Making journey times more reliable by all means of transport | <ul style="list-style-type: none"> Improving the safety of our roads; and Maintaining a good quality road network |
| Gedling residents | <ul style="list-style-type: none"> Reducing traffic congestion on our roads | <ul style="list-style-type: none"> Making it easy for people to get around using a range of transport modes | <ul style="list-style-type: none"> Improving the safety of our roads |
| Mansfield residents | <ul style="list-style-type: none"> Reducing traffic congestion on our roads | <ul style="list-style-type: none"> Improving the safety of our roads | <ul style="list-style-type: none"> Maintaining a good quality road network |
| Newark & Sherwood residents | <ul style="list-style-type: none"> Reducing traffic congestion on our roads | <ul style="list-style-type: none"> Improving walking and cycling routes | <ul style="list-style-type: none"> Improving the safety of our roads |
| Rushcliffe residents | <ul style="list-style-type: none"> Reducing traffic congestion on our roads | <ul style="list-style-type: none"> Making it easy for people to get around using a range of transport modes | <ul style="list-style-type: none"> Improving the safety of our roads |

3 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 (such as repairing pothole damage).

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. This coupled with the reducing capital and revenue funding available from government for local authorities to deliver services, places great financial pressure on local authorities.

3.1 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 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 (which ended in 2015/16 and has been replaced by the Access Fund).

In March 2013 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 is 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, or in fact the D2N2 area.

Central government has confirmed indicative integrated transport and capital maintenance funding 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 2020/21. Further detail on the levels of funding allocated to Nottinghamshire for transport improvements is given in the relevant sections below.

3.2 Additional County Council capital and revenue funding

Recognising the importance of investment in transport improvements, the County Council has historically made additional contributions towards transport infrastructure. Having listened to local communities across the county, in order to help address local priorities (see section 2 above) £20m of additional funding has been allocated to highway improvements to predominantly address the backlog of structural maintenance (£17m for the period 2018/19 to 2021/22) and help address local journey time delay and local road safety concerns (£3m for the period 2018/19 to 2021/22).

The additional funding available for highway maintenance will primarily be used to deliver improvements to residential unclassified roads (including those roads prioritised by the local members) reducing the impacts that deteriorated highway conditions have on local communities. The funding will be concentrated on the roads we know are going to deteriorate in the next few years, making the 'right repair at the right time' with the use of surface dressing and micro-asphalt treatments where appropriate.

The additional funding available for integrated transport in 2019/20 to 2021/22 will primarily be used to deliver improvements that help address local journey time delay on routes that are on, or adjacent to, the strategic growth corridors identified in the Place Departmental Strategy (as shown in Figure 1 above). In 2018/19 the additional funding will be used to identify the locations and improvements where the funding should be spent in 2019/20 to 2021/22; and to deliver member requested schemes that help address local road safety concerns (e.g. an enhanced programme of interactive speed signs, and an enhanced programme of pedestrian crossings).

As well as additional County Capital, significant revenue funding is provided annually by the County Council for transport improvements. In 2018/19 the County Council has committed over £39m 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 grass cutting) and public transport (including concessionary fares, subsidised 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 – (that form part of larger strategies to help address congestion and access to jobs); 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.

3.3 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 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 be made to maximise programmes of work, continuing to look to secure additional funding for transport improvements from national, regional and local funding sources whenever opportunities arise to provide wider benefits for the residents of Nottinghamshire and added value for all parties. The Council will continue to actively pursue all other potential national, regional, and local funding sources to complement the County Council's investment in transport improvements (examples of which are detailed below).

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 continue to seek to maximise funding generated through working with partners such as district councils; Highways England and Homes England; health, safety, emergency services or education organisations; as well as private sector organisations; or the voluntary and third sector organisations, as opportunities arise.

3.4 Potential future funding sources

The County Council (working with relevant partners) will attempt to secure funding to deliver transport improvements for local residents and businesses whenever sources of funding become available. Detailed below are a number of potential funding sources that may be available during this Implementation Plan period.

Maintenance Challenge Fund

The Local Highways Maintenance Challenge Fund has historically been available to enable local highway authorities in England to bid for major maintenance projects that are otherwise difficult to fund through the normal 'needs based formula' funding they receive. In 2017/18 the County Council successfully secured £5m from this Fund to undertake major maintenance works as a whole route treatment along the A38/A617 Mansfield & Ashfield Regeneration Route, as detailed in the 13 September 2017 'Maintenance Challenge Fund and Safer Roads Fund Bids' Policy Committee report.

The DfT is yet to announce if any Local Highways Maintenance Challenge Fund funding will be available during 2018/19 or beyond but should funding become available the County Council will look to make an appropriate bid (based on the bidding timetable and guidelines/criteria for bids); although it is anticipated that any bid will once again focus on specific strategic roads in the county.

National Productivity Investment Fund

Whilst the National Productivity Investment Fund (NPIF) funding available for local roads schemes has been allocated for the period up to (and including 2019/20), government is yet to say if or when a further bidding round for 2020/21 will be announced but should funding become available the County Council will look to make an appropriate bid (based on the bidding timetable and guidelines/criteria for bids); although it is anticipated that any bid will once again focus on specific growth corridors in the county.

Housing Infrastructure Fund

The £2.3billion Housing Infrastructure Fund (HIF) offers funding to local authorities on a competitive basis for infrastructure to support up to 100,000 new homes. The fund is divided in two parts:

- a Marginal Viability Fund to provide the final or missing piece of infrastructure funding to get additional sites allocated or existing sites unblocked quickly
- a Forward Fund for a small number of strategic and high-impact infrastructure projects.

On 21 March 2018 government announced that a Forward Fund bid, led by Nottinghamshire County Council, submitted on behalf of the wider region (local authority partners and D2N2 LEP) is one of 45 areas shortlisted.

The Bid includes ambitious plans to unlock land for 17,000 homes in Nottinghamshire, Derbyshire and Derby – linked to new HS2 growth zones. If successful it could provide funding of up to £100m for new infrastructure that will support the two HS2 stations proposed for Derbyshire and Nottinghamshire; and a network of garden villages, which includes developments at Stanton and the Chetwynd Barracks site and innovation campus at Toton.

Further assessment of the bids will now take place, and a final decision on bids is expected in the autumn.

Major Road Network for England

As detailed above in section 2.1.6, DfT is currently consulting on a Major Road Network for England (MRN). The proposed MRN would see a share of the annual National Road Fund, funded by vehicle excise duty, given to local authorities to improve or replace the most important category A roads under their management.

The consultation suggests that any associated MRN funding should target significant interventions which offer value for money transformative solutions to the most economically important category A roads; and that only schemes costing between £20m and £100m, supported by a local contribution will be considered. Should funding become available the County Council will look to make an appropriate bid (based on the bidding timetable and guidelines/criteria for bids); although it is anticipated that any bid will once again focus on specific growth corridors in the county.

Transforming cities fund

As part of the Industrial Strategy, the Transforming Cities Fund will provide £1.7bn for projects that improve connectivity, reduce congestion and utilise new mobility services and technology. It will transform local productivity in city regions, for example, by linking the towns around our cities to city centres, and to each other. Half of this funding will be allocated through a competition for transport projects in cities, with the remainder allocated to the six combined authorities with elected metro mayors.

Whilst it is unlikely that the County Council will be able to directly apply for this funding it will investigate whether there is opportunity to work jointly with Nottingham City to apply for funding that will deliver improvements in the county.

4 Partnership working

The County Council is committed to working in partnership both at an operational and strategic level. A large number of partnership arrangements are already in place but the Council will seek to develop and grow these partnership arrangements in order to improve outcomes for the residents of Nottinghamshire.

The operating model set out in the Place Departmental Strategy reflects the Council's ability as influencers, such as our role in the D2N2 Local Enterprise Partnership, Midlands Engine, Safer Nottinghamshire Partnership and with culture and tourism partners. Through these partnerships the Council can achieve a great deal by brokering opportunities, attracting or unlocking investment, or influencing how/where other organisations invest funding to help meet priorities in Nottinghamshire.

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, Midlands Service Improvements Group, etc.), the private sector (passenger transport operators, delivery groups etc.) and third sector/voluntary groups (interest groups, community groups etc.).

4.1 Other public sector organisations

The County Council will continue to work with other local highway/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 LTP strategy document.

Similarly, the County Council works in partnership with district councils and Homes England on studies and the identification of schemes to help ensure that joint aspirations (e.g. those relating to economic and housing growth and environmental issues, etc.) are realised.

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 Highways England, HS2 Ltd and Network Rail; to contributing towards other district and parish council strategies and plans and ensuring consistency (such as consistency between the LTP 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 LTP evidence base) as well as at specific sites.

4.2 Alternative service delivery model – VIA East Midlands Limited

From July 2016 the County Council has established an alternative service delivery model for its highways design and delivery functions with a public sector partner, CORMAC – Cornwall Council's trading company. Nottinghamshire County Council retains a 49% shareholding in the joint venture trading company – which is called VIA East Midlands Limited – with a 50:50 profit share agreement with CORMAC. The Nottinghamshire company is a subsidiary of CORMAC but as CORMAC is 100% owned by Cornwall Council the new company is completely in public sector ownership.

The joint venture has been introduced because as highways budgets continue to fall, due to government grant cuts and the consequent Council savings required, a more commercial approach will enable additional income to be made through highways work secured from outside the County Council (e.g. by competing for contracts with other highways delivery companies). The alternative service delivery model should offer more security for design/delivery staff and will help deliver efficiency savings of approximately £1m per year from the highways revenue budget. Whilst the alternative service delivery model 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.

VIA East Midlands Limited retains a strong public sector ethos, and remains 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; and policies and priorities for that work are set by the Council's client function and

agreed through service level agreements approved, reviewed and monitored by Committee.

4.3 Midlands Highways Alliance (MHA)

The Midlands Highways Alliance (MHA) started in July 2007 as a Three Counties Alliance Partnership (3CAP) between 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 22 highway authorities (including 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. Nottinghamshire County Council has access to these frameworks which save the MHA members, on average, £4million per year.

4.4 Private sector organisations

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 local business clubs.

4.5 Third sector/voluntary organisations

The County Council will continue to work with various third sector and voluntary groups, on scheme identification and consultation, as well as the actual delivery of measures (such as transport interest groups, 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.

5 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 has been allocated through the Local Growth Fund (LGF) Deal managed by Local Enterprise Partnerships (LEPs). From 2015/16 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 LGF 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 beyond this date will be included as part of the Local Growth Deal).

Major transport schemes have historically been large transport schemes costing more than £5m. The D2N2 LEP has determined that from 2015/16 major transport schemes funded through the LGF Deal will be defined as schemes that cost at least £2.4m; and that a minimum local contribution of 20% of any scheme cost is required.

The three D2N2 LGF Deals announced to date confirm the LGF investment in the D2N2 area up to 2021, including for transport schemes. The 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 (subject to an approved business case); and detailed the additional transport schemes that would receive funding up to 2021. The third Growth Deals were announced in March 2017 and did not include any specific transport schemes.

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 which have recently been delivered, including:

- £1.8m LGF contribution towards the £2.8m A57/A60/B6024/St Anne's Drive, Worksop roundabout major transport scheme – This scheme, completed in 2017/18, involved 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
- £8.5m DfT contribution towards the £12.5m Hucknall Town Centre Improvement scheme – This scheme, completed in 2017/18, 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
- £2.05m LGF contribution towards Harworth access links – This scheme, completed in 2017/18, provided a number of junction improvements to provide access to proposed developments in Harworth and Bircotes to accelerate the delivery of jobs and housing in the area
- £7m LGF contribution towards the £20m-£30m scheme (to be delivered by the developer) Newark Southern Link Road – This enabled the developer to deliver the first phase of the road which provides access to the significant housing and employment development at Newark South. The funding is dependent on the developer delivering the remainder of the link road.

The LGF funded transport schemes in Nottinghamshire prioritised for funding during this Implementation Plan period are:

- Gedling Access Road major transport scheme
- Completion of the cycle networks funded from the D2N2 Sustainable Transport programme
- Completion of the Nottingham Enterprise Zone sustainable transport package which includes cycling improvements in Beeston
- Midland Mainline Market Harborough rail speed improvements (whilst not specifically in Nottinghamshire it will deliver benefits for Nottinghamshire residents).

County Capital (along with other funding such as sums secured from developers) is utilised to make the required local contributions to LGF and major transport schemes; and these contributions are detailed below where applicable.

5.1 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 £41m and a financial package has been assembled involving contributions from the County Council, the Homes England, Gedling Borough Council and prospective developers.

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. 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.

Subject to the completion of all necessary funding arrangements, planning approvals and statutory processes the construction of the new £40.9m road is planned to commence in winter 2018. It is currently anticipated that the GAR would be fully complete and open to traffic in 2020. The current funding allocations for this scheme are shown in the table below.

Table 3: Gedling Access Road funding profile

| | Funding contribution (£m) | | | | | TOTAL |
|------------------------------------|---------------------------|--------------|---------------|---------------|--------------|---------------|
| | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | |
| County Council | | 0.241 | 0.163 | 3.870 | 1.126 | 5.400 |
| D2N2 LEP LGF | | 0.500 | 5.400 | 4.900 | | 10.800 |
| Developer contributions/Gedling BC | | | 3.984 | 10.759 | 2.786 | 17.529 |
| Homes England | 0.138 | 0.206 | 4.144 | 2.058 | 0.624 | 7.170 |
| TOTAL | 0.138 | 0.947 | 13.691 | 21.587 | 4.536 | 40.899 |

5.2 D2N2 Sustainable Transport Programme

The D2N2 LEP allocated £5.8m for a Sustainable Transport Programme in the D2N2 area for schemes that enable proposed development in the area to occur (e.g. by improving access and reducing congestion). The County Council successfully secured £2.15m towards the delivery of cycle networks in four locations. The West Bridgford cycle network was delivered during 2016/17 and 2017/18; and the Mansfield and Newark on Trent cycle networks are underway and due to be completed by the end of the first quarter of 2018/19. Detailed design work on the Arnold/Carlton cycle network is underway with consultation on the proposals and the scheme is due to be constructed during 2018/19 utilising funding contributions from the D2N2 LEP (£440,000), County Council (up to £250k) and developer contributions for sustainable transport schemes (£110,000).

5.3 Enterprise Zone sustainable transport package

Nottingham City Council secured £6m for an Enterprise Zone sustainable transport package as part of the 2015/16 LGF Deal. The Enterprise Zone (which comprises of part of the Boots site plus the Beeston Business Park, the Nottingham Science Park and the MediPark site) is located partly in the city and partly in the county. Officers from the City and County councils have therefore worked in partnership to develop a package of improvements to help people access the Enterprise Zone. This has resulted in the development of £0.905m of cycle route improvements in the county to join-up with proposals in the city to deliver continuous cycle routes across the administrative boundaries to enable people to access the employment opportunities the Enterprise Zone will deliver. Whilst the County Council is overseeing the approval of the proposals to ensure they don't negatively impact on the highway it is not contributing financially to the scheme. The funding for the improvements in the county will be passed from Nottingham City directly to VIA to deliver the improvements. The construction of these improvements is underway and will continue into 2018/19.

5.4 Midland Mainline Market Harborough rail speed improvements

The Market Harborough line speed (and station) improvement scheme is a £54m infrastructure enhancement scheme. Network rail is funding the bulk of the scheme costs with £13m being contributed from three Local Enterprise Partnerships – D2N2 LEP (£5m), Sheffield City Region LEP (£5m) and Leicester/Leicestershire

(£3m). The scheme includes track realignment, signalling alterations, structures, earthworks and station improvements. The track realignment will deliver a straighter rail line to allow non-stopping trains to travel faster between London and Sheffield.

The scheme started in July 2017 and is due to be completed in September 2019.

5.5 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 2021. The majority of funding allocated to the D2N2 available through the LGF has also been allocated to individual schemes and therefore currently no additional major transport schemes will receive funding for delivery during this Implementation Plan period.

The County Council will use this opportunity to develop programmes of transport improvements to a state that they are ready to submit funding bids, as and when funding becomes available. The schemes will be prioritised based on their ability to deliver the transport priorities set out in section 2 above.

Given that available funding for such schemes is currently 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.

The Local Transport Plan Evidence Base will also be used to identify and prioritise potential future major schemes. The Evidence Base is currently 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.

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.

5.6 Future heavy rail infrastructure programme development and prioritisation of scheme 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 to highlight, justify, lobby, and secure funding for improvements on the following lines:

- Journey time and rolling stock improvements on the Nottingham to London line
- Journey time, capacity and rolling stock improvements on the Nottingham to Birmingham line
- Journey time, capacity and rolling stock improvements on the Nottingham to Manchester line
- Journey time, capacity, frequency and rolling stock improvements on the Nottingham to Leeds line
- Journey time and rolling stock improvements on the Nottingham to Worksop line
- Journey time and rolling stock improvements on the Nottingham to Lincoln line
- Journey time, peak time capacity (i.e. during holidays) and rolling stock improvements on the Nottingham to Skegness line
- Journey time, capacity and rolling stock improvements on the Nottingham to Norwich line
- Journey time and rolling stock improvements on the Newark and Retford to London line
- Journey time and rolling stock improvements on the Retford and Worksop to Sheffield line

- Reopening of the Dukeries Line to extend the Robin Hood Line to Ollerton
- Rail links to the HS2 Station at Toton (e.g. rail links to Ashfield/Mansfield utilising existing lines).

5.7 Highways England major transport schemes in Nottinghamshire

The Road Investment Strategy (RIS) sets out Government's long-term programme to deliver improvements to England's motorways and major roads which are managed by Highways England (the 'strategic road network'). RIS 1 was announced in December 2014 and outlines a multi-year investment plan (including over 100 major schemes funded by £15.2 billion of public money) for the period 2015/16 to 2019/20. RIS 1 included the following schemes in Nottinghamshire as well as those that link the county to the motorway network:

- Schemes that were already under construction when RIS 1 was published:
 - (i) A453 Widening – upgrade of the A453 between Nottingham and the M1, replacing rural sections with new dual carriageway, adding an extra lane in each direction to the urban sections and improving junctions along the route (which included a £20m financial contribution from the County Council)
 - (ii) M1 Junctions 28-31 – upgrading the M1 to Smart Motorway between junction 28 (Mansfield) and junction 31 (Sheffield). Together with existing improvements to the south, this creates a Smart Motorway link between Derby, Nottingham and Sheffield.
- Committed schemes (previously announced):
 - (i) M1 Junctions 24-25 – upgrading the M1 to Smart Motorway between junction 24 and junction 25 in the East Midlands.
- Newly announced committed schemes:
 - (i) M1 Junction 23A-24 – extends the previously announced M1 Smart Motorway junctions 24-25 improvement to junction 23A (East Midlands Airport).
- Schemes funded from other sources:
 - (i) M1 Junctions 24-24A improvement – as part of the transport mitigation measures associated with the new Roxhill rail freight interchange, developers are proposing to fund improvements to junctions 24 and 24A on the M1, including removal of the roundabout at junction 24A, a new direct southbound link from the A50 to the M1 and better links to junction 24.
- Schemes committed subject to securing other contributions (in this case developer contributions):
 - (i) A52 Nottingham junctions – a two phase package of measures to improve the junctions along the length of the A52 in Nottingham, including signalisation and junction reconstruction (some of which have already commenced).
- Schemes to be developed for next RIS period:
 - (i) A46 Newark northern bypass – widening of the A46 north of Newark to dual carriageway, raising the last section of the A46 between the A1 and M1 to Expressway standard. Improvement of the A46/A1 junction to allow for better traffic movement to Newark and Lincoln.

RIS 1 was the initial step in a long-term programme to improve these roads and work is now underway by the Department for Transport to develop the second RIS — known as RIS 2 — covering the second road period post 2020. RIS 2 is due to be published in 2019 following the analysis of the evidence base and consultation with stakeholders to identify the locations with the most severe issues and therefore where the need for improvements is the greatest. It is anticipated that consultation with stakeholders (such as local highway authorities) will be undertaken in early 2019. The County Council will use this process to (in collaboration with partners) to press for the A46 Newark improvements to be included in RIS 2.

6 Maintenance of highways assets

Highway maintenance funding is allocated from both capital and revenue sources. The Highways capital maintenance block accounts for over 80% of the discretionary capital transport funding (excluding major schemes) and is used primarily for structural renewal of highway assets (including roads, footways, bridges,

drainage and lighting) across the county. Revenue funded maintenance expenditure is mainly for reactive purposes and includes patching repairs along with permanent replacement. In addition to maintenance of road and footway surfacing, revenue funding is also used to pay for the cost of lighting (including energy), cyclical maintenance (such as cleaning drains and signs, and grass cutting), and vital winter services such as snow/ice clearance and salt spreading.

Planned, preventative maintenance, which involves patching repair and 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.

6.1 Maintenance 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 (utilising the Horizons Pavement Management software), 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 (HAMS).

In addition to the formal process of identifying schemes through a planned asset management approach to highway maintenance, each County Council member is asked to identify the locations within their division that they think should be a priority for considering maintenance works, and where possible these schemes are funded using the additional County Capital allocation.

Road maintenance is delivered through two programmes. The first programme consists of schemes that are primarily identified through asset management principles. The second programme, which started in 2017/18, consists of sites primarily on the unclassified road network which are funded through a combination of the additional County Capital maintenance allocations and the DfT Pothole Fund. This programme is known as the 'special patching and resurfacing scheme' programme (SPARS) where repairs are undertaken using mechanised means on the simpler sites. Where possible the members' requests are considered for inclusion in the SPARS programme should they meet the criteria.

Table 4 below details the types of measures that will be undertaken and how they will be prioritised during this Implementation Plan period. Table 5 in section 6.2.2 details the overall funding levels available for maintenance, whilst table 6 in section 6.2.2 and table 7 in section 6.3 detail the amounts of capital and revenue funding respectively allocated to the different types of measures.

Table 4: Types of maintenance measures to be delivered during the Plan period

| Type of measure | Location and prioritisation |
|--|---|
| Maintenance and management of highway assets This will likely include the following measures: <ul style="list-style-type: none"> • Develop and implement a targeted prioritised programme of road maintenance • Develop and implement a targeted prioritised programme of footway and cycleway maintenance • Develop and undertake a prioritised programme of upgrading (painting, waterproofing and re-waterproofing) bridges and structures • Develop a prioritised programme of works to reduce bridge strikes • Undertake a cleaning and replacement prioritised programme for street lighting, including energy savings programmes | Focused on locations identified as requiring maintenance of the highway asset. Schemes will be prioritised through: <ul style="list-style-type: none"> • Condition surveys, inspections and assessments • Highway asset management planning, i.e. the Highway Infrastructure Asset Management Plan (HIAMP) and highway asset management system • Flood risk assessments and mapping • County Council elected member priorities • Information from the public, interest groups and community representatives/groups. |

| Type of measure | Location and prioritisation |
|---|--|
| <ul style="list-style-type: none"> Undertake a prioritised replacement programme for below standard street lighting columns Develop and implement a targeted prioritised programme of signage replacement and cleaning Develop and implement a targeted prioritised programme of traffic signal, zebra crossing and pedestrian refuge upgrades and renewals Undertake assessments to identify flood risk areas and deliver prioritised improvements in line with flood risk management plans. | |
| <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 Highway 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. |

6.2 Capital funding for highways maintenance

6.2.1 Government funding for highways maintenance

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 incentive funding is 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.

The purpose of the incentive fund allocation is to ensure that highway authorities are using best practice in asset management. Individual authorities' allocations are based on the results of a questionnaire which demonstrates how the authority is using best practice and has to be submitted to DfT in January of each year. Local authorities score themselves against 22 questions, and place themselves into one of three bands on the basis of the available evidence. To achieve the highest band (band 3) an authority has to be at the top level for at least 18 of the 22 criteria. Whilst the DfT will not necessarily want to see the supporting evidence from every local highway authority and reserves the right to undertake sample audits, it is the responsibility of the County Council's Section 151 Officer to ensure that they are satisfied that the evidence is sufficient to sign-off the overall submission and total score. In 2018/19 Nottinghamshire has been assessed as being in 'band 3' (the highest band).

The Local Highways Maintenance Challenge Fund has historically been available to enable local highway authorities in England to bid for major maintenance projects that are otherwise difficult to fund through the normal 'needs based formula' funding they receive. In 2017/18 the County Council successfully secured £5m

from this Fund to undertake major maintenance works as a whole route treatment along the A38/A617 Mansfield & Ashfield Regeneration Route.

The DfT is yet to announce if any Local Highways Maintenance Challenge Fund funding will be available during 2018/19 or beyond; and if it is, what the funding criteria will be but should funding become available the County Council will look to make an appropriate bid (based on the bidding timetable and guidelines/criteria for bids).

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

- Roads
- Footways
- Cycleways
- Bridges and structures
- Traffic signals
- Traffic signs
- Safety fencing
- Structural drainage
- Flood alleviation
- Street lighting renewal and improvement

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

Whilst an indicative future maintenance programme is developed in line with good asset management principles, as the maintenance condition is routinely being reviewed through the planned inspection regime and the annual technical surveys, the final programme to be delivered in any given financial year is determined annually based on the results of the condition information; and table 6 below details how the capital funding elements of the maintenance funding will be spent in 2018/19.

The capital maintenance 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 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 2018/19 are detailed below in table 5.

6.2.2 County Council capital funding for maintenance of the highway assets

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 but the Council has announced that it will invest £20m of its County Capital in highways improvements over the next four years (2018/19 to 2021/22). £17m of this funding will be used to address the backlog of structural maintenance and it will primarily be used to deliver improvements to residential unclassified roads (including those roads prioritised by the local members) reducing the impacts that deteriorated highway conditions have on local communities. The funding will be concentrated on the roads we know are going to deteriorate in the next few years, making the 'right repair at the right time' with the use of surface dressing where appropriate.

The County Council also invests £1m of additional County Capital each year to help address the backlog of street lighting columns that need replacing.

Table 5: Nottinghamshire's maintenance allocation

| Type of allocation | Maintenance allocation (£m) | | |
|---|-----------------------------|------------|------------|
| | 2018/19 | 2019/20 | 2020/21 |
| National maintenance allocation | 725 | 725 | 725 |
| DfT formula based indicative capital maintenance allocation for Nottinghamshire | 12.006 | 12.006 | 12.006 |
| DfT Incentive Fund allocation | 2.501 | N/K | N/K |
| DfT Pothole Fund allocation | 1.234 | N/K | N/K |
| County capital flood alleviation and drainage | 1.081 | 0.900 | 0.900 |
| Energy savings street lighting (SALIX, ACE, LAEF) | 3.167 | 0 | 0 |
| Additional County Council capital funding (road maintenance) | 4.250 | 4.250 | 4.750 |
| Additional County Council capital funding (street lighting renewal) | 1.000 | 1.000 | 1.000 |
| County Council revenue funding | 18.388 | N/K | N/K |
| Total maintenance funding | 43.627 | N/K | N/K |

**DfT pothole allocation includes £815,446 additional pothole funding announced in Feb 2018 carried forward to 2018/19 and the 2018/19 DfT allocation of £419,000*

Table 6: Capital maintenance funding allocation

| Highway maintenance | Capital funding allocation 2018/19 (£m) |
|--|---|
| Bridges (including condition assessments) | 1.267 |
| Carriageway maintenance (A, B & C, Unclassified roads) | 8.059 |
| Surface dressing | 3.100 |
| Footway maintenance | 1.175 |
| Structural drainage | 0.500 |
| Flood alleviation (5year allocation including carry over from previous years) | 1.081 |
| Street lighting renewal and improvement | 1.000 |
| Street lighting energy saving (including Salix & ACE grant funding, and LAEF loan) | 3.167 |
| Traffic signal renewal | 0.320 |
| Safety fencing | 0.320 |
| Network structural patching | 1.000 |
| Capital maintenance | 20.989 |
| Additional County capital maintenance allocation | 4.250 |
| TOTAL | 25.239 |

**The DfT Pothole Funding is already included in the carriageway maintenance figure detailed in the table above.*

Similarly, the additional County capital maintenance allocation will be included in the carriageway maintenance sub-block allocation

6.2.3 Other sources of capital funding secured for maintenance of highways assets

Flood risk management

To maximise the £0.6m capital allocation for flood risk management applications for flood alleviation scheme funding are also made where modelling identifies that the funding may be accessible, and a number of successful match funding opportunities have been realised. These include £1.48m from Local Levy, £4.6m Flood Defence Grant In Aid (FDGID) plus district council and community contributions. Flood risk management schemes led by the County Council due to commence during this Implementation Plan period include the delivery of schemes in Southwell, Daybrook, Calverton, Egmont, Newthorpe, and Titchfield Park Brook, Hucknall. Schemes supported by the County Council but being progressed by the Environment Agency include schemes in Gunthorpe, Lowdham and Carlton on Trent.

The Southwell flood mitigation scheme and Natural Flood Management scheme is due to commence delivery in 2018/19, having received National Project Assurance Board sign off in January 2018, jointly securing £5.3m of investment from DEFRA. The scheme has a number of other funding partners including the Environment

Agency, Newark and Sherwood District Council, Southwell Town Council and community partners. The proposed scheme will benefit 240 properties and 60 businesses.

Nottinghamshire's Local Levy revenue contributions, to support the work of the Regional Flood and Coastal Committee (RFCC) to facilitate investment into mitigating surface water flooding, is subject to an annual review at the RFCC meeting in January each year (the County Council is represented at this meeting). This annual fund (approximately £262,500 in 2018/19) allows the County Council to bid for scheme contributions especially for smaller schemes that are subject to a lesser cost benefit requirement of 1:1 rather than the more substantial 8:1 requirement for significant schemes. This allows greater flexibility to finance schemes which protect smaller communities that would not otherwise be eligible.

6.3 Revenue funding for highways maintenance

The County Council through its Formula Spending Share (FSS) allocation has allocated over £18m of revenue funding towards maintaining its highway assets in 2018/19. 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 meets 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 £1.713m spent on gritting and salting helps to ensure the network is available and safe during extreme weather conditions. Table 7 below details the 2018/19 revenue funding allocations.

Table 7: Revenue maintenance funding allocations

| Highways maintenance | Revenue funding allocation 2018/19 (£m) |
|---|---|
| Bridges, culverts and boundaries | 0.160 |
| Carriageway patching | 1.988 |
| Drain cleaning | 1.861 |
| Environmental maintenance | 0.570 |
| Footway patching | 1.471 |
| Gritting and snow clearance | 1.713 |
| Other highway repairs (including repairs following accidents and vandalism) | 1.160 |
| Road lighting | 3.205 |
| Road studs, markings and signs | 0.309 |
| Technical surveys | 0.110 |
| Traffic signals | 1.150 |
| Verges, trees and hedges | 2.192 |
| TOTAL | 15.889 |

Energy savings programme

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 approved plans for changes to street lighting to reduce its current energy usage (thereby reducing expenditure and CO₂ emissions).

There are approximately 94,000 street lights in Nottinghamshire and prior to the introduction of the energy saving project the stock consisted of a 50/50 split between low-pressure sodium (SOX) and high-pressure sodium lanterns (SON). The SOX lanterns are the oldest and least efficient assets so these were highlighted to be replaced with LED alternatives.

The County Council has utilised Salix interest free loans to local authorities for energy saving projects and this was utilised to secure a 4-year spend to save programme of LED lantern upgrades on the network. To date the Council has replaced 37,500 SOX with LED which has resulted in the assets being more efficient to run and maintain. As part of the programme the remaining SON lanterns have also been replaced with new lamps and gear to improve efficiency and extend their lifecycle.

Conversion works are complete in Ashfield, Broxtowe, Rushcliffe, Gedling & Newark areas, and works are currently underway in Bassetlaw. The Mansfield area is programmed for LED upgrades in 2018/19, funding has been secured for 8,000 LEDs and these works are due to be complete by December 2018. It is, however, intended to extend these works and utilise currently available energy reduction funding streams to treat the remaining 5,500 lanterns in Mansfield so that all the stock in Mansfield will be addressed. These works will be combined with some column replacement works to improve the stock condition and limit risk of column failure. The extended works should be complete by the end of April 2019.

Since 2012 this programme has reduced annual consumption for street lighting by 12,000,000kwh and 11,000tonnes of carbon. Annual savings on the energy budget are approximately £1.5m per annum and cumulative savings since the beginning of the project are over £5m. These savings also incorporate inflation in energy costs; and growth on the inventory from new developments and inheritance of new equipment on the highway such as Section278/38, school flashing ambers signs and interactive signs.

7 Integrated transport improvements

Funding for local transport improvements is called the integrated transport block. The priorities set out in the County Council Plan 2017-2021 and Place Departmental Strategy, as well as regional and national strategies; and the results of consultation have identified the following transport priorities for delivery during this Implementation Plan period:

- Reducing traffic congestion on our roads
- Maintaining a good quality road network
- Improving the safety of our roads.

The Council also has an obligation to ensure that residents, wildlife, bio-diversity, and heritage assets are protected from pollutants caused by road traffic travelling on the roads that it manages. Therefore enhancing the environment is also considered in all programme and scheme development.

Packages of integrated transport schemes will therefore be developed to deliver these priorities.

7.1 Programme development

A balanced range of measures is developed annually that contribute to delivering the County Council Plan and other corporate strategies; national transport priorities; and the local transport goals and objectives in the LTP. 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 corporate 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 8 below. Table 8 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 stakeholder 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 highlighted the essential need for the County Council to develop and maintain clear strategies for its transport priorities so that they effectively deliver strategic aims. The County Council will therefore periodically review and update its transport strategies and policy, such as the Integrated Passenger Transport (which includes local bus and rail service provision, integrated ticketing etc.) and cycling strategies 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 will be reviewed in consultation with County Council members, stakeholder groups 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.

7.1.1 Value for money

Given that funding for integrated transport improvements has decreased over the last 10 years 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 LTP 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 partners, stakeholders and 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
- review the way that infrastructure schemes are identified, prioritised and delivered, and
- learn from mistakes and successes, building upon the experience of delivering similar schemes in the past.

Table 8: Types of integrated transport measures to be delivered during the Plan period

| Packages of schemes to reduce congestion on our roads | |
|--|--|
| 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 • Highway asset management systems • Information from the public, interest groups and community representatives/groups. |
| <p>Active travel (walking and cycling) improvements</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 • Better integration of the Rights of Way network into the wider highway network • Green infrastructure improvements. | <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 • 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>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. |

| | |
|---|---|
| <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 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>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. |
| <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. |

| | |
|---|---|
| <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>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 • Inclusion within town centre improvement schemes. |
| <p>Packages of schemes to improve road safety (both evidenced and perceived) on our roads</p> | |
| <p>Type of measure</p> | <p>Location and prioritisation</p> |
| <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. |

| Packages of schemes to enhance the environment | |
|--|---|
| Type of measure | Location and prioritisation |
| Environmental considerations This will likely include the following measures: <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. | 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. Schemes will be prioritised through: <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. |
| Low-carbon transport This will likely include the following measures: <ul style="list-style-type: none"> Promoting lower carbon transport choices Encouraging a transfer to lower carbon transport/fleets Education on lower carbon transport issues Consideration of conversion of passenger transport fleet. | Focusing on encouraging businesses and residents to transfer to low-emission vehicles. Schemes will be prioritised through: <ul style="list-style-type: none"> Air quality monitoring and assessment Carbon dioxide emissions. Ability to deliver a charging network across the D2N2 area |

7.2 Integrated transport capital funding

7.2.1 Government funding

Since 2015/16 government has top-sliced the integrated transport block funding and allocated the top-slice to the Local Growth Fund (LGF), meaning that from 2015/16 the funding allocated to highway authorities by DfT has reduced. The top-sliced funding is allocated to LEPs through their Local Growth Deals and the funding top-sliced from the four D2N2 highway authorities is not necessarily allocated to the D2N2 LEP; or to highways schemes.

The remaining 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. 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, along with the additional capital funding allocated to integrated transport improvements, are included in table 9 below.

7.2.2 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 below.

The County Council has allocated £3m of the £20m additional funding available for highway improvements over the period 2018/19 to 2021/22) to deliver integrated transport improvements across the county; this

equates to £0.75m per year during this four year period. As detailed above in section 2.2, surveys undertaken in Nottinghamshire show that both residents and local businesses in each of the seven districts consider the reduction of traffic congestion as their highest transport priority. Therefore the additional County Capital available for integrated transport improvements will be primarily be used to fund improvements that help address local journey time delay. In 2018/19 it is therefore proposed that £100,000 of the additional funding be allocated to develop a package of schemes to ease congestion in settlements adjacent to the growth corridors identified in the Place Departmental Strategy, reducing the impacts congestion has on local communities and the environment, as well as aiding productivity for local businesses. The additional integrated transport funding available in 2019/20 to 2021/22 will then be used to deliver the schemes identified through this preparatory work.

Whilst the preparatory work is being undertaken, the remaining £650,000 available in 2018/19 will be used as follows:

- £50,000 allocation to deliver signal improvements on the A38 to help improve journey time reliability
- £100,000 allocation towards an enhanced programme of interactive speed signs (including those that meet the speed but not the flow criterion so are not currently being prioritised for delivery) to address local concerns about the speed of traffic
- £500,000 allocation to deliver additional pedestrian crossings (including those that do not have sufficient numbers of pedestrians and/or traffic flow to currently be prioritised for inclusion in the integrated transport programme) to address local pedestrian safety concerns.

7.2.3 Local Growth Fund

The D2N2 LGF Deal announced in July 2014 included an allocation of £5.8m for a Sustainable Travel Programme in D2N2 starting in 2016/17 to deliver schemes that enable proposed development in the area to occur (e.g. by improving access and reducing congestion). The County Council successfully secured £2.15m of this funding towards the delivery of cycle networks in four locations. The West Bridgford cycle network was delivered during 2016/17 and 2017/18; and the Mansfield and Newark on Trent cycle networks are underway and due to be completed by the end of the first quarter of 2018/19. Detailed design work on the Arnold/Carlton cycle network is underway with its construction completed during 2018/19 utilising external funding contributions from the D2N2 LEP LGF (£440,000) and developer contributions for sustainable transport schemes (£110,000).

Nottingham City Council secured £6m for an Enterprise Zone sustainable transport package as part of the 2015/16 LGF Deal. The Enterprise Zone (which comprises of part of the Boots site plus the Beeston Business Park, the Nottingham Science Park and the MediPark site) is located partly in the city and partly in the county. Officers from the City and County councils have therefore worked in partnership to develop a package of improvements to help people access the Enterprise Zone. This has resulted in the development of £0.905m of cycle route improvements in the county to join-up with proposals in the city to deliver continuous cycle routes across the administrative boundaries to enable people to access the employment opportunities the Enterprise Zone will deliver. Whilst the County Council is overseeing the approval of the proposals to ensure they don't negatively impact on the highway the funding will be passed from Nottingham City directly to VIA to deliver the schemes. The construction of these improvements is underway and will be completed during 2018/19.

Each of the cycling schemes detailed above have been designed to ensure that they do not have a negative impact on vehicle capacity where the routes are providing on-road cycling facilities.

Table 9: Nottinghamshire's capital integrated transport funding allocations

| Type of allocation | Integrated transport capital funding allocation (£m) | | |
|--|--|--------------|--------------|
| | 2018/19 | 2019/20 | 2020/21 |
| DfT formula based integrated transport block | 3.916 | 3.916 | 3.916 |
| External contributions to cycling schemes | 0.550 | 0 | 0 |
| County Council capital funding for integrated transport | 1.250 | 1.250 | 1.250 |
| County Council capital funding for road safety | 0.350 | 0.350 | 0.350 |
| Contribution to enhanced rail services (Nottingham to Lincoln) | 0.050 | 0 | 0 |
| TOTAL | 6.116 | 5.516 | 5.516 |

A programme of integrated transport schemes is developed annually to reflect:

- corporate priorities and commitments (i.e. delivery of the County Council's vision and transport objectives as set out in the County Council Plan, departmental strategies, and the LTP)
- a balance of member, public and stakeholder requests and priorities
- evidence of need (including technical analysis)
- value for money (including the co-ordination of works, and
- the ability to draw in additional investment in Nottinghamshire through external funding sources.

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 (or longer) 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 it is not possible to guess where these priority locations will be two years in advance; and schemes required as part of new developments cannot 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); particularly developing larger transport schemes sufficiently to enable the Council to bid for funding to deliver value for money improvements as and when opportunities arise.

Table 10 below details how the capital funding elements of the integrated transport funding will be spent in 2018/19.

Table 10: Integrated transport capital funding allocations

| Integrated transport measures sub-block | Capital funding allocations 2018/19 (£m) |
|---|--|
| Access to local facilities (e.g. footway improvements and new crossings) | 1.800 |
| Bus improvements (e.g. bus stop infrastructure and bus stop clearways) | 0.416 |
| Capacity improvements (e.g. traffic signal and junction improvements to reduce congestion) | 0.450 |
| Match funding for predominantly externally funded cycling networks (as part of £2.15m LGF Sustainable Transport Programme) | 0.300 |
| Environmental weight limits (e.g. HGV weight limits and HGV route signing) | 0.075 |
| Traffic monitoring and advanced development and design of future schemes | 0.675 |
| Parking (e.g. review of parking in town centres, and delivery and review of new residents' parking schemes) | 0.075 |
| Rail improvements (e.g. small scale improvements to services and stations as well as feasibility studies on large scale improvements) | 0.055 |
| Safety improvements (e.g. local safety schemes and £100k for the provision of crossing facilities on routes to school) | 0.820 |
| Smarter choices (e.g. measures to help people access work by bus or walking and support for businesses developing travel plans) | 0.150 |
| Speed management (e.g. addressing local speed concerns, 20mph speed limits and interactive signs) | 0.350 |
| Integrated transport measures (including additional County Capital allocation) | 5.166 |
| External contributions to cycling schemes | 0.550 |
| Additional road safety | 0.350 |
| Nottingham to Newark rail service enhancements | 0.050 |
| TOTAL | 6.116 |

During 2018/19 the £750k of additional County Capital for integrated transport approved at March 2018 Communities & Place Committee has been allocated as follows:

- £500k included in the access to local facilities sub-block
- £50k included in the capacity improvements sub-block
- £100k included in the traffic monitoring and advanced development and design of future schemes sub-block
- £100k included in the speed management sub-block

7.2.4 Funding to help accelerate the delivery of low emission vehicles

Nottingham Go Ultra Low programme

The County Council (along with Nottingham and Derby City Councils) is a partner in the successful £6.1m Nottingham Go Ultra low City Bid to the Office of Low Emission Vehicles (OLEV) which aims to deliver a step-change in the number of ultra-low emission cars and vans. The objectives of the funding are to deliver significant air quality benefits, reduce carbon emissions and create ultra-low emission vehicle (i.e. electric vehicles) related growth opportunities for car manufacturing and businesses both locally and beyond. The successful Nottingham, Nottinghamshire, Derby Bid focuses on a number of work programmes (as detailed in the Nottingham Go Ultra low City Bid to the Office of Low Emission Vehicles (OLEV) Transport & Highways Committee reports of 8 October 2015 and 17 March 2017) which will be funded from the successful Bid funding allocation of £6.1m and there is currently no local funding commitment required. Whilst no funding amounts have been specifically allocated to schemes in Nottinghamshire it is intended that each of the programmes will be extended into the county whenever possible, particularly those relating to:

- Grants, loans and advice to support businesses to introduce low-emission vehicles and electric charging at workplaces;
- Expansion of the Council's electric vehicle fleet (e.g. pool cars and vans and associated charging facilities at County Council sites) should this be feasible;
- Expansion of the public electric vehicle charging infrastructure to create an area-wide network of charging infrastructure;
- Expansion of the existing car club into the county;

- A programme of targeted promotional events in areas where data highlights the residents and/or businesses are more likely to transfer to ULEVs.

Clean Bus Technology Fund grant

In February 2018 government announced that the County Council's bid for Clean Bus Technology Fund grant funding to help bus companies retrofit their fleets had been successful. The £1.373m of funding paid in 2017/18 will enable the companies that expressed an interest in the funding to retrofit 112 of their older vehicles that travel through the air quality management areas in the county to meet minimum emissions standards, and contribute to better air quality.

Nottingham City were also successful in securing funding to retrofit 171 vehicles in the Nottingham City Transport fleet, and many of which also pass through the county. The £2.7m awarded to the City Council will be paid over two years - £1.5m in 2017/18 and £1.197m in 2018/19.

7.3 Integrated transport 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. Table 11 below details the revenue funding allocations for programmes that support the integrated transport programmes of work and bus services.

Table 11: Revenue funding allocations that support the integrated transport programmes of work

| DfT Access Fund | Revenue funding allocation 2018/19 (£m) | Revenue funding allocation 2019/20 (£m) |
|--|--|--|
| Travel Choice programme – Mansfield and Newark | 0.377 | 0.377 |
| Personal Travel Planning with residents in Daybrook and West Bridgford | 0.072 | 0.075 |
| TOTAL | 0.449 | 0.452 |
| Road safety, traffic management and rights of way | Revenue funding allocation 2018/19 (£m) | Revenue funding allocation 2019/20 (£m) |
| County Council funding for road safety education | 0.100 | N/K |
| County Council funding for school crossing patrols | 0.515 | N/K |
| County Council funding for traffic control centre, parking and parking schemes/surveys | 0.960 | N/K |
| County Council funding for highways management | 0.202 | N/K |
| County Council funding for Rights of Way maintenance | 0.643 | N/K |
| TOTAL | 2.420 | N/K |
| Passenger transport | Revenue funding allocation 2018/19 (£m) | Revenue funding allocation 2019/20 (£m) |
| Concessionary fares | 11.150 | N/K |
| Local bus services | 4.020 | N/K |
| SEND/Home to school transport | 13.634 | N/K |
| Other non-staff running costs (e.g. bus stations and information facilities) | 4.709 | N/K |
| TOTAL | 33.513 | N/K |

7.3.1 DfT Access Fund

The County Council has secured funding from the DfT for Access Fund to deliver coordinated large-scale personal travel planning (PTP) work during 2018/19 and 2019/20 in:

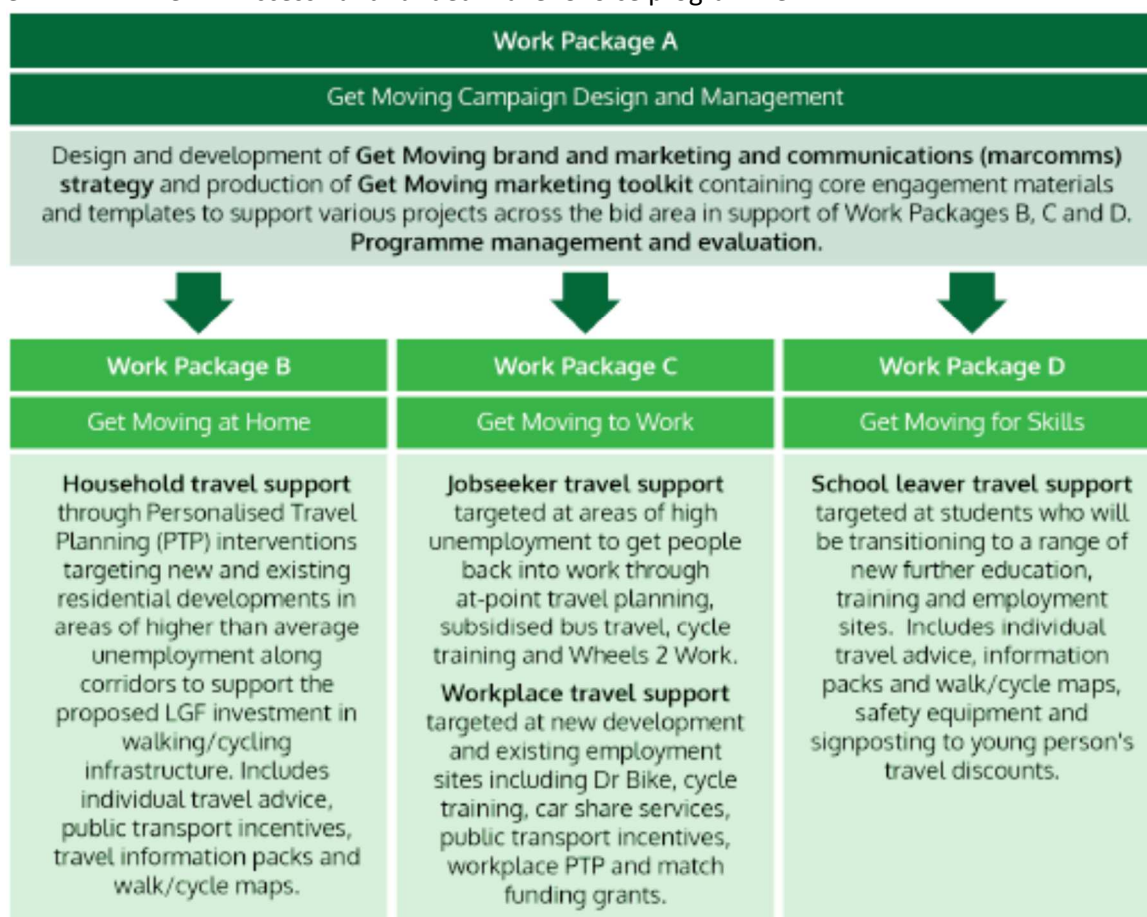
- Mansfield and Newark on Trent to support the planned housing/employment growth and the recent/planned Local Growth Fund infrastructure improvements in these areas; and
- Daybrook and West Bridgford to help address air quality issues.

The successful bids mean that funding for the proposed travel planning work will be available in. The Council has secured the following funding from the DfT:

- £845,000 to develop a marketing and communications strategy and materials; and undertake personal travel planning work with businesses, jobseekers, residents and school leavers in Mansfield and Newark on Trent (as detailed in Figure 2 below)
- £150,000 to undertake personalised travel planning with residents in Daybrook (during 2019/20) and West Bridgford (2018/19) to further address air quality issues in these two areas.

The small-scale targeted PTP programmes delivered in the county to date (and the successful results of these programmes) were used as evidence of the effective delivery of PTP programmes in the county in both of the Access Fund bids. The Access Fund revenue funding will, however, help deliver PTP programmes in these four areas on a much larger and co-ordinated scale.

Figure 2: The DfT Access Fund funded Travel Choice programme



7.3.2 Road safety revenue funding

The County Council spends additional funding from its own revenue allocation 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 help 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.

7.3.3 Traffic management and on-street parking revenue funding

This element of the revenue budget consists of the County Council's contribution to the joint operation (with Nottingham City Council) of the Traffic Control Centre 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.

7.3.4 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, passenger transport's role in delivering wider strategies relating to helping people access jobs and services, and addressing local congestion would not be achievable.

The County Council provides significant funding to support non-commercial services, particularly in rural and 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.

8 Programme management

The County Council has developed its own bespoke database to monitor progress for all highways 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 in client/contractor meetings between the County Council and its delivery partners (e.g. VIA East Midlands and AECOM), internally by management to monitor expenditure on a monthly basis, and also to inform separate officer meetings on individual 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.

8.1 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 shown in figure 2 below.

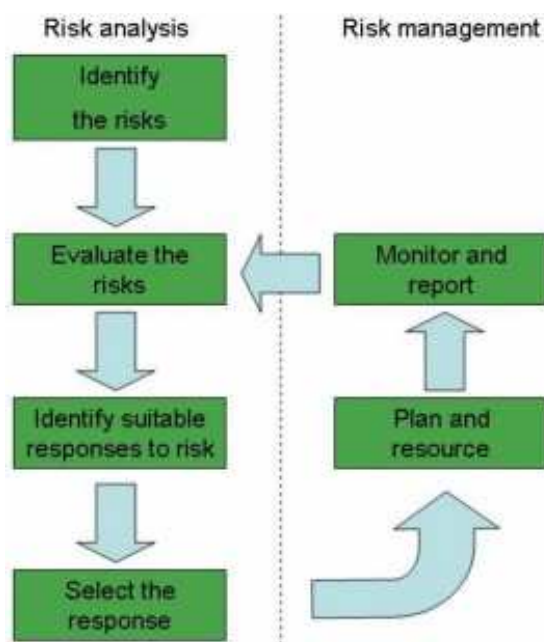
A risk log is created for each risk which is then scored based on its potential impact and likelihood of occurrence. Any risks above the 'risk tolerance' are subject to a risk action plan. The risk action plan identifies suitable responses to the risk and selects the most appropriate response after considering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

Figure 2: Risk management cycle shown



9 Indicators

A strong set of monitoring measures and systems are essential to allow us to track and monitor the impact we are having against our priorities. Only by regular reporting and thorough evaluation can we understand where we are really making the difference we set out to achieve, and where we need to adapt, change or stop projects and services we're providing.

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 12 below may be adopted at a later date.

Nottinghamshire Local Transport Plan Implementation Plan 2018/19-2020/21

Table 12: Indicators to be monitored during this Implementation Plan period

| Theme | Reference | Key outcome indicators | Reference | Intermediate outcome indicators | Reference | Contributory output indicators |
|---|-----------|--|-----------|---|-----------|--|
| Economy – reducing congestion | 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 nottinghamshare |
| | 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 – highway maintenance | RDC0120 | Principal (A) roads where maintenance should be considered | LTP11 | Footways where maintenance should be considered | | |
| | RDC0120 | Non-principal classified (B & C) roads where maintenance should be considered | LTP12 | Condition of bridges and other structures | | |
| | RDC0130 | Unclassified roads where maintenance should be considered | | | | |
| 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 (AQMA) on County Council managed roads | LTP14 | Particulate levels in air quality management areas (AQMA) | | |
| | 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 A – 2018/19 annual programmes of highways schemes: A1 – Integrated transport programme; A2 – Capital maintenance programme; A3 – Traffic management revenue programme; A4 – Road safety education, training and publicity programme
- Appendix B – Major (B1) and significant (B2) transport schemes that have, or may require safeguarded routes

Appendix A1 - 2018/19 Integrated transport programme

| Sub-block/scheme | District | Scheme budget (£000) |
|---|---------------------|----------------------|
| Access to local facilities | | |
| Goosemoor bridge, Ordsall - new footbridge (carry over from 2017/18) | Bassetlaw | £200k-£250k |
| Retford footpath 12 & 74 [contribution] | Bassetlaw | £10k-£25k |
| Welbeck Byway 12 | Bassetlaw | £10k-£25k |
| Wharf Road, Retford - puffin crossing (carry over from 2017/18) | Bassetlaw | £100k-£150k |
| Rights of Way signing improvements | Countywide | ≤£10k |
| Rights of Way upgrades | Countywide | £10k-£25k |
| Main Road/Water Lane junction, Radcliffe on Trent - dropped kerbs/tactile paving (<i>scheme should be completed during 2017/18</i>) | Rushcliffe | ≤£10k |
| Wilford Lane, West Bridgford - upgrade to traffic signals at NET stop | Rushcliffe | £25k-£50k |
| <u><i>Schemes added to programme since draft approval</i></u> | | |
| Robin Bailey Way, Hucknall - dropped kerbs | Ashfield | ≤£10k |
| Bean Avenue & Conrad Close, Worksop - dropped kerbs [Member request] | Bassetlaw | ≤£10k |
| Eastgate, Normanton on Trent - dropped kerbs | Bassetlaw | ≤£10k |
| Leeds Road, Shireoaks - dropped kerbs | Bassetlaw | ≤£10k |
| Albert Street & Grange View, Eastwood - dropped kerbs | Broxtowe | ≤£10k |
| Charlotte Grove, Heather Rise & Nicholas Road, Beeston - dropped kerbs [Member request] | Broxtowe | ≤£10k |
| Chilwell High Road, Beeston - dropped kerbs | Broxtowe | ≤£10k |
| Ludlow Close, Markham Road & Simons Court, Beeston - dropped kerbs [Member request] | Broxtowe | ≤£10k |
| Station Road, Kimberley - dropped kerbs | Broxtowe | ≤£10k |
| Blidworth Way, Papplewick - dropped kerbs | Gedling | ≤£10k |
| Brentcliffe Avenue, Carlton - tactile paving/dropped crossing [Member request] | Gedling | ≤£10k |
| Red Hill Lodge Drive & Thornton Avenue, Arnold - dropped kerbs | Gedling | ≤£10k |
| Barton Court, Mansfield - dropped kerbs | Mansfield | ≤£10k |
| Dunoon Road, Mansfield - dropped kerbs | Mansfield | ≤£10k |
| Netherfield Lane, Church Warsop - dropped kerbs | Mansfield | ≤£10k |
| Hawton Lane, Newark - upgrade to pedestrian crossing facilities | Newark and Sherwood | ≤£10k |
| Ambleside, Gamston - pedestrian guardrail [Member request] | Rushcliffe | ≤£10k |
| Brewsters Court, Bingham - dropped kerbs | Rushcliffe | ≤£10k |
| Cropwell Road, Radcliffe on Trent - dropped kerbs | Rushcliffe | ≤£10k |
| <i>Schemes to be funded from additional County capital funding:</i> | | |
| Main Road, Jacksdale - zebra crossing <i>subject to feasibility study</i> | Ashfield | £25k-£50k |
| Kilton Hill, Worksop - conversion of zebra to puffin crossing [Member request] | Bassetlaw | £25k-£50k |
| A6075 Newark Road, Tuxford - zebra crossing [Members request] | Bassetlaw | £25k-£50k |
| <i>Reserve schemes - Further feasibility work is required before a decision on whether the following member requests will be delivered as part of the 2018/19 programme:</i> | | |
| Church Street, Kirkby in Ashfield - pedestrian crossing [Member request] pending traffic/pedestrian surveys and feasibility study | Ashfield | |
| Cavendish Crescent/Burton Rise/Dabek Rise, Annesley Woodhouse - pedestrian crossing [Member request] pending traffic/pedestrian surveys and feasibility study | Ashfield | |
| Mansfield Road, Selston - pedestrian crossing [Member request] pending traffic/pedestrian surveys and feasibility study | Ashfield | |
| A57 Main Street/Dunham Road, Dunham on Trent - pedestrian crossing [Member request] pending traffic/pedestrian surveys and feasibility study | Bassetlaw | |
| Crossroads, North Leverton - pedestrian crossing [Member request] pending traffic/pedestrian surveys and feasibility study | Bassetlaw | |
| Meadow Road, Beeston Rylands pedestrian crossing [Member request] pending traffic/pedestrian surveys and feasibility study | Broxtowe | |
| Pasture Road/Church Street, Stapleford - pedestrian crossing [Member request] pending traffic/pedestrian surveys and feasibility study | Broxtowe | |
| Cross Street, Arnold - pedestrian crossing [Member request] pending traffic/pedestrian surveys and feasibility study | Gedling | |
| Black Scotch Lane - pedestrian crossing [Member request] pending traffic/pedestrian surveys and feasibility study | Mansfield | |
| Pleasley Hill, Pleasley - pedestrian crossing [Member request] pending traffic/pedestrian surveys and feasibility study | Mansfield | |
| Alford Road/ Valley Road, West Bridgford - zebra crossing [Member request] pending feasibility study | Rushcliffe | |

Appendix A1 - 2018/19 Integrated transport programme

| | | |
|--|--------------------------------------|---------------|
| <i>Access to local facilities (continued)</i> <u>Reserve schemes</u> Contribution to footpath upgrades identified through Miner to Major Landscape Partnership project <i>scheme dependent on securing Heritage Lottery Funding</i> A60 Turner Road/A60 Carlton Road/B6045 Blyth Road/B6045 Carlton Road, Worksop (Signalised junction) [Member request] <i>scheme dependent on securing developer contributions</i> | To be determined | £50k-£75k |
| | Bassetlaw | £150k-£200k |
| | Sub-block allocation | £1,300 |
| | Additional County Council allocation | £500 |
| | External funding | £50 |
| Sub-block total | | £1,850 |

| Sub-block/scheme | District | Scheme budget (£000) |
|---|---------------------|----------------------|
| Bus improvements | | |
| Ashfield bus stop clearway programme | Ashfield | ≤£10k |
| Dalestorth Road, Sutton in Ashfield - bus stop improvements | Ashfield | ≤£10k |
| Glenside, Kirkby in Ashfield - hotspot resolution | Ashfield | ≤£10k |
| Rowan Drive, Kirkby in Ashfield - hotspot resolution | Ashfield | ≤£10k |
| Bassetlaw bus stop clearway programme | Bassetlaw | ≤£10k |
| Carlton in Lindrick - hotspot resolution | Bassetlaw | ≤£10k |
| Broxtowe bus stop clearway programme | Broxtowe | £10k-£25k |
| Broxtowe bus stop infrastructure improvements on Rainbow 1 and Indigo routes | Broxtowe | £25k-£50k |
| Wentworth Drive (Inham Road), Chilwell - bus stop improvements | Broxtowe | ≤£10k |
| B684 Brookfield Garden Centre - new bus stops | Gedling | ≤£10k |
| Carlton Hill - bus stop clearways | Gedling | ≤£10k |
| Gedling bus stop clearway programme | Gedling | £10k-£25k |
| Gedling Country Park - bus stop improvements | Gedling | £10k-£25k |
| Gedling bus stop infrastructure improvements on NCT 25, 27, 44, 45, 79 & 87 routes | Gedling | £25k-£50k |
| Somersby Road, Woodthorpe - hotspot resolution | Gedling | ≤£10k |
| Big Barn Lane, Mansfield - bus stop relocation | Mansfield | ≤£10k |
| Leeming Street, Mansfield - improved bus lane signing | Mansfield | ≤£10k |
| Mansfield bus stop clearway programme | Mansfield | £10k-£25k |
| Mansfield bus stop infrastructure improvements on Pronto, Miller, 3s, 9s and 28 routes [Member request] | Mansfield | £25k-£50k |
| Newark and Sherwood bus stop clearway programme | Newark and Sherwood | £10k-£25k |
| Snowden Road/Windsor Close, Newark - hotspot resolution | Newark and Sherwood | ≤£10k |
| Ashworth Avenue/Packman Drive, Ruddington - hotspot resolution | Rushcliffe | ≤£10k |
| Lantern Lane, East Leake - hotspot resolution | Rushcliffe | ≤£10k |
| Leake Lane, Gotham - hotspot resolution | Rushcliffe | ≤£10k |
| Rushcliffe bus stop clearway programme | Rushcliffe | £10k-£25k |
| Rushcliffe bus stop infrastructure improvements on NCT Green line; and The Keyworth and The Cotgrave routes | Rushcliffe | £25k-£50k |
| Wellin Lane, Edwalton - turning circle infrastructure improvements | Rushcliffe | £10k-£25k |
| Wellin Lane/Alford Road, Edwalton - hotspot resolution | Rushcliffe | ≤£10k |
| Sub-block allocation | | £416 |
| External funding | | £70 |
| Sub-block total | | £416 |

Appendix A1 - 2018/19 Integrated transport programme

| Sub-block/scheme | District | Scheme budget (£000) |
|---|---------------------|----------------------|
| Capacity improvements | | |
| A610/Ikea roundabouts - signing improvements (carry over from 2017/18) | Broxtowe | ≤£10k |
| A60 Nottingham Road/B6020 Kirkby Road/B6020 Main Road, Ravenshead - traffic signal improvements | Gedling | £75k-£100k |
| B6326 London Road/Bowbridge Road, Newark - traffic signal improvements | Newark and Sherwood | £100-£150k |
| <u><i>Schemes added to programme since draft approval</i></u> | | |
| A38 traffic signal improvements - installation of CCTV | Ashfield | £50k-£75k |
| <i>Junction protection schemes to help capacity and improve safety:</i> | | |
| Alfreton Road/Woodlands Way Sutton in Ashfield - junction protection [Member request] | Ashfield | ≤£10k |
| John Street/Mansfield Road, Sutton in Ashfield - junction protection [Member request] | Ashfield | ≤£10k |
| Pleasley Road/Mansfield Road, Sutton in Ashfield - junction protection [Member request] | Ashfield | ≤£10k |
| Sherwood Road/Kirkby Road, Sutton in Ashfield - junction protection [Member request] | Ashfield | ≤£10k |
| Garside Street/Priorswell Road, Worksop - junction protection [Member request] | Bassetlaw | ≤£10k |
| Plantation Hill/Kilton Hill, Worksop - junction protection [Member request] | Bassetlaw | ≤£10k |
| Shelley Street/Priorswell Road, Worksop - junction protection [Member request] | Bassetlaw | ≤£10k |
| Porchester Road, Porchester - junction protection scheme [Member request] | Gedling | ≤£10k |
| Westdale Lane West, Porchester Gardens - junction protection scheme [Member request] | Gedling | ≤£10k |
| Sub-block allocation | | £400 |
| Additional County Council allocation | | £50 |
| Sub-block total | | £450 |

| Sub-block/scheme | District | Scheme budget (£000) |
|---|-------------------|----------------------|
| Cycling and health | | |
| Arnold/Carlton strategic cycle route improvements (Local Growth Fund and match funding) | Gedling | >£250k |
| Mansfield strategic cycle route improvements (Local Growth Fund match funding) | Mansfield | >£250k |
| Newark strategic cycle route improvements (Local Growth Fund match funding) | Newark & Sherwood | >£250k |
| Sub-block allocation | | £300 |
| External funding | | £550 |
| Sub-block total | | £850 |

| Sub-block/scheme | District | Scheme budget (£000) |
|------------------------------------|-----------|----------------------|
| Environmental weight limits | | |
| Chatsworth Drive area, Mansfield | Mansfield | £10k-£25k |
| Sub-block allocation | | £75 |

Appendix A1 - 2018/19 Integrated transport programme

| Sub-block/scheme | District | Scheme budget (£000) |
|--|----------------------------|----------------------|
| Traffic monitoring and advanced development/design of future schemes | | |
| Scheme development and management | Countywide | £150k-£200k |
| Technical surveys | Countywide | £50k-£100k |
| Traffic monitoring | Countywide | £150k-£200k |
| Advanced design/feasibility of future schemes to help deliver (and mitigate) the proposed growth corridors - <i>whilst the available funding is still to be allocated and may be insufficient to look at all of the following schemes they will potentially include:</i> | Countywide | £150k-£200k |
| - A38/A611 corridor in Ashfield/Mansfield | Ashfield/Mansfield | £50k-£100k |
| - A60/A617 corridor in Mansfield/Ashfield [Member request] | Ashfield/Mansfield | £50k-£100k |
| - Worksop town centre improvements in Bassetlaw | Bassetlaw | ≤£10k |
| - HS2 related transport improvements in Broxtowe | Broxtowe | ≤£10k |
| - A6097/A614 corridor in Gedling/Newark & Sherwood | Gedling/ Newark & Sherwood | £25k-£50k |
| - Kelham Bridge/bypass in Newark & Sherwood | Newark & Sherwood | £25k-£50k |
| - Rempstone crossroads improvements in Rushcliffe [Member request] | Rushcliffe | £10k-£25k |
| Sub-block allocation | | £575 |
| Additional County Council allocation | | £100 |
| Sub-block total | | £675 |

| Sub-block/scheme | District | Scheme budget (£000) |
|---|---------------------|----------------------|
| Parking | | |
| Carlingford Road, Hucknall - residents' parking scheme | Ashfield | £10k-£25k |
| Thrumpton Lane/Whitehall Road, Retford - residents' parking scheme | Bassetlaw | ≤£10k |
| Currie Road/Newnham Road/Meyrick Road/Lovers Lane, Newark - residents' parking scheme | Newark and Sherwood | ≤£10k |
| Charles Street/Parkyns Street, Ruddington - residents' parking scheme | Rushcliffe | ≤£10k |
| West Bridgford strategic parking review (carry over from 2017/18) (Member request] | Rushcliffe | £10k-£25k |
| <u>Schemes added to programme since draft approval</u> | | |
| Queens Road North/Queens Square, Eastwood - residents' parking scheme | Broxtowe | ≤£10k |
| Sub-block allocation | | £75 |

| Sub-block/scheme | District | Scheme budget (£000) |
|---|------------|----------------------|
| Rail improvements | | |
| Contributions towards services/station upgrades/feasibility studies on large scale improvements | Countywide | £50k-£75k |
| Sub-block allocation | | £55 |

| Sub-block/scheme | District | Scheme budget (£000) |
|--|-----------|----------------------|
| Safety improvements | | |
| A611 Annesley Road Roundabout, Hucknall - signing and lining | Ashfield | £10k-£25k |
| A611 Derby Road, Kirkby in Ashfield - speed limit reduction | Ashfield | £10k-£25k |
| A617 MARR/Hamilton Road, Sutton-in-Ashfield - signals improvements | Ashfield | ≤£10k |
| Derbyshire Lane/Sandy Lane, Hucknall - signing and lining | Ashfield | ≤£10k |
| Forest Road/Skegby Road, Annesley - signing and lining | Ashfield | ≤£10k |
| Langton Hollow/Barrows Hill Lane, Selston - signing and lining | Ashfield | ≤£10k |
| Portland Road, Hucknall - signing and lining | Ashfield | ≤£10k |
| Tilford Road/Fraser Street, Newstead - signing and lining | Ashfield | ≤£10k |
| A161 Marsh Lane bend at railway overbridge Misterton -signing | Bassetlaw | ≤£10k |
| A57 Worksop bypass/Netherton Road roundabout -signing and lining | Bassetlaw | ≤£10k |
| A620 Babworth Rd/Ordsall Road, Retford - signing and lining | Bassetlaw | ≤£10k |
| A634 Safety Improvements - Contribution | Bassetlaw | £50k-£75k |

Appendix A1 - 2018/19 Integrated transport programme

| | | |
|---|---------------------|---------------|
| <i>Safety improvements (continued)</i> | | |
| A638 Great North Road, Scrooby Top - reprofiling, signing and lining | Bassetlaw | £25k-£50k |
| B6045 Blyth Road/Hundred Acre Lane, Worksop | Bassetlaw | £10k-£25k |
| Blyth Road/ Serlby Road, Harworth - junction improvements | Bassetlaw | £150k-£200k |
| Leverton Road/Little Gringley Lane, east of Retford - signing and lining | Bassetlaw | ≤£10k |
| Main Street, Ragnall - signing | Bassetlaw | ≤£10k |
| Shepherds Ave, Worksop - speed limit reduction [Member request] | Bassetlaw | ≤£10k |
| Steetley Lane, Rhodesia (bridge over River Ryton) - signing | Bassetlaw | ≤£10k |
| A608 Mansfield Road / Greenhills Rd, Eastwood - surface, drainage, signs | Broxtowe | £10k-£25k |
| A609 Nottingham Road, Trowell bend at M1 overbridge - surface, signing and lighting upgrade | Broxtowe | £10k-£25k |
| A609 Trowell Road / Bilborough Road "Balloon Woods" junction, Trowell - lining | Broxtowe | ≤£10k |
| A610 Nuthall Roundabout, Nuthall - signing | Broxtowe | ≤£10k |
| A610 On-slip, Kimberley - lining | Broxtowe | £10k-£25k |
| B600 Willey Lane, Newthorpe (bend at Beauvale Lodge) - signing | Broxtowe | ≤£10k |
| Church Street, Stapleford - street lighting improvement | Broxtowe | ≤£10k |
| Lilac Grove, Beeston - street lighting improvement | Broxtowe | ≤£10k |
| Nottingham Road, Eastwood (near Dovecote Close) - crossing improvements | Broxtowe | £25k-£50k |
| County Wide Ice Signing - replacement and repairs | Countywide | ≤£10k |
| A60 Mansfield Road/Cross Street, Arnold - signing, signals work and speed limit | Gedling | ≤£10k |
| Lambley Lane Railway Bridge, Carlton - signing and lining | Gedling | ≤£10k |
| Plains Road / Westdale Lane West, Mapperley - signing and lining | Gedling | ≤£10k |
| Spring Lane / Lambley Lane, Mapperley -signing | Gedling | ≤£10k |
| A60 Leeming Lane (car wash south of Sookholme Road), Spion Kop | Mansfield | ≤£10k |
| B6030 Forest Rd/Windsor Rd/Littleworth, Mansfield - junction improvement | Mansfield | £10k-£25k |
| Big Barn Lane, Mansfield - street lighting improvement | Mansfield | £25k-£50k |
| Ladybrook Lane (near Tucker's Lane) Mansfield - street lighting improvement | Mansfield | ≤£10k |
| Netherfield Lane, Meden Vale - signing and lining | Mansfield | £10k-£25k |
| Sanderlings Way/Sandlands Way Mansfield - junction improvements | Mansfield | ≤£10k |
| Wood Lane, Warsop - signing and drainage upgrades | Mansfield | ≤£10k |
| A616 Caunton Crossroads - signing and lining [Member request] | Newark and Sherwood | £10k-£25k |
| A616 Ollerton to Newark - speed limit reduction [Member request] | Newark and Sherwood | £25k-£50k |
| Albert Street, Newark - signing and lining | Newark and Sherwood | ≤£10k |
| B6325 Great North Road, South Muskham (bend adjacent Moorhouse Lane) - signing and lining | Newark and Sherwood | ≤£10k |
| Beckingham Road / Main Street, Coddington - interactive signs | Newark and Sherwood | ≤£10k |
| Eakring Road, Wellow (bend at Pumping Station) - signing | Newark and Sherwood | ≤£10k |
| A60 Loughborough Road / B680 Flawforth Lane, Ruddington - signing and lining | Rushcliffe | ≤£10k |
| A60 Loughborough Road / Remstone Road, East Leake - signing and lining | Rushcliffe | ≤£10k |
| A6006 Stanford Hall Entrance - junction improvements | Rushcliffe | £25k-£50k |
| A6097 East Bridgford (Kirk Hill) Signals - vegetation removal | Rushcliffe | ≤£10k |
| Lime Kiln Crossroads, Colston Rd/Kinoulton Rd, Cropwell -signing and lining | Rushcliffe | ≤£10k |
| Main Street, Rempstone - surface and signing upgrades | Rushcliffe | £10k-£25k |
| Midshire Way/Wysall Lane, Willoughby (bend SE Thorpe Lodge Farm) - surface and signing upgrades | Rushcliffe | ≤£10k |
| Stamford Road / Rodney Road, West Bridgford - junction improvements | Rushcliffe | ≤£10k |
| Trevor Road / Stamford Road, West Bridgford - street lighting improvement | Rushcliffe | ≤£10k |
| <i>Schemes removed from programme since draft approval</i> | | |
| A6075 Peafield Lane (Forest Road to Mansfield Woodhouse), Market Warsop/Mansfield Woodhouse - speed management (<i>scheme delivered in 2017-18</i>) | Mansfield | £100k-£150k |
| <i>Reserve schemes</i> | | |
| Zebra Mass Action Plan contribution | Countywide | £25k-£50k |
| Crossing improvements on routes to schools | | |
| <i>Schemes added to programme since draft approval</i> | | |
| Flatts Lane, Calverton (Collyer Road end) - zebra crossing [Member request] | Gedling | £50k-£100k |
| Safety schemes allocation | | £720 |
| Crossings on routes to school allocation | | £100 |
| County Capital allocation | | £350 |
| Sub-block total | | £1,170 |

Appendix A1 - 2018/19 Integrated transport programme

| Sub-block/scheme | District | Scheme budget (£000) |
|--|--|----------------------|
| Smarter choices | | |
| Match funding for Access Fund: | | |
| - Jobseeker, school leaver, and workplace personal travel planning | Mansfield / Newark & Sherwood | £25k-£50k |
| - Sustainable transport infrastructure capital grants for workplaces | Mansfield / Newark & Sherwood | £25k-£50k |
| - Transport perception surveys | Ashfield / Bassetlaw / Mansfield / Newark & Sherwood | £25k-£50k |
| Sub-block allocation | | £150 |
| External funding | | £377 |
| Sub-block total | | £527 |

| Sub-block/scheme | District | Scheme budget (£000) |
|--|-----------------------|----------------------|
| Speed management | | |
| A57 Dunham Road, Dunham on Trent - introduction of 40mph buffer | Bassetlaw | ≤£10k |
| B6045 Worksop Road, Blyth - speed limit reduction to 30mph | Bassetlaw | ≤£10k |
| A60 Mansfield Woodhouse to Worksop - 50mph between existing village speed limits | Bassetlaw / Mansfield | £25k-£50k |
| Main Street/Great North Road, Cromwell - speed limit reduction to 30mph [Member request] | Newark and Sherwood | ≤£10k |
| Mansfield Road, Farnsfield - review of extents of existing 30mph | Newark and Sherwood | ≤£10k |
| Station Road, Rolleston - extension of 30mph speed limit | Newark and Sherwood | ≤£10k |
| Town End Lane, Flintham - extension of 30mph speed limit [Member request] | Rushcliffe | ≤£10k |
| <u><i>Interactive speed signs</i></u> | | |
| B6020 Diamond Avenue, Kirkby in Ashfield (east of Thoresby Avenue) | Ashfield | ≤£10k |
| Salmon Lane, Annesley (west of Skegby Road) | Ashfield | ≤£10k |
| A638 Great North Road, Torworth (south of Danes Hill Road) | Bassetlaw | ≤£10k |
| Ordsall Rd, Retford (n/w of Ordsall Park Road) | Bassetlaw | ≤£10k |
| B600 Moorgreen (between Engine Lane & B6010 Moorgreen) | Broxtowe | ≤£10k |
| B6166 Farndon Road, Newark (southwest of The Ivies) | Newark & Sherwood | ≤£10k |
| <u><i>Schemes added to programme since draft approval</i></u> | | |
| B6139 Coxmoor Road, Sutton in Ashfield - speed limit reduction to 50mph | Ashfield | ≤£10k |
| A614 Bawtry Road, Blyth - speed limit increase to 40mph/extension of 40mph | Bassetlaw | ≤£10k |
| A616 Cuckney - 30mph extension to end of village [Member request] | Bassetlaw | ≤£10k |
| Brickenhole Lane, Walkeringham - extension of 30mph speed limit | Bassetlaw | ≤£10k |
| Station Road, South Leveaton - 30mph extension | Bassetlaw | ≤£10k |
| B6011 Forest Lane, Papplewick - extension of 30mph speed limit | Gedling | ≤£10k |
| A60 Mansfield Road, Spion Kop/ Market Warsop - extension of 30mph speed limit and 40mph buffer | Mansfield | ≤£10k |
| A616 Newark Road, Wellow to Ompton - speed limit reduction to 50mph [<i>potentially also Ompton to Kneesall dependent on feasibility recommendation</i>] | Newark & Sherwood | ≤£10k |
| Beckingham Road, Coddington - speed limit terminal sign improvements (southwest of junction with Brownlows Hill) [Member request] | Newark & Sherwood | ≤£10k |
| Gorsethorpe Lane, Kings Clipstone - speed limit reduction to 50mph [Member request] | Newark & Sherwood | ≤£10k |
| Main Road, Cotgrave - speed limit reduction to 50mph [Member request] | Rushcliffe | ≤£10k |
| Melton Gardens (between Alford Rd & A606) - interactive speed sign [either direction] [Member request] | Rushcliffe | ≤£10k |
| Plumtree Road, Cotgrave - speed limit reduction to 50mph [Member request] | Rushcliffe | ≤£10k |
| Regatta Way, Gamston - speed limit reduction to 40mph [Member request] | Rushcliffe | ≤£10k |
| Station Road, Sutton Bonington - new 30mph speed limit | Rushcliffe | ≤£10k |

Appendix A1 - 2018/19 Integrated transport programme

| | | |
|---|-------------------|----------------|
| Speed management (continued) | | |
| Interactive speed signs to be funded from additional County capital funding: | | |
| Salmon Lane, Annesley (west of Skegby Road) | Ashfield | ≤£10k |
| A638 Great North Road, Scrooby (north of Chapel Lane) | Bassetlaw | ≤£10k |
| B1403 Main Street, Hayton (south of Scotter Lane Road) | Bassetlaw | ≤£10k |
| Limes Avenue, Nether Langwith (south of Welfitt Grove) | Bassetlaw | ≤£10k |
| Main Street, Bothamsall [Member request] | Bassetlaw | ≤£10k |
| Mattersey Road, Sutton cum Lound (north of Church Way) | Bassetlaw | ≤£10k |
| Ollerton Road, Ordsall (north of Gleneagles Way) [Member request] | Bassetlaw | ≤£10k |
| Retford Road, South Leverton (west of Priory Farm) | Bassetlaw | ≤£10k |
| Shireoaks Road, Shireoaks (east of Spring Lane) | Bassetlaw | ≤£10k |
| Mansfield Lane, Calverton | Gedling | ≤£10k |
| Chatsworth Drive, Mansfield (NW of Dorchester Drive) | Mansfield | ≤£10k |
| Eakring Road, Mansfield (west of Oak Tree Close) | Mansfield | ≤£10k |
| Netherfield Lane, Meden Vale (outside Three Lions Pub) [Member request] | Mansfield | ≤£10k |
| Water Lane, Mansfield/Pleasley | Mansfield | ≤£10k |
| B1164 Great North Road, Carlton on Trent (o/s Carlton House) | Newark & Sherwood | ≤£10k |
| Bleasby Road, Goverton (to LC No 3) | Newark & Sherwood | ≤£10k |
| C3, Alverton (NE of road to Flawborough) | Newark & Sherwood | ≤£10k |
| Eakring Road, Wellow (SE of Milner Fields) | Newark & Sherwood | ≤£10k |
| Fiskerton Road/Staythorpe Road, Rolleston (NE of village) [Member request] | Newark & Sherwood | ≤£10k |
| Rufford Lane, Rufford (west of road to Rufford Hills Farm) | Newark & Sherwood | ≤£10k |
| Station Road, Bleasby (NW of railway line) [Member request] | Newark & Sherwood | ≤£10k |
| Winthorpe Road, Newark (NE of Markham Avenue) | Newark & Sherwood | ≤£10k |
| Colston Road, Cropwell Bishop (NW of Kinoulton Road) | Rushcliffe | ≤£10k |
| Inholms Road, Flintham (north of school) | Rushcliffe | ≤£10k |
| Kinoulton Lane, west of Kinoulton (NE of old A46) | Rushcliffe | ≤£10k |
| Main Street, West Leake (to LC No 8) | Rushcliffe | ≤£10k |
| Station Road, East Leake (east of Ropewalk) | Rushcliffe | ≤£10k |
| Station Road, Orston (south of Hilltop) | Rushcliffe | ≤£10k |
| Wellington Avenue, Newton (between junctions with Fairway Crescent) | Rushcliffe | ≤£10k |
| Sub-block allocation | | £250.00 |
| Additional County Council allocation | | £100.00 |
| Sub-block total | | £350.00 |

Appendix A2 - Capital maintenance programme 2018/19

| Sub-block/scheme | District | Scheme budget (£000) |
|---|---------------------|----------------------|
| Bridges | | |
| Kirkby Hardwick Railway Bridge - Parapet repairs | Ashfield | £10k-£25k |
| River Idle Bridge - Scour repairs | Bassetlaw | £10k-£25k |
| Padge Bridge - Maintenance painting | Broxtowe | £75k-£100k |
| Bridges and Culverts miscellaneous work | Countywide | ≤£10k |
| Emergency repairs | Countywide | £75k-£100k |
| General repairs work | Countywide | >£250k |
| Minor Bridge painting | Countywide | £50k-£75k |
| Principal Inspections | Countywide | £150k-£200k |
| Rights of Way Bridge repairs | Countywide | £200k-£250k |
| Pelham Street Footbridge - Bearing and concrete repairs | Mansfield | £10k-£25k |
| Culvert at Scar Gap, Thurgaton - Invert repairs | Newark and Sherwood | £10k-£25k |
| North Muskham Railway Bridge - Concrete repairs | Newark and Sherwood | £25k-£50k |
| Old Crow Park Railway Bridge - Concrete repairs | Newark and Sherwood | £75k-£100k |
| Kegworth Bridge - Parapet repairs | Rushcliffe | £10k-£25k |
| Sub -block allocation | | £1,267 |

| Sub-block/scheme | District | Scheme budget (£000) |
|---|---------------------|----------------------|
| Carriageway maintenance - Principal classified road network (A roads) | | |
| A611 Derby Road, Kirkby in Ashfield - Resurfacing | Ashfield | £200k-£250k |
| A634 Blyth Road, Oldcotes - Resurfacing | Bassetlaw | £200k-£250k |
| A6002 Coventry Lane, Bramcote (Phase 2) - Structural patching | Broxtowe | £125k-£150k |
| A6211 Arno Vale Road, Arnold - Structural patching | Gedling | £200k-£250k |
| A6117 Old Mill Lane, Mansfield - Resurfacing [Member request] | Mansfield | £100k-£125k |
| A6191 Southwell Road West, Mansfield - Deferred from 2017/18 [Member request] | Mansfield | £250k-£300k |
| A614 Ollerton Roundabout - Resurfacing | Newark and Sherwood | £100k-£125k |
| A617 Hockerton to Kirklington - Resurfacing | Newark and Sherwood | £125k-£150k |
| A60 Loughbrough Road, West Bridgford - Structural patching [Member request] | Rushcliffe | £125k-£150k |
| Sub -block allocation | | £1,550 |

| Sub-block/scheme | District | Scheme budget (£000) |
|--|---------------------|----------------------|
| Carriageway maintenance - Non-principal classified road network (B & C roads) | | |
| B6021 Low Moor Road, Kirkby in Ashfield - Resurfacing | Ashfield | £250k-£300k |
| C221 High Street, Hucknall - Resurfacing | Ashfield | £75k-£100k |
| B6041 High Hoe Road, Worksop - Resurfacing | Bassetlaw | £50k-£75k |
| B6045 Carlton Road, Worksop - Resurfacing | Bassetlaw | £250k-£300k |
| B6045 Nornay Hill, Blyth - Resurfacing | Bassetlaw | £200k-£250k |
| B6464 High Road, Chilwell - Resurfacing | Broxtowe | £250k-£300k |
| C167 Main Road junction with C166 Westdale Lane, Gedling - Resurfacing | Gedling | £200k-£250k |
| B6014 Skegby Lane, Mansfield - Resurfacing | Mansfield | £200k-£250k |
| B6030 Clipstone Road East, Clipstone - Resurfacing | Mansfield | £200k-£250k |
| C79 Hawton Lane, Balderton - Resurfacing [Member request] | Newark and Sherwood | £150k-£200k |
| C28 Bingham Road, Langar - Structural patching [Member request] | Rushcliffe | £250k-£300k |
| C80 Travell's Hill / Woodgate Road, East Leake - Structural patching [Member request] | Rushcliffe | £150k-£200k |
| Sub -block allocation | | £2,452 |

Appendix A2 - Capital maintenance programme 2018/19

| Sub-block/scheme | District | Scheme budget (£000) |
|---|---------------------|----------------------|
| Carriageway maintenance - Unclassified road network | | |
| Oxford Street, Kirkby in Ashfield - Resurfacing | Ashfield | £75k-£100k |
| St. Patrick's Road / Greenwood Avenue, Hucknall (Phase 1) - Resurfacing | Ashfield | £75k-£100k |
| Thoresby Dale, Hucknall - Carriageway repair | Ashfield | £75k-£100k |
| Albert Street and Edward Street, Worksop - Resurfacing | Bassetlaw | £25k-£50k |
| Church Lane, Clayworth - Resurfacing | Bassetlaw | £50k-£75k |
| Kilton Road, Worksop - Resurfacing | Bassetlaw | £75k-£100k |
| Priorswell Road, Worksop - Resurfacing [Member request] | Bassetlaw | £150k-£200k |
| St Peters Lane, Clayworth - Resurfacing | Bassetlaw | £25k-£50k |
| The Baulk, Worksop - Resurfacing | Bassetlaw | £100k-£125k |
| Abbey Road, Beeston - Resurfacing | Broxtowe | £50k-£75k |
| Bramcote Avenue, Chilwell (Final phase) - Resurfacing | Broxtowe | £125k-£150k |
| Main Street, Newthorpe (Phase 1) - Resurfacing | Broxtowe | £100k-£125k |
| Marlborough Road, Beeston - Resurfacing [Member request] | Broxtowe | £25k-£50k |
| Cromwell Street, Carlton - Resurfacing | Gedling | £25k-£50k |
| First Avenue, Carlton - Resurfacing [Member request] | Gedling | £50k-£75k |
| Hallam Road, Mapperley - Resurfacing [Member request] | Gedling | £75k-£100k |
| Crompton Road, Radmanthwaite - Resurfacing | Mansfield | £25k-£50k |
| Harrop White Road, Mansfield - Resurfacing - Deferred from 2017/18 | Mansfield | £100k-£125k |
| Hawton Close, Mansfield - Resurfacing | Mansfield | £25k-£50k |
| Stella Street, Mansfield - Resurfacing [Member request] | Mansfield | £75k-£100k |
| Woodland Drive, Mansfield - Resurfacing [Member request] | Mansfield | £75k-£100k |
| Woodland Road, Forest Town - Resurfacing | Mansfield | £50k-£75k |
| Lovers Lane, Newark - Resurfacing [Member request] | Newark and Sherwood | £250k-£300k |
| Main Street, Weston - Resurfacing [Member request] | Newark and Sherwood | £150k-£200k |
| Abbey Road, West Bridgford - Resurfacing [Member request] | Rushcliffe | £100k-£125k |
| George Road, West Bridgford - Resurfacing [Member request] | Rushcliffe | £150k-£200k |
| Tudor Road, West Bridgford - Resurfacing | Rushcliffe | £100k-£125k |
| West Thorpe, Willoughby on the Wolds - Texture improvements (A.I.U.) | Rushcliffe | £50k-£75k |
| Sub -block allocation | | £2,570 |

| Sub-block/scheme | District | Scheme budget (£000) |
|---|---------------------|----------------------|
| Footway maintenance | | |
| Co-operative Avenue, Hucknall - Resurfacing | Ashfield | £50k-£75k |
| Occupation Road, Hucknall - Resurfacing | Ashfield | £25k-£50k |
| Wighay Road, Hucknall - Resurfacing | Ashfield | £25k-£50k |
| Flood Road, Beckingham (Phase 2) - Sheet pile reinforcement and resurfacing | Bassetlaw | £100k-£125k |
| Keats Crescent, Worksop - Resurfacing | Bassetlaw | £50k-£75k |
| Old Haxey Road, Misterton - Resurfacing | Bassetlaw | £10k-£25k |
| The Baulk, Worksop - Resurfacing | Bassetlaw | £10k-£25k |
| Barrett Crescent, Attenborough - Resurfacing | Broxtowe | £75k-£100k |
| New Eaton Road, Stapleford (Final phase) - Resurfacing | Broxtowe | £50k-£75k |
| Cromwell Street, Carlton - Resurfacing | Gedling | £10k-£25k |
| First Avenue, Carlton - Resurfacing | Gedling | £125k-£150k |
| Leeming Street, Mansfield - Replace slabs | Mansfield | £100k-£125k |
| Crompton Road, Bilsthorpe | Newark and Sherwood | £75k-£100k |
| Oaktree Drive, Bilsthorpe | Newark and Sherwood | £25k-£50k |
| Priory Road, Thurgaton | Newark and Sherwood | £50k-£75k |
| St Peters Close, Farndon | Newark and Sherwood | £50k-£75k |
| George Road, West Bridgford - Resurfacing | Rushcliffe | £100k-£125k |
| Stanhome Square, Wilford Hill - Resurfacing | Rushcliffe | £50k-£75k |
| Tudor Road, West Bridgford - Resurfacing | Rushcliffe | £25k-£50k |
| Sub -block allocation | | £1,157 |

Appendix A2 - Capital maintenance programme 2018/19

| Sub-block/scheme | District | Scheme budget (£000) |
|--|---------------------|----------------------|
| Drainage | | |
| Ashfield miscellaneous structural drainage | Ashfield | ≤£10k |
| Hamilton Road, Sutton | Ashfield | £10k-£25k |
| Sutton Road, Huthwaite | Ashfield | £10k-£25k |
| Sutton Road, Kirkby | Ashfield | £10k-£25k |
| A631 Bawtry Road, Everton - Renew old rubble soakaways | Bassetlaw | £10k-£25k |
| Durham Grove, Retford - Reprofile carriageway and install channel blocks | Bassetlaw | £10k-£25k |
| Low Street, North Wheatley - Upsize existing drainage | Bassetlaw | £10k-£25k |
| Roberts Close, Ragnall - Drainage improvements | Bassetlaw | £10k-£25k |
| Broxtowe miscellaneous structural drainage | Broxtowe | £25k-£50k |
| Gedling miscellaneous structural drainage | Gedling | £10k-£25k |
| Ravenshead soakaways | Gedling | £25k-£50k |
| Mansfield miscellaneous structural drainage | Mansfield | £25k-£50k |
| Gonalston Lane, Hoveringham - New system required | Newark and Sherwood | £10k-£25k |
| Greaves Lane, Edingly - Increase drainage capacity | Newark and Sherwood | £10k-£25k |
| Main Street including Wilson's Lane, Morton - New system required | Newark and Sherwood | £25k-£50k |
| Witham Close, Newark - New system required | Newark and Sherwood | £50k-£75k |
| Abbey Road, West Bridgford - Drainage | Rushcliffe | £25k-£50k |
| George Road, West Bridgford - Drainage | Rushcliffe | £25k-£50k |
| Rushcliffe miscellaneous structural drainage | Rushcliffe | £10k-£25k |
| Sub -block allocation | | £500 |

| Sub-block/scheme | District | Scheme budget (£000) |
|--|-----------|----------------------|
| Surface dressing (added protection to the carriageway surface, sealing it from the ingress of water while also enhancing its skid resistance, including pre-patching) | | |
| Albert Street, Hucknall - Surface Dressing | Ashfield | ≤£10k |
| Bridge End Avenue, Selston - Micro Asphalt | Ashfield | ≤£10k |
| Carnarvon Road, Huthwaite - Micro Asphalt | Ashfield | ≤£10k |
| Co-operative Avenue, Hucknall - Surface Dressing | Ashfield | ≤£10k |
| James William Turner Avenue, Sutton in Ashfield - Surface Dressing | Ashfield | ≤£10k |
| Palmer Avenue, Hucknall - Surface Dressing | Ashfield | ≤£10k |
| Perlethorpe Drive, Hucknall - Surface Dressing | Ashfield | £25k-£50k |
| Polperro Way, Hucknall - Surface Dressing | Ashfield | £25k-£50k |
| Queen Street, Sutton in Ashfield - Surface Dressing | Ashfield | ≤£10k |
| Silk Street, Sutton in Ashfield - Surface Dressing | Ashfield | ≤£10k |
| Springwood View Close, Sutton in Ashfield - Surface Dressing | Ashfield | ≤£10k |
| The Connery, Hucknall - Surface Dressing | Ashfield | ≤£10k |
| Titchfield Street, Hucknall - Surface Dressing | Ashfield | ≤£10k |
| A634 Blyth Road, Blyth - Surface Dressing | Bassetlaw | £150k-£200k |
| B6041 High Hoe Road, Worksop - Surface Dressing | Bassetlaw | £10k-£25k |
| Beckett Avenue (Queens Road to Oxford Road), Carlton in Lindrick - Surface Dressing | Bassetlaw | ≤£10k |
| Bovington Court, Retford - Surface Dressing | Bassetlaw | ≤£10k |
| Brechin, Worksop - Surface Dressing [Member request] | Bassetlaw | ≤£10k |
| C2 Main Street, Ragnall - Surface Dressing | Bassetlaw | £100k-£125k |
| Cambourne Close, Retford - Surface Dressing | Bassetlaw | ≤£10k |
| Carnoustie (Service Rd 1 - Nrs 1 to 29), Worksop - Surface Dressing | Bassetlaw | ≤£10k |
| Carnoustie (Service Rd 2 - Nrs 2 to 26), Worksop - Surface Dressing | Bassetlaw | ≤£10k |
| Carnoustie (Service Rd 3 - Nrs 28 to 64), Worksop - Surface Dressing | Bassetlaw | ≤£10k |
| Carnoustie, Worksop - Surface Dressing | Bassetlaw | ≤£10k |
| Coventry Drive, Worksop - Micro Asphalt - Deferred from 2017/18 | Bassetlaw | £10k-£25k |
| Dadley Road (Service Road), Carlton in Lindrick - Surface Dressing | Bassetlaw | ≤£10k |
| Emsworth Avenue, Retford - Micro Asphalt | Bassetlaw | ≤£10k |
| Fallow Close, Retford - Surface Dressing | Bassetlaw | ≤£10k |
| Farnes Court, Worksop - Surface Dressing | Bassetlaw | ≤£10k |
| Fingleton, Worksop - Surface Dressing | Bassetlaw | ≤£10k |
| Grafton Street, Worksop - Micro Asphalt [Member request] | Bassetlaw | ≤£10k |
| Hallcroft Avenue, Retford - Surface Dressing | Bassetlaw | ≤£10k |
| Hawthorne Close, Beckingham - Surface Dressing | Bassetlaw | ≤£10k |
| High Hoe Drive, Worksop - Surface Dressing | Bassetlaw | ≤£10k |
| High Hoe Road (East Service Road), Worksop - Micro Asphalt | Bassetlaw | £10k-£25k |
| High Hoe Road (West Service Road), Worksop - Micro Asphalt | Bassetlaw | £10k-£25k |
| Highfield Grove, Carlton in Lindrick - Surface Dressing | Bassetlaw | ≤£10k |
| Holding, Worksop - Surface Dressing | Bassetlaw | ≤£10k |
| Jardine, Worksop - Surface Dressing | Bassetlaw | ≤£10k |

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|--|-----------|-----------|
| Surface dressing (continued) | | |
| Kingston Road, Carlton in Lindrick - Surface Dressing | Bassetlaw | £10k-£25k |
| Knaton Road (Le Brun to Sycamore), Carlton in Lindrick - Surface Dressing | Bassetlaw | ≤£10k |
| Le Brun Square, Carlton in Lindrick - Surface Dressing | Bassetlaw | ≤£10k |
| Lifton Avenue, Retford - Micro Asphalt | Bassetlaw | ≤£10k |
| Lillee Court, Worksop - Surface Dressing | Bassetlaw | ≤£10k |
| Lime Tree Avenue, Carlton in Lindrick - Surface Dressing | Bassetlaw | ≤£10k |
| Lindrick Close, Carlton in Lindrick - Surface Dressing | Bassetlaw | ≤£10k |
| Lindwall Court, Worksop - Surface Dressing | Bassetlaw | ≤£10k |
| Longhurst (Service Rd 1 - Nrs 1 to 29), Worksop - Surface Dressing | Bassetlaw | ≤£10k |
| Longhurst (Service Rd 2 - Nrs 31 to 53), Worksop - Surface Dressing | Bassetlaw | ≤£10k |
| Longhurst (Service Rd 3 - Nrs 2 to 26), Worksop - Surface Dressing | Bassetlaw | ≤£10k |
| Lound Low Road, Sutton cum Lound - Surface Dressing | Bassetlaw | £50k-£75k |
| Low Street (Timson Court to Vicarage Lane), Beckingham - Surface Dressing | Bassetlaw | £10k-£25k |
| Meadow Close, Retford - Surface Dressing | Bassetlaw | ≤£10k |
| Merton Avenue, Retford - Surface Dressing | Bassetlaw | ≤£10k |
| Montrose, Worksop - Surface Dressing | Bassetlaw | ≤£10k |
| Muirfield, Worksop - Surface Dressing | Bassetlaw | ≤£10k |
| Mulberry Crescent, Carlton in Lindrick - Surface Dressing | Bassetlaw | ≤£10k |
| New Inn Walk, Retford - Micro Asphalt | Bassetlaw | ≤£10k |
| Oak Tree Rise, Carlton in Lindrick - Surface Dressing | Bassetlaw | ≤£10k |
| Palmer Road, Retford - Surface Dressing | Bassetlaw | ≤£10k |
| Ramsden Crescent, Carlton in Lindrick - Surface Dressing | Bassetlaw | ≤£10k |
| Selsey Court, Retford - Micro Asphalt | Bassetlaw | ≤£10k |
| Sennen Court, Retford - Micro Asphalt | Bassetlaw | ≤£10k |
| St David's Close, Worksop - Micro Asphalt - Deferred from 2017/18 | Bassetlaw | £10k-£25k |
| Statham Court, Worksop - Surface Dressing | Bassetlaw | ≤£10k |
| Stewart Road (inc Stewart Close), Carlton in Lindrick - Surface Dressing | Bassetlaw | ≤£10k |
| Sycamore Road, Carlton in Lindrick - Surface Dressing | Bassetlaw | ≤£10k |
| Thrumpton Close, Retford - Micro Asphalt | Bassetlaw | £10k-£25k |
| Trueman Court, Worksop - Surface Dressing | Bassetlaw | ≤£10k |
| Turnberry, Worksop - Surface Dressing | Bassetlaw | ≤£10k |
| Walkeringham Road (Vicarage Lane to A161), Beckingham - Surface Dressing | Bassetlaw | ≤£10k |
| Willand Court, Retford - Micro Asphalt | Bassetlaw | ≤£10k |
| Willow Avenue, Carlton in Lindrick - Surface Dressing | Bassetlaw | ≤£10k |
| Brookside, Eastwood - Micro Asphalt | Broxtowe | ≤£10k |
| Coach Drive / Mansfield Road junction, Eastwood - Micro Asphalt [Member request] | Broxtowe | ≤£10k |
| Coach Drive, Eastwood - Micro Asphalt | Broxtowe | ≤£10k |
| Fryar Road, Eastwood - Micro Asphalt | Broxtowe | ≤£10k |
| Glenfield Avenue, Kimberley - Micro Asphalt | Broxtowe | ≤£10k |
| Larkfield Road, Nuthall - Surface Dressing | Broxtowe | £10k-£25k |
| Lawn Mill Road, Kimberley - Micro Asphalt | Broxtowe | ≤£10k |
| Meadow Close, Eastwood - Micro Asphalt | Broxtowe | ≤£10k |
| Nether Close, Eastwood - Micro Asphalt | Broxtowe | ≤£10k |
| Park Crescent, Eastwood - Micro Asphalt | Broxtowe | ≤£10k |
| Robey Drive, Eastwood - Micro Asphalt | Broxtowe | ≤£10k |
| Thorn Tree Gardens, Eastwood - Micro Asphalt | Broxtowe | ≤£10k |
| Thorpe Road, Eastwood - Micro Asphalt | Broxtowe | ≤£10k |
| Truman Street, Kimberley - Micro Asphalt | Broxtowe | ≤£10k |
| B6011 Main Street, Linby - Surface Dressing | Gedling | £10k-£25k |
| Baker Avenue, Arnold - Micro Asphalt | Gedling | £25k-£50k |
| Birchfield Road, Arnold - Micro Asphalt | Gedling | £25k-£50k |
| Cedar Grove, Arnold - Micro Asphalt | Gedling | ≤£10k |
| Chestnut Grove, Arnold - Micro Asphalt | Gedling | ≤£10k |
| Coronation Road / Bonington Road, Woodthorpe - Micro Asphalt | Gedling | £25k-£50k |
| Dalbeattie Close, Arnold - Micro Asphalt | Gedling | ≤£10k |
| Gleneagles Drive, Arnold - Micro Asphalt | Gedling | £25k-£50k |
| Hawthorn Crescent, Arnold - Micro Asphalt | Gedling | £10k-£25k |
| Hillside Avenue, Mapperley - Micro Asphalt | Gedling | ≤£10k |
| Jenned Road, Arnold - Micro Asphalt | Gedling | £10k-£25k |
| Kilbourne Road, Arnold - Micro Asphalt | Gedling | £10k-£25k |
| Kirkley Gardens, Arnold - Micro Asphalt | Gedling | ≤£10k |
| Larkspur Avenue, Arnold - Micro Asphalt | Gedling | ≤£10k |
| Marwood Road, Carlton - Micro Asphalt | Gedling | £25k-£50k |
| Bagshaw Street, Pleasley - Micro Asphalt [Member request] | Mansfield | ≤£10k |
| Burnham Court, Mansfield - Micro Asphalt [Member request] | Mansfield | ≤£10k |
| Delamere Drive, Mansfield - Micro Asphalt [Member request] | Mansfield | ≤£10k |
| Peel Crescent, Bull Farm - Surface Dressing | Mansfield | £10k-£25k |
| Penniment Lane, Mansfield - Surface Dressing | Mansfield | £10k-£25k |

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|---|---------------------|-------------|
| Surface dressing (continued) | | |
| Roman Bank, Mansfield Woodhouse - Surface Dressing | Mansfield | ≤£10k |
| Sampson Lane, Pleasley - Surface Dressing | Mansfield | ≤£10k |
| Shaftesbury Avenue, Mansfield - Surface Dressing | Mansfield | £10k-£25k |
| Abbotts Crescent, Farnsfield - Surface Dressing | Newark and Sherwood | £10k-£25k |
| Alexander Road, Farnsfield - Surface Dressing | Newark and Sherwood | £10k-£25k |
| Birkland Drive, Edwinstowe - Surface Dressing | Newark and Sherwood | £10k-£25k |
| Branston Avenue, Farnsfield - Surface Dressing | Newark and Sherwood | ≤£10k |
| Brickyard Lane, Farnsfield - Micro Asphalt | Newark and Sherwood | £10k-£25k |
| Broomfield Lane, Farnsfield - Surface Dressing | Newark and Sherwood | £10k-£25k |
| C25 Eakring Road, Wellow - Surface Dressing | Newark and Sherwood | £50k-£75k |
| Cavendish Avenue, Edwinstowe - Surface Dressing | Newark and Sherwood | £10k-£25k |
| Clumber Avenue, Edwinstowe - Surface Dressing | Newark and Sherwood | £10k-£25k |
| D'Ayncourt Walk, Farnsfield - Surface Dressing | Newark and Sherwood | £10k-£25k |
| Far Back Lane, Farnsfield - Surface Dressing | Newark and Sherwood | £10k-£25k |
| Gordon Close, Farnsfield - Surface Dressing | Newark and Sherwood | ≤£10k |
| Greendale Avenue, Edwinstowe - Surface Dressing | Newark and Sherwood | £10k-£25k |
| Gregory Gardens, Farnsfield - Surface Dressing | Newark and Sherwood | ≤£10k |
| Lintin Avenue, Edwinstowe - Surface Dressing | Newark and Sherwood | £10k-£25k |
| Long Meadow, Farnsfield - Surface Dressing | Newark and Sherwood | £10k-£25k |
| Maid Marrion Drive, Edwinstowe - Surface Dressing | Newark and Sherwood | ≤£10k |
| Mansfield Road Service Road, Edwinstowe - Surface Dressing | Newark and Sherwood | £10k-£25k |
| Meadow Close, Farnsfield - Surface Dressing | Newark and Sherwood | ≤£10k |
| Nether Court, Farnsfield - Surface Dressing | Newark and Sherwood | ≤£10k |
| Newbery Close, Edwinstowe - Surface Dressing | Newark and Sherwood | ≤£10k |
| Normanton Close, Edwinstowe - Surface Dressing | Newark and Sherwood | £10k-£25k |
| Oak Tree Avenue, Edwinstowe - Surface Dressing | Newark and Sherwood | ≤£10k |
| Paddock Close, Edwinstowe - Surface Dressing | Newark and Sherwood | £10k-£25k |
| Parkside Road, Edwinstowe - Surface Dressing | Newark and Sherwood | £10k-£25k |
| Perlethorpe Close, Edwinstowe - Surface Dressing | Newark and Sherwood | ≤£10k |
| Potter Lane, Wellow - Micro Asphalt | Newark and Sherwood | £25k-£50k |
| Quaker Lane, Farnsfield - Micro Asphalt | Newark and Sherwood | £25k-£50k |
| Ridgeway Close, Farnsfield - Surface Dressing | Newark and Sherwood | £10k-£25k |
| Sherwood Avenue, Edwinstowe - Surface Dressing | Newark and Sherwood | £10k-£25k |
| Spring Lane, Balderton - Micro Asphalt | Newark and Sherwood | £25k-£50k |
| St Edwin's Drive, Edwinstowe - Surface Dressing | Newark and Sherwood | ≤£10k |
| St Mary's Drive, Edwinstowe - Surface Dressing | Newark and Sherwood | ≤£10k |
| Thoresby Avenue, Edwinstowe - Surface Dressing | Newark and Sherwood | £10k-£25k |
| Thoresby Drive, Edwinstowe - Surface Dressing | Newark and Sherwood | £10k-£25k |
| Whittaker Road, Rainworth - Micro Asphalt | Newark and Sherwood | £10k-£25k |
| A6011 Radcliffe Road, West Bridgford - West Bridgford - Pre-patch | Rushcliffe | £100k-£125k |
| A606 Melton Road, Tollerton - Surface Dressing | Rushcliffe | £25k-£50k |
| Bishops Road, Bingham - Micro Asphalt [Member request] | Rushcliffe | ≤£10k |
| Brookside Gardens, Ruddington - Surface Dressing | Rushcliffe | ≤£10k |
| Brookside Road, Ruddington - Surface Dressing | Rushcliffe | £10k-£25k |
| C48 Leake Road, Gotham (Ridgeway) - Surface Dressing | Rushcliffe | £75k-£100k |
| Camelot Street, Ruddington - Surface Dressing | Rushcliffe | £10k-£25k |
| Carnarvon Place, Bingham - Micro Asphalt [Member request] | Rushcliffe | £25k-£50k |
| Cedar Drive, Keyworth - Micro Asphalt | Rushcliffe | ≤£10k |
| Chaworth Road, Bingham - Micro Asphalt | Rushcliffe | ≤£10k |
| Chesterfield Avenue, Bingham - Micro Asphalt [Member request] | Rushcliffe | ≤£10k |
| Dunblane Road, Ruddington - Surface Dressing | Rushcliffe | £10k-£25k |
| Edinburgh Drive, Bingham - Micro Asphalt [Member request] | Rushcliffe | ≤£10k |
| Elms Gardens, Ruddington - Surface Dressing | Rushcliffe | £10k-£25k |
| Fairham Close, Ruddington - Surface Dressing | Rushcliffe | £10k-£25k |
| Grange Avenue, Ruddington - Surface Dressing | Rushcliffe | ≤£10k |
| Hill Drive, Bingham - Micro Asphalt [Member request] | Rushcliffe | £10k-£25k |
| Langar Road, Bingham - Micro Asphalt | Rushcliffe | ≤£10k |
| Leys Road, Ruddington - Surface Dressing | Rushcliffe | £10k-£25k |
| Margaret Place, Bingham - Micro Asphalt | Rushcliffe | ≤£10k |
| Musters Road, Bingham - Micro Asphalt | Rushcliffe | £10k-£25k |
| Newstead Drive, West Bridgford - Micro Asphalt | Rushcliffe | £10k-£25k |
| Newton Avenue, Bingham - Micro Asphalt | Rushcliffe | ≤£10k |
| Porchester Road, Bingham - Micro Asphalt | Rushcliffe | £10k-£25k |
| Queens Court, Bingham - Micro Asphalt [Member request] | Rushcliffe | ≤£10k |
| Rupert Road, Bingham - Micro Asphalt | Rushcliffe | ≤£10k |
| Sheepfold Lane, Ruddington - Surface Dressing | Rushcliffe | £10k-£25k |
| Shelford Drive, Bingham - Micro Asphalt | Rushcliffe | ≤£10k |

Appendix A2 - Capital maintenance programme 2018/19

| | | |
|--|------------|---------------|
| Surface dressing (continued) | | |
| Shelton Gardens, Ruddington - Surface Dressing | Rushcliffe | ≤£10k |
| Spinney Road, Bingham - Micro Asphalt | Rushcliffe | ≤£10k |
| Templeman Close, Ruddington - Surface Dressing | Rushcliffe | ≤£10k |
| Western Avenue, Bingham - Micro Asphalt | Rushcliffe | ≤£10k |
| Westfield Road, Bingham - Micro Asphalt [Member request] | Rushcliffe | ≤£10k |
| Wiverton, Bingham - Micro Asphalt | Rushcliffe | ≤£10k |
| Wolds Drive, Keyworth (Phased) - Micro Asphalt | Rushcliffe | £50k-£75k |
| Sub -block allocation | | £3,131 |

| | | |
|-----------------------------------|-----------------|-----------------------------|
| Sub-block/scheme | District | Scheme budget (£000) |
| Flood risk management | | |
| Works programme under development | | |
| Sub -block allocation | | £600 |

| | | |
|--|---------------------|-----------------------------|
| Sub-block/scheme | District | Scheme budget (£000) |
| Street lighting replacement/upgrades | | |
| Ashland Road West, Sutton in Ashfield - Column replacement | Ashfield | ≤£10k |
| Ashland Road, Sutton in Ashfield - Column replacement | Ashfield | ≤£10k |
| Beeley Avenue, Sutton in Ashfield - Column replacement | Ashfield | ≤£10k |
| Bonsler Gardens, Sutton in Ashfield - Column replacement | Ashfield | ≤£10k |
| Coultons Avenue, Sutton in Ashfield - Column replacement | Ashfield | ≤£10k |
| Coultons Close, Sutton in Ashfield - Column replacement | Ashfield | ≤£10k |
| Farcroft Avenue, Sutton in Ashfield - Column replacement | Ashfield | ≤£10k |
| Garside Avenue, Sutton in Ashfield - Column replacement | Ashfield | ≤£10k |
| Greenland Road, Skegby - 6 N° columns | Ashfield | ≤£10k |
| High Tor, Skegby - 10 N° columns | Ashfield | £10k-£25k |
| Meadow Drive, Sutton in Ashfield - Column replacement | Ashfield | ≤£10k |
| Norwood Close, Sutton in Ashfield - Column replacement | Ashfield | ≤£10k |
| Riley Avenue, Sutton in Ashfield - Column replacement | Ashfield | ≤£10k |
| Riley Close, Sutton in Ashfield - Column replacement | Ashfield | ≤£10k |
| Rooley Drive and footpath, Sutton in Ashfield - Column replacement | Ashfield | ≤£10k |
| Stevenson Crescent, Sutton in Ashfield - Column replacement | Ashfield | ≤£10k |
| Wheatfield, Skegby - 4 N° columns | Ashfield | ≤£10k |
| Wordsworth Avenue, Sutton in Ashfield - Column replacement | Ashfield | ≤£10k |
| Kilton Glade, Worksop - 16 N° columns | Bassetlaw | £10k-£25k |
| Thievesdale Lane / Farmers Branch, Worksop - 38 N° columns | Bassetlaw | £75k-£100k |
| Bedale Court, Chilwell - 15 N° columns | Broxtowe | £25k-£50k |
| Ribblesdale Court, Chilwell - 10 N° columns | Broxtowe | £10k-£25k |
| Teesdale Court, Chilwell - 23 N° columns | Broxtowe | £25k-£50k |
| Lambley / Woodborough - Ornate column replacements | Gedling | £25k-£50k |
| Mansfield Road, Daybrook - 25 N° columns | Gedling | £25k-£50k |
| Rolleston Drive, Arnold - Column replacement | Gedling | £50k-£75k |
| Mansfield - General column replacement as part of LED roll out | Mansfield | £100k-£150k |
| Alberonway Street, Blidworth - 9 N° columns | Newark and Sherwood | £10k-£25k |
| Belle Vue Lane, Blidworth - 18 N° columns | Newark and Sherwood | £25k-£50k |
| Byron Street, Blidworth - 3 N° columns | Newark and Sherwood | ≤£10k |
| Grange Road, Blidworth - 4 N° columns | Newark and Sherwood | ≤£10k |
| Haywood Avenue, Blidworth - 7 N° columns | Newark and Sherwood | £10k-£25k |
| Lyndhurst Avenue, Blidworth - 10 N° columns | Newark and Sherwood | £10k-£25k |
| Priory Road, Blidworth - 1 N° column | Newark and Sherwood | ≤£10k |
| Saville Street, Blidworth - 8 N° columns | Newark and Sherwood | £10k-£25k |
| The Crescent, Blidworth - 6 N° columns | Newark and Sherwood | ≤£10k |
| Lady Bay Bridge, Lady Bay - 36 N° columns | Rushcliffe | £50k-£75k |
| Stanhome Square, West Bridgford - 13 N° columns | Rushcliffe | £10k-£25k |
| Sub -block allocation | | £1,000 |

| | | |
|---|-----------------|-----------------------------|
| Sub-block/scheme | District | Scheme budget (£000) |
| Street lighting energy saving initiative | | |
| Various locations | Mansfield | |
| Sub -block allocation | | £3,200 |

| Sub-block/scheme | District | Scheme budget (£000) |
|--|---------------------|----------------------|
| Traffic signal renewal | | |
| A60 Mansfield Road / Sir John Robinson Way, Arnold | Gedling | £50k-£75k |
| B686 Carlton Hill / Church Street, Carlton - Pedestrian crossing | Gedling | £10k-£25k |
| Nottingham Road / Fairfield Street / Tithby Road, Bingham | Newark and Sherwood | £50k-£75k |
| A606 Melton Road / Musters Road, West Bridgford | Rushcliffe | £100k-£150k |
| Sub -block allocation | | £320 |

| Sub-block/scheme | District | Scheme budget (£000) |
|---|----------|----------------------|
| Safety fencing | | |
| Works programme under development. A proportion of the funding will be used for maintenance | | |
| Sub -block allocation | | £320 |

| Sub-block/scheme | District | Scheme budget (£000) |
|---|-----------|----------------------|
| Additional County capital maintenance allocation | | |
| Auckland Road, Hucknall - Resurfacing | Ashfield | £25k-£50k |
| B6019 Pinxton Green / Kirkby Lane, Kirkby in Ashfield - Surface Dressing | Ashfield | £10k-£25k |
| Bolsover Street, Hucknall - Resurfacing | Ashfield | £25k-£50k |
| Church Street, Kirkby in Ashfield - Surface Dressing [Member request] | Ashfield | ≤£10k |
| Forster Street, Kirkby In Ashfield - Resurfacing | Ashfield | £25k-£50k |
| Gladstone Street, Kirkby in Ashfield - Resurfacing [Member request] | Ashfield | £25k-£50k |
| Henry Street, Sutton in Ashfield - Surface Dressing [Member request] | Ashfield | ≤£10k |
| Herne Street, Sutton in Ashfield - Micro Asphalt [Member request] | Ashfield | £10k-£25k |
| Milton Street, Kirkby in Ashfield - Resurfacing [Member request] | Ashfield | £25k-£50k |
| Newbound Lane, Teversal - Surface Dressing | Ashfield | ≤£10k |
| Park Street, Kirkby in Ashfield - Resurfacing | Ashfield | £25k-£50k |
| Sotherby Avenue, Sutton in Ashfield - Surface Dressing [Member request] | Ashfield | ≤£10k |
| The Avenue, Sutton in Ashfield - Surface Dressing [Member request] | Ashfield | ≤£10k |
| Wigwam Lane, Hucknall - Resurfacing [Member request] | Ashfield | £75k-£100k |
| Eagle Place, Retford - Resurfacing [Member request] | Bassetlaw | £25k-£50k |
| Highfield Grove, Carlton in Lindrick - Surface Dressing | Bassetlaw | ≤£10k |
| Highfield, Retford - Surface Dressing | Bassetlaw | ≤£10k |
| Lawn Wood Avenue, Elkesley - Surface Dressing [Member request] | Bassetlaw | ≤£10k |
| Markham Road, Langold - Surface Dressing [Member request] | Bassetlaw | ≤£10k |
| Medway, Retford - Surface Dressing | Bassetlaw | ≤£10k |
| Mellish Road, Langold - Resurfacing [Member request] | Bassetlaw | £75k-£100k |
| Mill Lane 'The Beck', Clayworth - Resurfacing | Bassetlaw | £10k-£25k |
| Milnercroft, Retford - Surface Dressing | Bassetlaw | ≤£10k |
| Norfolk Street, Worksop - Resurfacing | Bassetlaw | £25k-£50k |
| Old Bracken Lane, Retford - Resurfacing | Bassetlaw | £25k-£50k |
| Rectory Road, Treswell - Resurfacing | Bassetlaw | £25k-£50k |
| Riddell Avenue, Langold - Surface Dressing | Bassetlaw | ≤£10k |
| Robinson Drive, Worksop - Resurfacing | Bassetlaw | £25k-£50k |
| Sandringham Road, Retford - Surface Dressing | Bassetlaw | ≤£10k |
| Sandringham Service Road, Retford - Surface Dressing | Bassetlaw | ≤£10k |
| South Street, Normanton on Trent - Resurfacing [Member request] | Bassetlaw | £25k-£50k |
| Strawberry Road, Retford - Resurfacing | Bassetlaw | £25k-£50k |
| Town Street, South Leverton - Resurfacing [Member request] | Bassetlaw | £100k-£150k |
| Windsor Road, Retford - Surface Dressing | Bassetlaw | £10k-£25k |
| Alford Close, Beeston - Micro Asphalt | Broxtowe | ≤£10k |
| Birch Avenue, Beeston - Micro Asphalt [Member request] | Broxtowe | ≤£10k |
| C78 Cossall Road / Dead Lane, Cossall - Surface Dressing / Anti skid [Member request] | Broxtowe | £10k-£25k |
| Chewton Street, Eastwood - Resurfacing [Member request] | Broxtowe | £25k-£50k |
| Cornwall Avenue, Beeston - Micro Asphalt | Broxtowe | ≤£10k |
| Coronation Road, Cossall - Surface Dressing [Member request] | Broxtowe | £10k-£25k |
| Grenville Road, Beeston - Resurfacing [Member request] | Broxtowe | £25k-£50k |
| Leyton Crescent, Beeston - Micro Asphalt [Member request] | Broxtowe | ≤£10k |
| Lilac Crescent, Beeston - Micro Asphalt | Broxtowe | ≤£10k |
| Lilac Grove, Beeston - Surface Dressing | Broxtowe | ≤£10k |
| Longlands Road, Beeston - Micro Asphalt | Broxtowe | ≤£10k |
| Maple Avenue, Beeston - Surface Dressing | Broxtowe | ≤£10k |
| Metcalf Road, Newthorpe - Estate - Resurfacing [Member request] | Broxtowe | £25k-£50k |
| Sandringham Drive, Bramcote - Resurfacing [Member request] | Broxtowe | £50k-£75k |

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| Appendix A2 - Capital maintenance programme 2018/19 | | |
| Temple Crescent, Nuthall - Resurfacing [Member request] | Broxtowe | £25k-£50k |
| Thoresby Road, Bramcote - Resurfacing [Member request] | Broxtowe | £75k-£100k |

| Sub-block/scheme | District | Scheme budget (£000) |
|---|---------------------|----------------------|
| Additional County capital maintenance allocation (continued) | | |
| C167 Main Street, Woodborough - Surface Dressing [Member request] | Gedling | £25k-£50k |
| Forester Road, Carlton - Surface Dressing [Member request] | Gedling | £25k-£50k |
| Fraser Road, Carlton - Resurfacing [Member request] | Gedling | £100k-£150k |
| Haywood Road, Mapperley - Resurfacing [Member request] | Gedling | £100k-£150k |
| High Street, Arnold - Resurfacing [Member request] | Gedling | £100k-£150k |
| Kent Road, Mapperley - Micro Asphalt [Member request] | Gedling | £10k-£25k |
| Main Street, Burton Joyce - Micro Asphalt [Member request] | Gedling | £50k-£75k |
| Mays Avenue, Carlton - Resurfacing [Member request] | Gedling | £100k-£150k |
| Moore Road, Mapperley - Micro Asphalt [Member request] | Gedling | £10k-£25k |
| Park Road, Calverton - Surface Dressing [Member request] | Gedling | £25k-£50k |
| Pierrepont Avenue, Gedling - Resurfacing [Member request] | Gedling | £25k-£50k |
| Sandford Road, Mapperley - Micro Asphalt [Member request] | Gedling | £10k-£25k |
| Woodside Drive, Arnold - Micro Asphalt [Member request] | Gedling | ≤£10k |
| Birkland Avenue, Mansfield Woodhouse - Surface Dressing | Mansfield | ≤£10k |
| Budby Crescent, Meden Vale - Resurfacing | Mansfield | £25k-£50k |
| Byron Street, Mansfield - Resurfacing | Mansfield | ≤£10k |
| Corporation Street, Mansfield - Resurfacing | Mansfield | ≤£10k |
| Cromwell Street, Mansfield - Micro Asphalt [Member request] | Mansfield | £10k-£25k |
| Denby Drive, Mansfield - Micro Asphalt [Member request] | Mansfield | ≤£10k |
| Kennedy Avenue, Mansfield Woodhouse - Surface Dressing | Mansfield | ≤£10k |
| Noel Street, Mansfield - Resurfacing | Mansfield | ≤£10k |
| Nursery Street, Mansfield - Micro Asphalt | Mansfield | ≤£10k |
| Poplar Drive, Pleasley - Resurfacing [Member request] | Mansfield | £25k-£50k |
| Robin Down Lane, Mansfield - Micro Asphalt | Mansfield | ≤£10k |
| Rufford Avenue, Mansfield - Micro Asphalt | Mansfield | ≤£10k |
| Rushpool Avenue, Mansfield Woodhouse - Surface Dressing | Mansfield | ≤£10k |
| Taylors Close, Mansfield - Resurfacing | Mansfield | £25k-£50k |
| Terrace Road, Mansfield - Micro Asphalt [Member request] | Mansfield | ≤£10k |
| The Burns/Meden Avenue/George Street, Warsop - Surface Dressing | Mansfield | £10k-£25k |
| Titchfield Avenue, Mansfield Woodhouse - Surface Dressing | Mansfield | ≤£10k |
| Watson Avenue, Mansfield - Micro Asphalt [Member request] | Mansfield | ≤£10k |
| West Bank Lea, Mansfield - Resurfacing | Mansfield | £25k-£50k |
| Windmill Lane, Mansfield - Resurfacing [Member request] | Mansfield | £25k-£50k |
| Wood Lane, Church Warsop - Resurfacing | Mansfield | £25k-£50k |
| Yorke Street, Mansfield Woodhouse - Resurfacing [Member request] | Mansfield | £25k-£50k |
| Back Street & Front Street, South Clifton - Surface Dressing [Member request] | Newark and Sherwood | £25k-£50k |
| Barnby Gate, Newark (Phase 1) - Resurfacing [Member request] | Newark and Sherwood | £100k-£150k |
| Beacon Hill Road, Newark - Resurfacing [Member request] | Newark and Sherwood | £75k-£100k |
| Burton Rise, Walesby - Micro Asphalt | Newark and Sherwood | £10k-£25k |
| Church Lane, Averham - Resurfacing [Member request] | Newark and Sherwood | £25k-£50k |
| Church Lane, South Muskham - Micro Asphalt | Newark and Sherwood | £25k-£50k |
| Eastfield Close, Clipstone - Resurfacing | Newark and Sherwood | £10k-£25k |
| Elizabeth Road, Newark - Resurfacing [Member request] | Newark and Sherwood | £75k-£100k |
| First Avenue, Clipstone - Resurfacing [Member request] | Newark and Sherwood | £75k-£100k |
| Greenvale, Farnsfield - Surface Dressing | Newark and Sherwood | ≤£10k |
| Greenwood Close, Farnsfield - Surface Dressing | Newark and Sherwood | ≤£10k |
| Halam Hill, Halam - Surface Dressing [Member request] | Newark and Sherwood | £10k-£25k |
| Main Street, South Scarle - Micro Asphalt [Member request] | Newark and Sherwood | £10k-£25k |
| Milldale Road, Farnsfield - Surface Dressing | Newark and Sherwood | ≤£10k |
| Wetsyke Lane, Balderton - Micro Asphalt | Newark and Sherwood | £10k-£25k |
| Woodland Close, Farnsfield - Surface Dressing | Newark and Sherwood | ≤£10k |
| Woodside, Farnsfield - Surface Dressing | Newark and Sherwood | ≤£10k |
| A60 Loughborough Road, Bunny - Surface Dressing [Member request] | Rushcliffe | £50k-£75k |
| Back Lane, Cropwell Butler - Micro Asphalt [Member request] | Rushcliffe | £10k-£25k |
| Bassingfield Lane, Bassingfield - Resurfacing [Member request] | Rushcliffe | £25k-£50k |
| C48 Gotham Road, East Leake - Surface Dressing [Member request] | Rushcliffe | £50k-£75k |
| Charles Street, Ruddington - Resurfacing [Member request] | Rushcliffe | £50k-£75k |
| Cropwell Road, Radcliffe on Trent - Micro Asphalt [Member request] | Rushcliffe | £75k-£100k |
| Exchange Road, West Bridgford - Resurfacing [Member request] | Rushcliffe | £75k-£100k |
| Far Lane, Normanton on Soar - Micro Asphalt [Member request] | Rushcliffe | £10k-£25k |
| Harrow Road, West Bridgford - Resurfacing [Member request] | Rushcliffe | £75k-£100k |
| Parkyns Street, Ruddington - Resurfacing [Member request] | Rushcliffe | £50k-£75k |
| Trevor Road, West Bridgford - Resurfacing [Member request] | Rushcliffe | £75k-£100k |
| Block allocation | | £3,250 |

| Sub-block/scheme | District | Scheme budget (£000) |
|--|-----------|----------------------|
| Network structural patching / DfT Pothole Fund | | |
| <i>This programme is over subscribed given predicted funding available for this budget block. Final programme will be determined through site assessment and those sites not delivered during 2018/19 will be considered for delivery during 2019/20</i> | | |
| B6018 Mansfield Road, Selston [Member request] | Ashfield | TBD |
| Daniels Way, Hucknall | Ashfield | TBD |
| Kings Street, Kirkby in Ashfield | Ashfield | TBD |
| Maori Avenue, Hucknall | Ashfield | TBD |
| St Mary's Road, Sutton in Ashfield [Member request] | Ashfield | TBD |
| Westbourne Road, Sutton in Ashfield [Member request] | Ashfield | TBD |
| Westbourne View, Sutton in Ashfield [Member request] | Ashfield | TBD |
| Askham Lane, Upton | Bassetlaw | £10k-£25k |
| B6045 Eel Pool Road, Drakeholes [Member request] | Bassetlaw | TBD |
| C36 Diggles Lodge Lane, Barnby Moor | Bassetlaw | £10k-£25k |
| Durham Close, Worksop | Bassetlaw | TBD |
| High Street, Walkeringham [Member request] | Bassetlaw | £25k-£50k |
| Hillsyde Avenue, Misterton [Member request] | Bassetlaw | TBD |
| Low Marnham Village [Member request] | Bassetlaw | TBD |
| Main Street, Oldcotes [Member request] | Bassetlaw | TBD |
| Meden Bank, Bothamsall | Bassetlaw | TBD |
| Owday Lane, Worksop | Bassetlaw | £10k-£25k |
| Roberts Close, Ragnall | Bassetlaw | TBD |
| Upton T junction, Headon Cum Upton [Member request] | Bassetlaw | TBD |
| Winston Green, Retford | Bassetlaw | TBD |
| Yew Tree Road, Upton | Bassetlaw | £10k-£25k |
| Awsorth Lane, Cossall [Member request] | Broxtowe | TBD |
| Baldwin Street, Newthorpe [Member request] | Broxtowe | TBD |
| Ewe Lamb Lane, Stapleford [Member request] | Broxtowe | TBD |
| Melbourne Road, Stapleford [Member request] | Broxtowe | TBD |
| Oak Drive, Nuthall [Member request] | Broxtowe | TBD |
| Richmond Avenue, Giltbrook [Member request] | Broxtowe | TBD |
| Swingate, Nuthall [Member request] | Broxtowe | TBD |
| The Glebe, Cossall [Member request] | Broxtowe | TBD |
| Victoria Street, Kimberley [Member request] | Broxtowe | TBD |
| Addison Road, Carlton Hill [Member request] | Gedling | TBD |
| Albert Street, Gedling | Gedling | £25k-£50k |
| Bennett Road, Mapperley [Member request] | Gedling | TBD |
| Birch Avenue, Carlton | Gedling | £10k-£25k |
| Cantley Avenue, Gedling | Gedling | £10k-£25k |
| Hickling Road, Mapperley | Gedling | ≤£10k |
| Hilton Road, Mapperley [Member request] | Gedling | £10k-£25k |
| Kenrick Road, Mapperley [Member request] | Gedling | TBD |
| Kensington Gardens, Carlton | Gedling | £10k-£25k |
| Lodge Farm Lane, Arnold [Member request] | Gedling | TBD |
| Marshall Hill Drive, Mapperley | Gedling | £25k-£50k |
| Milton Drive, Ravenshead [Member request] | Gedling | TBD |
| Morris Street, Netherfield [Member request] | Gedling | TBD |
| Oakfieldwood Drive, Ravenshead [Member request] | Gedling | TBD |
| Priory Avenue, Ravenshead [Member request] | Gedling | TBD |
| Robinson Road, Mapperley [Member request] | Gedling | £25k-£50k |
| Roundwood Road, Daybrook [Member request] | Gedling | TBD |
| Rowan Avenue, Ravenshead | Gedling | ≤£10k |
| Somersby Road, Woodthorpe [Member request] | Gedling | TBD |
| Standhill Road, Carlton [Member request] | Gedling | TBD |
| Towes Mount, Carlton | Gedling | £10k-£25k |
| Welbeck Avenue, Gedling | Gedling | £10k-£25k |
| Whittingham Road, Mapperley [Member request] | Gedling | £10k-£25k |
| Wood End Drive, Ravenshead | Gedling | ≤£10k |
| A60, Mansfield Woodhouse - Footway [Member request] | Mansfield | TBD |
| B6020 Southwell Road East, Rainworth [Member request] | Mansfield | TBD |
| Chesnut Drive, Mansfield [Member request] | Mansfield | TBD |
| High Street, Mansfield Woodhouse [Member request] | Mansfield | TBD |
| Sherwood Street, Mansfield Woodhouse [Member request] | Mansfield | TBD |
| Sherwood Street/Forest Road, Warsop [Member request] | Mansfield | TBD |
| The Ridings, Forest Town [Member request] | Mansfield | TBD |

| Network structural patching / DfT Pothole Fund (continued) | | |
|---|---------------------|---------------|
| Bell Lane, Weston [Member request] | Newark and Sherwood | £50k-£75k |
| Chapel Lane, Elston [Member request] | Newark and Sherwood | £10k-£25k |
| Coronation Avenue, Balderton [Member request] | Newark and Sherwood | £10k-£25k |
| Hatfield Close, Rainworth | Newark and Sherwood | TBD |
| Low Street, Collingham [Member request] | Newark and Sherwood | ≤£10k |
| Main Street, Coddington [Member request] | Newark and Sherwood | £10k-£25k |
| Main Street, Fiskerton [Member request] | Newark and Sherwood | TBD |
| Meering Avenue, Newark - Footway [Member request] | Newark and Sherwood | TBD |
| Pinfold, Elston [Member request] | Newark and Sherwood | £25k-£50k |
| Woodlands, Winthorpe [Member request] | Newark and Sherwood | £50k-£75k |
| Asher Lane, Ruddington [Member request] | Rushcliffe | TBD |
| Barleylands, Ruddington [Member request] | Rushcliffe | TBD |
| Barn Lane, Upper Broughton | Rushcliffe | £25k-£50k |
| Devonshire Road, West Bridgford [Member request] | Rushcliffe | TBD |
| Main St/Station Rd, Plumtree [Member request] | Rushcliffe | £150k-£200k |
| Main Street, Ratcliffe-on-Soar | Rushcliffe | £10k-£25k |
| Manvers Road, West Bridgford [Member request] | Rushcliffe | TBD |
| New Road, Colston Bassett [Member request] | Rushcliffe | TBD |
| Northfield Avenue, Radcliffe on Trent | Rushcliffe | £25k-£50k |
| Nursery Close, Radcliffe on Trent | Rushcliffe | ≤£10k |
| Nursery Road, Radcliffe on Trent | Rushcliffe | £10k-£25k |
| Oatfield Lane, Radcliffe on Trent [Member request] | Rushcliffe | TBD |
| Oatfield Lane, Saxondale | Rushcliffe | TBD |
| Owthorpe Road, Cotgrave [Member request] | Rushcliffe | TBD |
| Portland Road, West Bridgford [Member request] | Rushcliffe | TBD |
| Station Road, Plumtree [Member request] | Rushcliffe | £25k-£50k |
| The Green, Ruddington [Member request] | Rushcliffe | TBD |
| Tollerton Lane, Tollerton | Rushcliffe | £50k-£75k |
| Woodside Road, Radcliffe on Trent | Rushcliffe | £10k-£25k |
| Sub -block allocation | | £2,174 |

Appendix A3 - 2018/19 Traffic management revenue programme

| Location/Scheme | District | Scheme budget |
|--|-----------|---------------|
| Beech Road, Underwood - double yellow lines on junction | Ashfield | ≤£5k |
| Beulah Road/Kingsway, Kirkby - double yellow lines | Ashfield | ≤£5k |
| Bishops Way, Hucknall - double yellow lines | Ashfield | ≤£5k |
| Carlingford Road/Linby Walk, Hucknall - school keep clear or no waiting restrictions | Ashfield | ≤£5k |
| Carnarvon Road/Common Road, Huthwaite junction - double yellow lines | Ashfield | ≤£5k |
| Church Avenue, Sutton - school keep clear or no waiting restrictions | Ashfield | ≤£5k |
| Church Hill, Kirkby at junctions with Princess Street and Laburnham Grove - double yellow lines | Ashfield | ≤£5k |
| Edward Close, Hucknall - handrails at back of the footway | Ashfield | ≤£5k |
| Hill Crescent/Skegby Road, Sutton - double yellow lines on junction | Ashfield | ≤£5k |
| Redcliffe Street/Dalestorth Street, Sutton - double yellow lines | Ashfield | ≤£5k |
| Rookery Lane, Sutton - No access to industrial estate sign | Ashfield | ≤£5k |
| Selston - lengthman scheme | Ashfield | ≤£5k |
| Shortwood Ave/Watnall Road, Hucknall - double yellow lines | Ashfield | ≤£5k |
| Skegby Road/Lawns Road, Kirkby - double yellow lines on junction | Ashfield | ≤£5k |
| Station Road/Norman Road, Sutton - double yellow lines and deflection arrows | Ashfield | ≤£5k |
| Strawberry Bank, Huthwaite - playground signs | Ashfield | ≤£5k |
| Various locations - minor drainage repairs in Ashfield area | Ashfield | £5k-£10k |
| Bothamsall - advance weight restriction signage | Bassetlaw | ≤£5k |
| Bridge Place, Worksop - Keep Clear marking | Bassetlaw | ≤£5k |
| Carburton - lengthman scheme (<i>scheme still awaiting confirmation to proceed and agreement with parish council</i>) | Bassetlaw | ≤£5k |
| Carlton Road/Sunnyside, Worksop - junction protection | Bassetlaw | ≤£5k |
| Church Road, Langold - extension of existing restrictions | Bassetlaw | ≤£5k |
| Dunham - lengthman scheme (<i>scheme still awaiting confirmation to proceed and agreement with parish council</i>) | Bassetlaw | ≤£5k |
| Everton - lengthman scheme (<i>scheme still awaiting confirmation to proceed and agreement with parish council</i>) | Bassetlaw | ≤£5k |
| Grange Close, Carlton in Lindrick - junction protection | Bassetlaw | ≤£5k |
| Mattersey - lengthman scheme (<i>scheme still awaiting confirmation to proceed and agreement with parish council</i>) | Bassetlaw | ≤£5k |
| Mill Lane, Gringley on the Hill - parking restrictions on the bend opposite school | Bassetlaw | ≤£5k |
| Misson - lengthman scheme (<i>scheme still awaiting confirmation to proceed and agreement with parish council</i>) | Bassetlaw | ≤£5k |
| Norton & Cuckney - lengthman scheme (<i>scheme still awaiting confirmation to proceed and agreement with parish council</i>) | Bassetlaw | ≤£5k |
| Plantation Hill/Kilton Hill, Worksop – junction protection | Bassetlaw | ≤£5k |
| Primrose Way/Wingfield Avenue, Worksop - junction protection (also possible restrictions on the bend o/s Greenacres) | Bassetlaw | ≤£5k |
| Priorswell Road, Worksop at junctions with Garside Street and Shelley Street - junction protection | Bassetlaw | ≤£5k |
| Rampton - lengthman scheme (<i>scheme still awaiting confirmation to proceed and agreement with parish council</i>) | Bassetlaw | ≤£5k |
| Rotherham Baulk/Lawn Road, Carlton in Lindrick - unsuitable for HGV signs | Bassetlaw | ≤£5k |
| Sturton Cluster - lengthman scheme (<i>scheme still awaiting confirmation to proceed and agreement with parish council</i>) | Bassetlaw | ≤£5k |
| Treswell Road, Rampton - chevrons | Bassetlaw | ≤£5k |
| Tuxford - lengthman scheme (<i>scheme still awaiting confirmation to proceed and agreement with parish council</i>) | Bassetlaw | ≤£5k |
| 35 Inham Road, Chilwell - handrail at steps across verge | Broxtowe | ≤£5k |
| Chetwyn Road/High Road, Toton - double yellow lines on junction | Broxtowe | ≤£5k |
| Hempstill Lane, Nuthall - illuminated 'Give Way' sign on junction | Broxtowe | ≤£5k |
| Maws Lane, Kimberley - double yellow lines on junction (carry over) | Broxtowe | ≤£5k |
| Millenuim Way Phonix Park, Nuthall - double yellow lines to improve access for HGVs | Broxtowe | ≤£5k |
| Moorgreen, opposite Horse and Groom Pub - new chevrons on bend | Broxtowe | ≤£5k |
| Padge Road, Beeston - double yellow lines to improve access for HGVs | Broxtowe | ≤£5k |
| Queens Road North, Eastwood - waiting restrictions on same side as Police Station | Broxtowe | ≤£5k |
| The Parrs, Beeston Rylands - double yellow lines to improve access for HGVs | Broxtowe | ≤£5k |
| Various locations - minor drainage repairs in Broxtowe area | Broxtowe | £10k-£20k |
| A60 Mansfield Rd, On Bend South of Kighill Ln Jcn, Ravenshead - Layby Access/Redesign | Gedling | £5k-£10k |
| A60 Mansfield Rd, Woodthorpe Hospital - Sign Repositioning/ Removal | Gedling | ≤£5k |
| A612 Church Rd, Various Junctions, Burton Joyce - Parking Restrictions (Burton Joyce Combined TRO) | Gedling | ≤£5k |
| B684 Plains Road, Mapperley - 30mph signing/lining Improvement | Gedling | ≤£5k |
| Buxton Ave, Carlton (sharp left 90degree bend at bottom of hill) - Bend sign/SLOW | Gedling | ≤£5k |
| Chapel Lane/Main Street, Lambley junction - unsuitable for HGVs sign | Gedling | ≤£5k |
| Charles Close, Gedling - mark out parking bays on both sides of the road | Gedling | ≤£5k |
| Collyer Road, Calverton - footway link | Gedling | ≤£5k |
| FP Ramsey Dr, Arnold - Cycle Barriers | Gedling | ≤£5k |
| Front St & Worrall Ave, Arnold - One Way Arrow Road/Lane Markings | Gedling | ≤£5k |
| Hooton Rd, Carlton across car park junction - disabled access kerbs | Gedling | ≤£5k |
| Lowdham Lane, Woodborough A6097 Slip Rd - lane markings | Gedling | ≤£5k |
| Lowdham Lane, Woodborough Garden Centre access - carriageway edge line | Gedling | ≤£5k |
| Main St, Various Junctions, Burton Joyce - Parking Restrictions (Burton Joyce Combined TRO) | Gedling | ≤£5k |
| Main Street/Lingwood Lane, Woodborough, main entrance to St Swithuns Church - disabled access kerbs | Gedling | ≤£5k |
| Muirfield Road, Bestwood Estate, park entrance opposite Jermyn Drive junction - pedestrian guardrail | Gedling | ≤£5k |
| Newstead Cluster Lengthsman Scheme (Pending approval of Lengthsman Schemes continuation in principle) | Gedling | £5k-£10k |
| Shelt Hill, Woodborough - 30mph Speed Limit Gateway Improvement | Gedling | ≤£5k |
| St Austins Dr/Gedling Rd, Carlton - Junction Protection Yellow Lines (TRO) | Gedling | ≤£5k |
| Stanhope Road/Arnold Lane, Gedling junction - 30mph sign improvements | Gedling | ≤£5k |

Appendix A3 - 2018/19 Traffic management revenue programme

| Location/Scheme | District | Scheme budget |
|--|-------------------|---------------|
| Valley Rd, Either Side of Ernest Rd Jcn, Carlton - Crossroads Warning Signs | Gedling | ≤£5k |
| Woodborough Lengthsman Scheme (Pending approval of Lengthsman Schemes continuation in principle) | Gedling | ≤£5k |
| Woodchurch Road/Pavilion Road, Bestwood Estate junction - removal of 2 signs & 1 post | Gedling | ≤£5k |
| Woodthorpe Drive, Bridge Area, Woodthorpe - edge lining & H-bars | Gedling | ≤£5k |
| A60 Church Street/Hetts Lane, Warsop junction - parking restriction (Warsop combined TRO) | Mansfield | ≤£5k |
| A6075 Abbott Rd, Opp Beckett Ave Jcn - Keep Clear Marking | Mansfield | ≤£5k |
| Bath Street area, Mansfield - Removal of 19 Making It Centre signs | Mansfield | ≤£5k |
| Carr Lane, Stonebridge Rd & King Rd junctions - junction protection parking restriction (Warsop combined TRO) | Mansfield | ≤£5k |
| Castle Street, Mansfield Woodhouse - edge lines, 3 pedestrian logos & cul-de-sac sign | Mansfield | ≤£5k |
| Clipstone Drive/Newlands Drive, Forest Town junction - junction lining & road narrows sign | Mansfield | ≤£5k |
| Dunoon Road, Mansfield cul-de-sac end footpath entrance - disabled access | Mansfield | ≤£5k |
| Eakring Road to Cawthorne Way, Mansfield footpath - staggered barriers | Mansfield | ≤£5k |
| Kingsway Community Project Lengthsman Scheme (Pending approval of Lengthsman Schemes continuation in principle) | Mansfield | ≤£5k |
| Lamond Close, Mansfield end steps to footpath - handrail adjacent to steps | Mansfield | ≤£5k |
| Lismore Court, Mansfield end steps to footpath - alter steps to ramp | Mansfield | ≤£5k |
| Mansfield BID Lengthsman Scheme (Pending approval of Lengthsman Schemes continuation in principle) | Mansfield | ≤£5k |
| Mansfield Woodhouse Community Development Group Lengthsman Scheme (Pending approval of Lengthsman Schemes continuation in principle) | Mansfield | ≤£5k |
| New Mill Ln, Bend Near Meadow House, Mansfield Woodhouse/Forest Town - Bend Safety Improvements | Mansfield | £5k-£10k |
| Oakfield Lane/B6035 Sherwood Street, Warsop junction - parking restriction (Warsop combined TRO) | Mansfield | ≤£5k |
| Old Newark Road, Mansfield public spaces protection order barrier/junction redesign | Mansfield | £5k-£10k |
| Station Road, Mansfield Bus Station - footway improvement | Mansfield | ≤£5k |
| Station Street, Mansfield Woodhouse outside 54 Double Dragon - bollards | Mansfield | ≤£5k |
| Toothill Rd, Car Park Access, Mansfield - Double Yellow Lines (TRO) | Mansfield | ≤£5k |
| Woburn Rd, A6191 Jcn & School Entrance - Removal/redesign of Sure Start Signs | Mansfield | ≤£5k |
| A1133/Woodhill Road, Collingham - double yellow lines | Newark & Sherwood | ≤£5k |
| Beacon Hill - contribution towards interactive sign | Newark & Sherwood | ≤£5k |
| Bleasby - lengthman scheme (<i>scheme still awaiting confirmation to proceed and agreement with parish council</i>) | Newark & Sherwood | ≤£5k |
| Clipstone - lengthman scheme (<i>scheme still awaiting confirmation to proceed and agreement with parish council</i>) | Newark & Sherwood | ≤£5k |
| Grove Street area/London Road, Balderton - junction protection | Newark & Sherwood | ≤£5k |
| Mill Lane/High Street, Edwinstowe junction - double yellow lines | Newark & Sherwood | ≤£5k |
| Newark and Balderton - Blue Badge bays x3 | Newark & Sherwood | ≤£5k |
| Ollerton Cluster - lengthman scheme (<i>scheme still awaiting confirmation to proceed and agreement with parish council</i>) | Newark & Sherwood | ≤£5k |
| Rufford Road, Edwinstowe - TRO amendment from 18T to 7.5T to align with Mill Lane (subject to further discussion with Cllr Peck) | Newark & Sherwood | ≤£5k |
| Southwell - lengthman scheme (<i>scheme still awaiting confirmation to proceed and agreement with parish council</i>) | Newark & Sherwood | ≤£5k |
| Southwell Road East/Ramsden Croft Road, Rainworth - road markings | Newark & Sherwood | ≤£5k |
| Station Road area, Lowdham - junction protection | Newark & Sherwood | ≤£5k |
| Station Road Collingham - horse warning signs | Newark & Sherwood | ≤£5k |
| Staythorpe - horse warning signs | Newark & Sherwood | ≤£5k |
| The Osiers with Farndon Road, Newark - junction protection and extended double yellow lines | Newark & Sherwood | ≤£5k |
| A6006/Main Street area, Normanton & Stanford on Soar - direction signing to chain ferry | Rushcliffe | ≤£5k |
| A606 Melton Road/Folly Hall Lane, Upper Broughton junction - junction warning sign | Rushcliffe | ≤£5k |
| Ambleside, Gamston near play park/puffin crossing - guardrail across worn footpath entry in verge | Rushcliffe | ≤£5k |
| Beckside, Edwalton roundabouts at Morrisons and Alford Road - Removal of sponsorship signs | Rushcliffe | ≤£5k |
| Bingham Road, Wiverton Hall access - SLOW marking | Rushcliffe | ≤£5k |
| Bridge Gr, West Bridgford - One Way Arrows | Rushcliffe | ≤£5k |
| Camelot Street, Opp Clifton Road junction & Camelot Street/Camelot Cres junction protection/HGV access (Ruddington combined TRO) | Rushcliffe | ≤£5k |
| Car Colston Rd/Spring Ln, Screveton - Bend Signing Improvements | Rushcliffe | ≤£5k |
| Car Ln, Near Frost's Nursery, Car Colston - Double Bend Warning Sign | Rushcliffe | ≤£5k |
| Clawson Ln, Main St, Hickling Ln & Bridegate Ln, Hickling - 4 Speed Limit Gateway Improvements | Rushcliffe | ≤£5k |
| Compton Acres, Path To Belton Dr Adj No 16, West Bridgford - Replace Bollard | Rushcliffe | ≤£5k |
| Coneygrey Spinney, Flintham loop junction - Give Way line | Rushcliffe | ≤£5k |
| Costock Road, Wysall bend at Disney House - bend warnings/SLOW | Rushcliffe | ≤£5k |
| Cotgrave Lengthsman Scheme (Pending approval of Lengthsman Schemes continuation in principle) | Rushcliffe | ≤£5k |
| Cropwell Bishop Lengthsman Scheme (Pending approval of Lengthsman Schemes continuation in principle) | Rushcliffe | ≤£5k |
| Hollygate Ln, Adj Industrial Access, Cotgrave - Weight Restriction Sign & Poss Others | Rushcliffe | ≤£5k |
| Langar Cum Barnstone Lengthsman Scheme (Pending approval of Lengthsman Schemes continuation in principle) | Rushcliffe | ≤£5k |
| Langar Lane, Langar - side fences on 2 cattle grids | Rushcliffe | £5k-£10k |
| Leake Lane, Stanford-on-Soar approach to Old School House/bus stop - SLOW marking | Rushcliffe | ≤£5k |
| Lordship Lane, Orston - SLOW marking | Rushcliffe | ≤£5k |
| Lutterell Way/Ridgeway Close, West Bridgford to footpath - disabled access | Rushcliffe | ≤£5k |
| Lyndhurst Gdns/ Waddington Dr Jcn, West Bridgford - 2 Bollards | Rushcliffe | ≤£5k |
| Main Rd, West St/Pinfold Ln jcn, Shelford - Horse Warning Signs | Rushcliffe | ≤£5k |
| Main St, No 30/Co-op Funeralcare, East Leake - Guardrail at Raised Kerblin in Footway | Rushcliffe | ≤£5k |
| Main St, Pedestrian Gate To School, Normanton-on-Soar - Pedestrian Guardrail | Rushcliffe | ≤£5k |

Appendix A3 - 2018/19 Traffic management revenue programme

| Location/Scheme | District | Scheme budget |
|--|-----------------|----------------------|
| Manvers Road, West Bridgford footpath access west of Exchange Road - H-Bars x 2 | Rushcliffe | ≤£5k |
| Mere Way Business Park, Ruddington all along, but also near roundabout (Ruddington combined TRO) | Rushcliffe | ≤£5k |
| Mount Pleasant/Main Road, Radcliffe on Trent junction - kerbing improvement | Rushcliffe | ≤£5k |
| Musters Road, Langar either side of Barnstone Road crossroads - child triangle warning markings/improvements | Rushcliffe | ≤£5k |
| Old Rectory Close/Brookside, East Leake junction - 2 H-Bars | Rushcliffe | ≤£5k |
| Platt Ln/Nicker Hill, Keyworth - Give Way Triangle & Renew Lining | Rushcliffe | ≤£5k |
| Rutland Road/Chatsworth Road, West Bridgford junction - cul-de-sac sign | Rushcliffe | ≤£5k |
| Shaw Street, Ruddington car park access (Ruddington combined TRO) | Rushcliffe | ≤£5k |
| Shelford Rd, Radcliffe-on-Trent to Shelford Crossroads - Deer Warning Signs | Rushcliffe | ≤£5k |
| Stanford Ln, Normanton-on-Soar - Bend Warning Sign | Rushcliffe | ≤£5k |
| The Square, Gotham - additional bollards | Rushcliffe | ≤£5k |
| Vicarage Lane, Ruddington narrow single lane section - emergency access (Ruddington combined TRO) | Rushcliffe | ≤£5k |
| Westhorpe, Willoughby on the Wolds approach to Back Lane crossroads - advanced Give Way sign | Rushcliffe | ≤£5k |

Appendix A4 – Road safety education, training and awareness programme 2018/19

| 2018 | Road Safety Issue | Target Audience | Key messages | Activity / Event(s) | | Campaign | | Press Release / Publicity May include local press, and social media | |
|--------|----------------------------|-------------------------------|--|---------------------|--|----------|-----------------------------------|--|----------------------------------|
| Winter | Winter Driving | Drivers, Riders | <ul style="list-style-type: none"> • Tyres • Weather related advice | X | | | | X | |
| Spring | British Summer Time begins | All Road Users | <ul style="list-style-type: none"> • Change in driving conditions (commute) | | | | | X | |
| | Distraction | Teenage Pedestrians | <ul style="list-style-type: none"> • Headphones, mobile phones | | | X | Pavement Art at Schools, Colleges | X | To include social media activity |
| | Cycle Safety | Adult Pedal Cyclists | <ul style="list-style-type: none"> • Road positioning • Group riding • Conspicuity • Cycle helmets | X | | | | X | |
| Summer | Drink / Drugs | Drivers, Riders & Pedestrians | <ul style="list-style-type: none"> • Designated Driver • Morning After | X | Football World Cup | X | | X | |
| | Cycle Safety | Adult Pedal Cyclists | <ul style="list-style-type: none"> • Road positioning • Group riding • Conspicuity • Cycle helmets | X | | | | X | |
| | In Car Safety | Drivers | <ul style="list-style-type: none"> • Car Seat advice • Seatbelt wearing | X | Car Seat Advice Events | | | X | |
| Autumn | Back to School | All Road Users | <ul style="list-style-type: none"> • Children on school journey • Route planning | | | | | X | |
| | Cycle to Work | Pedal Cyclist | <ul style="list-style-type: none"> • Road positioning • Group riding • Conspicuity • Cycle helmets | X | Partnership events Work with local businesses | | | X | |

Appendix A4 – Road safety education, training and awareness programme 2018/19

| | | | | | | | | | |
|--------------------------|--------------------------------|---|---|---|---|---|--|---|--|
| Autumn (cont) | British Summer Time End | All Road Users | <ul style="list-style-type: none"> • Change in driving conditions (commute) • Use of lights (in working order) | | | | | X | |
| | Conspicuity | Pedestrians, Pedal Cyclists & Motorcyclists | <ul style="list-style-type: none"> • Visibility of road users • Reflective & Hi Vis clothing | X | Support and RSE in schools through the JRSO programme | | | X | |
| All Year Round | Road Safety Education | Primary & Secondary Pupils, Colleges & Universities | <ul style="list-style-type: none"> • The resource package has been developed for each year group • Road Accident data used to target message appropriately for each age group • Particular emphasis on Secondary age group | X | Freshers Fayres and Partnership events in schools | | | X | An occasional press release may be considered for special circumstances or events that promote the 'service' and NCC |
| | | Adults of All ages including businesses & Older Drivers | <ul style="list-style-type: none"> • Occupational Road Risk with Businesses • 'Drive On' workshop with Older Road Users • Adult events | X | | | | X | As above |
| | Awareness Raising | All Road Users | <ul style="list-style-type: none"> • Messages appropriate to the audience attending | X | Public and Partnership events | | | X | As above |
| | Partnership Events & Campaigns | All Road Users as appropriate | <ul style="list-style-type: none"> • Specific to target group e.g. Young Drivers • Any activity will be 'data led' • Key partners include 'NRSP' – Nottinghamshire Road Safety Partnership | X | Partnership events | X | Road side campaigns & targeted Police enforcement operations | X | |
| | | | | | Supporting Police | | | | |

Appendix A4 – Road safety education, training and awareness programme 2018/19

Training

| 2017-18 | Activity | Training Module | Target Age Group |
|--|--|-----------------------|--|
| Pedal Cycle Training (Bikeability) | Bikeability Core Activities and Training | Level 1 | Years 3 -6 |
| | | Level 2 | Primary |
| | | Level 3 | Primary & Secondary |
| | Bikeability Plus Modules | Balance Bikes | KS1 |
| | | Learn to Ride | KS1 & 2 |
| | | Bikeability Fix | All Ages |
| | | On Show | Parents |
| | | Bikeability Parents | Adults |
| | | Bikeability Promotion | All Ages |
| | | Bikeability Ride | All Ages |
| | | Transition | Year 6 Primary children |
| School Holidays: Easter, Summer and half-terms | Pre Driver Events | All day event | 15-17 year olds (prior to learning to drive) |

SAFEGUARDED TRANSPORT SCHEME REVIEW 2017

Appendix B1 - Scheme review: Major Schemes / Corridors (schemes over £2m)

Major Schemes

| | District | Scheme name/location | Estimated cost | Scheme description | Comment | Potential future funding sources (other than NCC contribution) | Safeguarded | Recommendation |
|----|------------------------------|---|----------------|--|---|--|-------------|----------------|
| 1 | Ashfield | A611 growth corridor improvements | £25m-£50m | On line junction improvements / bypass | | DfT / Developer/D2N2 | N | |
| 2 | Ashfield & Mansfield | A38 / A617 corridor | £25m - £100m | On line junction improvements / dualling | | DfT / Developer/D2N2 | N | |
| 3 | Bassetlaw | Worksop junction Improvements package | £10m | Junction capacity improvements to be determined | SCR LEP Committed | SCR/ CIL/ Developer | N | |
| 4 | Broxtowe | Toton / HS2 access package | £100m | Access strategy for HS2, including potential passenger use of Maid Marion Line | HS2 Delivery Body | HS2 project/ D2N2 | N | |
| 5 | Gedling | Gedling Access Rd | £40m | Construction of new road | D2N2 LEP Committed 2018/19 | Consortium incl. NCC | Y | |
| 6 | Gedling | A60 Leapool to Sherwood Express busway | £5m | Park & Ride + Bus priority measures | | D2N2 | Y | |
| 7 | Gedling | South Notts Rail Network (Gedling line) | £10-15m | Reopening of rail line for passenger service | | D2N2 | Y | |
| 8 | Gedling, Newark & Rushcliffe | A46 to A1 corridor via A6097 / A614 | up to £250m | On line junction improvements / dualling / new river crossing | | Local Majors Fund | N | |
| 9 | Mansfield & Newark | Dukeries Line Rail Improvement | £22m | Reopening of Shirebrook-Ollerton railway line for passengers | | D2N2/ NSF/ Developer | Y | |
| 10 | Newark | A617 Kelham Bypass | £20m | Bypass to village (inc new bridge over River Trent) | | D2N2 | Y | |
| 11 | Newark | A614 Ollerton Roundabout Improvement | £8m | Enlarged conventional roundabout | | D2N2 | Y | |
| 12 | Newark | A617 Kirklington Bypass | £10m | Bypass to village | Currently no justification to investigate a bypass scheme at this location until Kelham Bypass is programmed. | D2N2 | N | |
| 13 | Rushcliffe | Bingham Park and Ride (Rail) | £5m | Park & Ride site near Saxondale rbt (rail) | | D2N2/ NSF | Y | |

Appendix B2 - Scheme review: Significant Schemes (typically £0.5m to £2m).

Significant schemes

| | District | Scheme name/location | Estimated cost | Scheme description | Comment | Potential future funding sources (other than NCC contribution) | Safeguarded | Recommendation |
|----|------------|--|----------------|---|--------------------------------|--|-------------|----------------|
| 14 | Ashfield | Kirkby northern link road | £1m -£3m | New link road across development site | | Developer/ CIL | N | |
| 15 | Bassetlaw | A60/B6041 Cannon Crossroads, Worksop | £1m | Junction capacity improvement | | D2N2/ Developer | Y | |
| 16 | Bassetlaw | Harworth Junction Improvements package | £2m | Junction capacity improvements | D2N2/SCR LEP Committed 2016/17 | D2N2/ SCR | Y | |
| 17 | Broxtowe | B600/B6009 Watnall Junction Improvement | £0.75m | Signalisation of junction | | D2N2/ Developer | Y | |
| 18 | Gedling | A60 Larch Farm crossroads | £0.25m-£0.5m | Junction capacity improvement | | D2N2/ Developer | Y | |
| 19 | Gedling | A612 Daleside Road Improvement | £1-2m | Bus priority linked to City Southern Growth Corridor | | D2N2 | Y | |
| 20 | Gedling | A612 Colwick Loop Rd Improvement | £1-2m | Bus priority linked to City Southern Growth Corridor | | D2N2 | Y | |
| 21 | Mansfield | A6191 Ratcliffe Gate Impt (Bus priority) | £1m | Creation of inbound bus lane | | D2N2 | Y | |
| 22 | Mansfield | A60 Nottingham Rd (Bus priority) | £0.5m- £0.75m | Bus priority | | D2N2 | Y | |
| 23 | Mansfield | A60 Woodhouse Rd Improvements (Bus priority) | £1-2m | Bus priority | | D2N2 | Y | |
| 24 | Mansfield | A6075 Abbott Rd | £2m | Carriageway widening and realignment | | D2N2/ Developer | Y | |
| 25 | Newark | Queens Road / King Street, Newark | £0.25m-£0.5m | Junction improvement | | D2N2/ CIL | Y | |
| 26 | Rushcliffe | Radcliffe Rd Bus Priority | £1-3m | Inbound bus priority | | D2N2 | Y | |
| 27 | Rushcliffe | Lady Bay to Racecourse area footbridge | £2m | New NMU crossing of River Trent | | D2N2 | N | |
| 28 | Rushcliffe | Nottingham East Park & Ride | £1m-£3m | Park & Ride | | Developer | N | |
| 29 | Rushcliffe | Gotham Lane, Bunny | £0.75m-£1m | New link road across former brickworks redevelopment site | | Developer | N | |

Scheme to be prioritised for further work

Scheme to be retained for longer-term consideration

Scheme to be investigated but would be delivered solely by third party

Scheme will be the subject of an ongoing network review.