



meeting **HIGHWAYS SELECT COMMITTEE**

date **12 February 2007** agenda item number

Report of the Service Director for Highways

Speed Management

Purpose of the report

1. To inform Members of the varied strands of Nottinghamshire County Council's speed management policies, strategies and initiatives which form the Authority's overall approach to speed management.

Policy Framework / Background

2. The North Nottinghamshire and Greater Nottingham Local Transport Plans 2006/7 – 2010/11 set out the Authority's strategies for managing speed and making the county's roads safer. Under the key objective 'Safer and Stronger' within the Authority's Strategic Plan 2006 – 2010 'All Together Better', one of the aims is to "reduce the number of deaths and serious accidents on Nottinghamshire's roads, particularly those involving children".
3. The County Council's 'Cross-Service Road Safety Improvement Plan (2003–2010)' has clear reference to developing speed management as part of the Authority's casualty reduction work aimed at achieving the Government's 2010 targets. The Road Safety Strategy Review report in March 2006 to Cabinet, gained endorsement to a number of amendments to the plan. These include accelerating Phase 2 of the Speed Limit Review, to give a greater emphasis on speed management and consideration of additional numbers of fixed and mobile safety cameras on key routes. Also the effectiveness of the current policy and criteria for the installation of interactive speed limit signs is to be reviewed. In addition further collaborative work is to be undertaken with the Police regarding improved speed enforcement.
4. The Government's strategy for improving road safety during the period 2000 - 2010, includes targets to reduce the number of road deaths and serious injuries and is set out in their document 'Tomorrow's Roads : Safer for Everyone' published in 2000. The targets to achieve by 2010, compared with the average number of casualties for 1994 - 1998 are :-
 - a 40% reduction in the number of people killed or seriously injured in road accidents

- a 50% reduction in the number of children killed or seriously injured
- a 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres

The Authority also agreed an ambitious stretch target for Nottinghamshire, under a Public Service Agreement (PSA), relating to a reduction in overall killed or seriously injured casualties (KSIs). This meant achieving a reduction from the 1994-98 baseline average of 826 KSIs to 599 by end of 2005 (equivalent to a 27% reduction). This target was achieved, with 593 KSI casualties being recorded in 2005. The provisional KSI casualty figures for 1 January to 31 October 2006 are 453, which is indicative of a continuing downward trend in this key statistic.

Ongoing analysis of injury accident and casualty data, is used to determine where speeding is an issue and to establish effective speed management casualty reduction strategies.

5. The Department for Transport's (DfT) guidance in Circular 01/2006 'Setting Local Speed Limits' was published on 8 August 2006 and recommends it is to be used for setting local speed limits on single and dual carriageways in both rural and urban areas, to ensure a consistent approach to setting local speed limits. The guidance includes a speed assessment framework as a tool to assist traffic authorities in assessing and making decisions on what is an appropriate speed limit on single carriageway rural roads. The guidance should also be used as the basis for future assessments of local speed limits, for developing route management strategies and for developing the speed management strategies required as part of the Local Transport Plan process. The guidance states local speed limits should not be set in isolation, but as part of a package with other measures to manage vehicle speeds, which includes engineering, education, training and publicity. Circular 01/2006 states that within their overall network management responsibilities, these measures should enable traffic authorities to deliver speed limits and driven speeds that are safe and appropriate for the road and its surroundings as well as help drivers to be more readily aware of the road environment and assess their own appropriate speeds at all times.
6. Traffic authorities are required to keep their speed limits under review with changing circumstances. The DfT has therefore asked traffic authorities to review the speed limits on all of their A and B Class roads and implement any necessary changes by 2011, in accordance with the DfT guidance in Circular 01/2006.

Summary of the Nottinghamshire County Council's speed management policies, strategies and initiatives

Village speed limit policy

7. In January 2004 an Interim Village Speed Limit Policy was approved by the then Cabinet Member for Environment. This Policy was written in the light of the DfT publications in 2000 of 'Tomorrow's Roads : Safer for Everyone' and 'New Directions in Speed Management'. These publications were high in aspiration but unfortunately gave little practical guidance for local authorities, instead they pointed to a future time when the DfT would publish a framework assessment system. However, there was one element of setting speed limits that was made clear; the Government's intention to see a 30mph speed limit as the norm in all villages. This Authority therefore developed an interim speed limit policy for villages defining its own criteria based on population, to help address the issue of speeding in rural areas and reduce the resultant accidents and casualties. The first phase of the Interim Village Speed Limit Policy included 14 villages with a national speed limit and with an historic accident record. A further two villages were later added. **Appendix A** gives a list of these 16 villages and the new speed limit. The new lower speed limits in 14 of these 16 villages were implemented over the financial years 2004/2005 and 2005/2006.
8. The new DfT guidance (Circular 01/2006) 'Setting Local Speed Limits' states that it is now Government policy where appropriate, for a 30mph speed limit to be the norm in villages. It refers to the advice within the Traffic Advisory Leaflet 'Village Speed Limits' 1/04, which has more specific guidance on criteria for setting speed limits in villages. The DfT has refined their definition of a village and this has been used to determine 20 further villages (which currently operate a national speed limit), for consideration over the next four years in Phase 2 of the village speed limit review, prioritising those with an injury accident history. A list of these 20 villages is given in **Appendix B**. This review will go on to consider villages with speed limits higher than the desired 30mph, but below the national speed limit and villages which require extensions to speed limits where development has taken place outside the current limits. Also the possible introduction of 'buffer zones' will be considered. These are transitional speed limits between a higher and lower speed limit to aid drivers to reduce speed, where an immediate reduction in speed is difficult. In March 2006 Cabinet endorsed amendments to the Authority's Road Safety Strategy and this included the following resolution "the development of Phase 2 of the Speed Limit Review be accelerated as part of a greater emphasis on Speed Management". In October 2006 a Village Speed limit Policy was approved by the Cabinet Member for Environment.

Review of speed limits on A and B Class roads

9. The DfT guidance (Circular 01/2006) 'Setting Local Speed Limits' asks traffic authorities to review the speed limits on all of their A and B Class roads and implement any changes required by 2011 and this could

include both increases and decreases in speed limits. It is intended this review will provide speed limits which are rational, consistent, readily understood and appropriate for the circumstances across the whole of the national road network. The guidance recommends the use of the assessment framework to help decision-makers weigh up, in a more transparent way, the advantages and disadvantages of each speed limit option and reach a well founded conclusion. The assessment framework has been developed to help achieve an appropriate and consistent balance between safety and mobility objectives. In the review of A and B Class roads, villages with speed limits higher than 30mph which have not yet been addressed in the village speed review, will be considered along with extensions to speed limits and buffer zones. In October 2006 approval was given by the Cabinet Member for Environment to undertake a review of the speed limits on all A and B Class roads in the county. Also approved was that all future changes to speed limits on any roads in the county, be made in accordance with the DfT guidance in Circular 01/2006.

10. There are 84 No. A and B Class roads in Nottinghamshire, with a total length of approximately 833km for which the County Council as local highway authority is responsible. It has been agreed that the review of these routes shall be undertaken in a four year programme. The programme as shown in **Appendix C**, has been prepared and prioritised in accordance with the recommendations of all elected Members, the Authority's Accident Investigation Unit and Highway Managers. Nottinghamshire Police have also been contacted for their views. The elected Members were asked to comment on which roads or sections of roads have speed limits they think should be raised or lowered and these local views will be taken into account during the review itself.
11. It is intended that the review of speed limits on A and B Class roads will revisit lengths where excessive or inappropriate speed is occurring. It is also intended that an improved balance will be gained between key LTP objectives namely; road safety, accessibility and environmental objectives, especially in rural communities.

Pilot variable 20mph speed limit sites outside schools

12. Phase 2 of the Authority's speed limit review includes developing a 20mph speed limit policy and this will be guided by the DfT's Circular 01/2006 'Setting Local Speed Limits'. In September 2006, the Cabinet Member for Environment gave approval to implement an Advisory and variable 20mph speed limit outside three schools and a Mandatory and variable 20mph speed limit outside one school in the county as part of a pilot study, subject to the normal consultation and advertising procedures. A rural pilot site was added following Full Council in October 2006. The 20mph speed limits will operate during term time, on Mondays to Fridays and between 8am-9.30am and 3pm-4.30pm. A list of the five pilot sites, associated schools and when the schemes are due to be completed are given in **Appendix D**. After the schemes are installed, the sites will be monitored over a period of one year, in terms

of vehicle speed and reported road traffic casualties. It should be noted however, that very few child casualties occur outside schools in the county. A further report to the Cabinet Member for Environment will then be submitted regarding the monitoring results and consideration will be given to a further extension of variable 20mph speed limits outside schools in the county of Nottinghamshire. The results from these pilots will assist in developing an overall 20mph speed limit policy for the Authority.

Traffic calming

13. Traffic calming is installed in the county of Nottinghamshire as a measure to reduce road casualties and/or as a measure to reduce through traffic to improve local environments. Most schemes have been in urban areas but a small programme for rural villages has also been implemented. The criteria for the provision of traffic calming is detailed within the Authority's Traffic Calming Design Guide to ensure that sites requiring the treatment most are prioritised accordingly. This document is reviewed regularly to ensure it takes account of current best practice and can be found on the Authority's intranet site.
14. Since 1990 around £2.75 million has been spent by the Authority's Accident Investigation Unit on traffic calming, to reduce road traffic injury accidents in a cost effective manner. The County Council has installed 30 traffic calming schemes aimed at reducing vehicle speeds and improving road safety. Traffic calming in Nottinghamshire to reduce accidents has taken two forms :-
 - Large area wide traffic calming schemes have been introduced throughout the county and following their implementation, have continued every year to save 60% of all reported injury accidents (compared with 'Before' accidents). Significantly accidents involving local pedestrians and pedal cyclists have been reduced by over 65% in these area wide schemes
 - Lengths of road have also been traffic calmed on accident remedial grounds where area wide schemes cannot be justified. These too have been highly successful, reducing injury accidents by over 65% every year (compared with 'Before' accidents)

Speed limit reductions as a casualty reduction measure & route management strategy

15. Casualty Reduction schemes are implemented to reduce speeds at locations where speed has been identified as a contributory factor in the injury accidents. These schemes take the form of both site specific locations and whole route treatments. Usually a combination of engineering measures are implemented to calm the traffic speeds. However in situations where engineering measures have been implemented and the reduction in accidents has not been significant, a reduction in the speed limit may be introduced, for example on the

A617, as a supplementary measure to reinforce the need for speed reduction.

Safety Cameras

16. Safety cameras have a major part to play in reducing vehicle speeds which lead to high casualty severity collisions. The Authority is a member of the Nottinghamshire Safety Camera Partnership along with a number of other road safety agencies in the area. Nottinghamshire County Council, Nottingham City Council and the Highways Agency are represented on the Partnership's Steering Group alongside Nottinghamshire Police. Staff from both the County and City Councils' Accident Investigation and Road Safety Teams, sit on the Partnership's Technical and Education working groups alongside representatives from the Police, Highways Agency, Ambulance and Fire & Rescue Service where appropriate. This ensures there is a co-ordinated consistent approach between the activities of the partnership and all of the road safety practitioners detailed above. It also ensures that the education programmes and activities devised to support the partnership are complementary.
17. The DfT's criteria for the installation of all types of safety cameras have recently been revised and took effect from 1 April 2006. These criteria or rules for proposed sites are documented in the 'Handbook of rules and guidance for the national safety camera programme for England and Wales for 2006/07', published by the DfT. Fixed speed cameras for example, can only be considered at locations where there have been at least three fatal or serious collisions per kilometre in the last three calendar years and the total number of accidents meets the required points level, which varies depending upon whether the site is in a built up or non built up area.
18. The Authority only installs safety cameras where no other road safety measures can be used to address safety problems and the revised arrangements explained in paragraphs 19 and 20 below, recognise and support this approach which is in line with Government criteria. Fixed safety cameras (speed and red light) are installed on roads where there is a history of fatal or serious casualties and speeding or red light violations, as appropriate. These sites must also meet the DfT site selection rules as mentioned in the previous paragraph. Speed Violation Detection Deterrent digital cameras are also considered for the worst sites, particularly when casualties are recorded along a length of road rather than at particular locations (for example, on the A631 in the Bassetlaw District and on the A46 in the Newark and Rushcliffe Districts). Mobile cameras are used on roads which have a casualty and speed history, but do not meet the DfT's criteria for permanent camera installation. The Partnership has a programme for installation of fixed cameras on the key casualty reduction routes and whilst it is recognised that mobile enforcement is not as effective overall, such enforcement will continue to be used to target sites with a lower accident threshold.

Revised road safety funding arrangements

19. In December 2005 the Secretary of State announced that safety camera activities and partnerships are to be integrated into the wider road safety delivery process. The existing ring fenced 'netting off' funding arrangements for safety cameras, is being ended after 2006/07. From 2007/08 safety cameras and their funding are to be integrated into the Local Transport Plan system, alongside other road safety measures. The DfT is enhancing the overall level of funding for road safety provided to local highway authorities in England, through the Local Transport Plan process. This will give greater flexibility to local authorities, the police and other partners to agree a mix of road safety initiatives which will make the greatest contribution to reducing road casualties in their area. The funding will be split revenue and capital with a high expectation from the DfT that the revenue funding will be used to maintain the current levels of enforcement activity surrounding the safety cameras.
20. It is anticipated that the existing Nottinghamshire Safety Camera Partnership will be maintained in principle but ultimately succeeded by a Casualty Reduction Group. Whilst safety cameras will remain an aspect of the work undertaken by the group, the responsibilities of the group will be much broader expanding into other areas of casualty reduction work. Different partnerships already exist with both internal and external organisations/agencies involved in the delivery of casualty reduction. It is intended that the Casualty Reduction Group will be an amalgamation of many of these existing partnerships, helping the continuation of the pooling of resources to maximise casualty reduction benefits.

Vehicle-activated Interactive speed limit signs

21. A policy has been developed for the installation of permanent, short-stay and mobile inter-active speed limit signs in the county. The policy states permanent signs may only be erected on roads subject to restricted speed limits and in addition to regulatory signs, as a response to excessive speed and in accordance with criteria based upon recorded speeds and traffic flows at a location. These signs have proved to be a popular and effective measure across the county. They may also be installed as part of Safer Routes to School schemes according to the above criteria and with the approval of the Authority's Road Safety Team Manager. Short-stay and mobile inter-active speed limit signs may be erected on roads where there are excessive speeds, in accordance with criteria based upon recorded speeds and traffic flows, but with lower thresholds. In addition the maximum time a sign can be displayed is three months and no return within 12 months.
22. Members of this Committee will be aware that a report on interactive signs and village gateway treatments was considered at the meeting on 6 November 2006. The Cabinet Member for Environment will shortly be considering a report which sets out the results of the site assessments requested by Members, suggests a prioritised programme for the

introduction of more permanent and short-stay signs and covers issues such as private funding and policy/criteria changes.

Safer Routes to School

23. Safer routes to school schemes are road engineering measures installed within the vicinity of schools, to make the journey to and from school safer, particularly for the vulnerable road user (pedestrians and pedal cyclists). The type of measures installed, range from signing and lining schemes to formal crossing facilities and to traffic calming measures where appropriate. In addition, Flashing Amber Warning Lights are used outside schools to warn drivers to reduce their speed when approaching areas where children will be present. Potential schemes are identified for example through requests made by Members, individual schools, the public and more recently through the Authority's School Travel Plan process. The reported child injury accident and casualty data, particularly on school journeys are also taken into account. It should be noted however, that the majority of child casualties do not occur on school journeys, and that very few child casualties occur outside schools. Between April 1999 and March 2006, 130 safer routes to school schemes have been installed at various locations across the county, benefiting around 128 schools.

School Travel Plans

24. The Authority's School Travel Plan Officers are working with schools and the local communities to develop School Travel Plans (STPs). An STP is a working document individual to each school and sets out a series of measures to reduce use of the car for school journeys, reduce congestion outside schools, encourage more walking, cycling and use of buses to and from school, whilst improving safety on school journeys and within the vicinity of schools. STPs also aim to improve the health of pupils, help the environment and raise awareness of road safety issues. The Government has set a national target for all schools to have an STP by 2010. The Authority has also set local targets, for 45% of all schools within the county to have an STP by end of March 2007 and 80% by end of March 2010. The aim is to develop 40 STPs per year for the next 4 years. As at end March 2006 there were 136 schools with a completed STP. As at end December 2006, the School Travel Plan Officers were working with a further 55-60 schools, to help develop STPs. A one-off Capital Grant from the Government is available until end of March 2008, for schools who complete an STP which meets DfT/Department for Education and Skills (DfES) requirements. It is uncertain at this stage as to whether the Government's funding to local authorities for development of STPs will continue after this date and this is of some concern to the Authority.

Driver Improvement Programme

25. This is a national programme and in the county and city of Nottinghamshire, it is operated by a partnership between Nottinghamshire County Council, Nottingham City Council,

Nottinghamshire Police and the Magistrates Court. An annual business meeting of the partners is held to determine any new approaches and approve new arrangements. Selected drivers who have committed certain traffic offences which would typically receive a fine and penalty points on their driving licence, for example driving without due care and attention, are offered by the Police, the option of attending a one and a half day Driver Improvement course. These courses tackle the attitudes of drivers and encourage them to understand their own responsibility as drivers, for preventing accidents. The courses also have a practical element, where participants undertake some instruction and a driving assessment by an Advanced Driving Instructor.

26. In the county and city of Nottinghamshire each year, around 500 drivers are referred for these courses. The Driver Improvement Programme is mostly self-funding and the co-ordination and monitoring of the provision is hosted by Nottingham City Council. If it is necessary for example, to update equipment or purchase new resources, support is provided through the Authority's Road Safety Education budget.

Speed Awareness courses

27. In October 2005 the Association of Chief Police Officers (ACPO) launched the introduction of a National Speed Awareness course. Police forces were encouraged to adopt the national course and offer these to drivers who are detected speeding in certain limits, at a level set by each force but below an ACPO set maximum level of speeding. Courses need to meet a national specification and will be provided by local authorities and private companies who are members of the Association of National Driver Improvement Scheme Providers (ANDISP). This scheme will allow the police to divert low-end speeding motorists to education as opposed to the Fixed Penalty system.
28. Nottinghamshire County Council and Nottingham City Council's Road Safety Officers in conjunction with Nottinghamshire Police, are determining the appropriate way forward with regard to these speed awareness courses. The DfT have put forward two models, which are currently being piloted in other areas. One is purely a theory session and the other involves a driving assessment. There is considerable debate about the differing values of the two course types and also the level of speeding offence being tackled by such courses, i.e. whether the driver is only a few miles over the limit or vastly over the limit. Further consideration is therefore being given to the provision of this type of course within Nottinghamshire. It is anticipated that Speed Awareness courses will be introduced under the strategic body directing Highway Safety in Nottinghamshire.

Speed management publicity campaigns

29. The majority of the speed management publicity has been provided through the Nottinghamshire Safety Camera Partnership. This includes radio and TV advertising, bus-back and full bus adverts, advertising

hoarding boards and airport advertising. Many of the campaigns have been run in conjunction with the Midlands Safety Camera Partnership, to ensure value for money. Campaigns are targeted at different age groups and types of drivers. For example, young drivers are targeted with messages 'Out with your mates?' or 'First date?' followed by 'Speeding, it's not impressive'.

30. In addition to the Safety Camera Partnership work, the Authority has undertaken bus-back, radio and magazine publicity campaigns targeted at drivers who may be travelling too fast for the conditions on rural roads, specifically on bends. Education about the dangers of speed is undertaken at different levels. Using the Brake Reaction Timer (BRT), the Authority's Road Safety Team :-
- work with children to enable them, when crossing the road, to identify stopping distances of vehicles at different speeds
 - work in partnership with the Nottinghamshire Fire and Rescue Service at Road Traffic Casualty Reduction Days, using the BRT with Sixth Form students as pre/young drivers
 - attend open events with the public, demonstrating vehicle stopping distances at different speeds

Promotion of Driver/Rider Awareness courses

31. The Authority's Road Safety Team has recently been in contact with the Institute of Advanced Motorists in Nottinghamshire and will aim to discuss the possible provision of driver assessment events, where drivers will then be encouraged to undertake the Advanced Driver training. Over the last two years through the Motorcyclists' Forum, the Authority has supported similar events for motorcyclists. Each year, following an event which undertakes around 50 assessed rides, around 15–20 riders subsequently sign up for the Advanced Rider training course. The Authority continues to support these events in order to help reduce casualties in the county.

Young Driver/Rider training

32. The Authority is not currently undertaking specific driver training courses. However additional education packages are currently being developed to enhance the road safety input to the Road Traffic Casualty Reduction days with Nottinghamshire Fire and Rescue Service and to provide a stand-alone resource to take into schools. This education will include hazard perception elements, which in turn are linked to speed awareness. The Authority's Road Safety Team is also currently working to determine ways of supporting young new drivers through the Driving Standards Agency's Pass Plus training scheme or through similar additional training courses.
33. With regard to young riders of 'twist and go' scooters and mopeds under 125cc, the Authority has developed a project named 'Bare Bones', in partnership with Nottingham City Council and Nottinghamshire Police. The project's primary purpose is to make these riders aware of their vulnerability and to help reduce the chances of

them being injured on the highway. For example the project aims to address the issues of injuries sustained by riders not wearing appropriate clothing when they come off their bikes. Various different avenues are being used in an effort to engage this group, for example Sixth Form Colleges, Compulsory Basic Training centres and retail outlets.

Strategic liaison meetings with Nottinghamshire Police

34. At least twice yearly, strategic liaison meetings are held between the Authority's safety practitioners and Senior Traffic Management Officers in Nottinghamshire Police, to develop more collaborative working on speed management policies. This is aimed to improve communication on top-level issues and continue partnership working in key areas.

Funding of speed management

35. Funding for the authority's speed management measures is obtained from the Integrated Transport block of the LTP funding and also from The Authority's Revenue budget. The revised road safety funding arrangements relating to safety cameras is explained above in paragraph 19.

Conclusions

36. The policies, strategies and initiatives detailed above, reflect the important contribution that effective speed management can make towards the delivery of the Government's casualty reduction targets and benefit residents and road users within the county. The report also sets out the Authority's balanced approach which takes into account casualty reduction, mobility and environmental considerations. The Select Committee are invited to discuss and comment on the information set out in this report.

BOB HART
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29 January 2007

Background papers: nil.

Villages included in Phase1 of the village speed limit review (16 No.)

Villages	Speed Limit
Drakeholes	30
Headon cum Upton	30
Grassthorne	30
Ompton (A Class road)	40
Ossington	30
Alverton	30
Kilvington	30
Elton	30
Sutton cum Granby	30
Tithby	30
Whatton	30
Cropwell Bishop	30
Torworth	40
Scrooby	40
Saundby *	40
Car Colston *	30

* The new limits in these villages are to be implemented within the financial year 2007/2008

**Villages to be included in Phase 2 of the village speed limit review (20
No.)**

Villages	
Budby	Cotgrave Lane/Cotgrave Road Tollerton
Holme	Stanton on the Wolds
Thorpe in the Glebe	Hickling Pastures
Sutton-on-Trent	Cossall
Staunton in the Vale	Ratcliffe on Soar
Normanton (nr Southwell)	Normanton on the Wolds
Gonalston	Screveton
Cotham	Clipstone
East Stoke (School Lane/Moor Lane)	Thrumpton
Landcroft Lane, Sutton Bonnington	Kneeton

A & B Class Roads – four year programme for review:

Speed Limit Review of all A and B Classified Roads			
	A Roads	B Roads	Total lengths
Year 1. 2007/2008	A38, A616, A620, A638, A60, A606, A614.	B6045, B1164, B6386	247km
Year 2. 2008/2009	A612, A610, A6006, A57, A6002, A634, A6075, A608, A17, A632, A1133,	B6014, B6166, B680, B6020, B600, B6016, B6018, B6387, B6407.	256km
Year 3. 2009/2010	A611, A161, A6097, A619, A6005, A617, A631.	B6030, B6031, B1403, B6035, B6009, B6326, B6011, B684, B6003, B6026-(&B6022), B6034, B6041, B6044, B6420, B6463, B6079, B6139, B683, B6040, B6023, B6019,	250km
Year 4. 2010/2011	A609, A6117, A6096, A6520, A6011, A6007, A6009, A6211.	B1396, B5010, B6004, B6006, B6010, B6021, B6022-(&B6026), B6024, B6027, B6028, B6032, B6033, B6325, B6461, B6464, B679, B686.	80km

Appendix D

Pilot variable 20mph speed limit sites outside schools (5 No.)

Road – along a length of :-	School	Advisory/Mandatory	Year of Implementation
Coxmoor Rd, Sutton in Ashfield	Hillocks Primary school	Advisory and Variable	2006/07
Swingate-Knowle Lane, Kimberley	Kimberley Primary school	Advisory and Variable	2006/07
Killisick Rd, Arnold	Killisick Junior school	Advisory and Variable	2006/07
Chilwell Lane, Bramcote	Alderman White Secondary school and Language college	Mandatory and Variable	2007/08
Station Rd, Bleasby	Bleasby C of E Primary school	Advisory/Mandatory (to be determined) and Variable	2007/08