

Appendix 1 Highways Committee Report – Performance 2012

Report Author: Andrew Warrington Service Director Highways


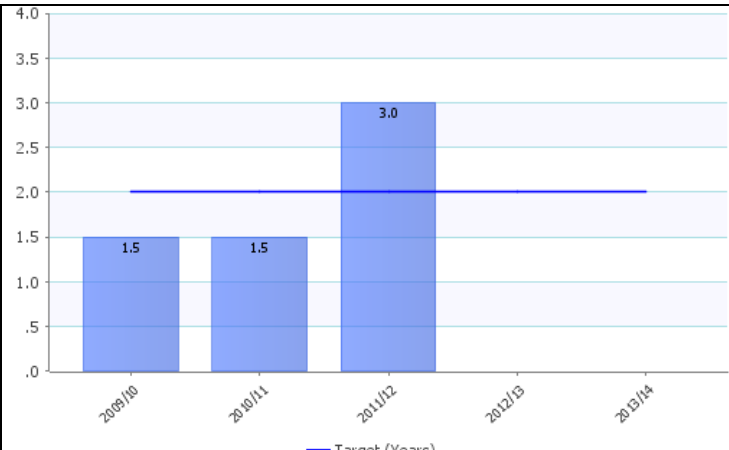
Priority A1 to foster aspiration, independence, and personal responsibility



Action	Description	Progress
To support local community delivery of Street Scene, maintenance and improvement	A joint funded (NCC/T&PC or similar) Lengths-man Scheme	Pilot schemes established in 2012/13
	NCC funded delivery of highway (urban) grass verge cutting by T&PC or similar	T&PC delivering in 2012/13
	Snow warden scheme to support local community action to clear snow.	Implemented 2011/12 Ongoing
	Employ farmers to assist with snow clearance	Implemented 2011/12 Ongoing
To provide the opportunity for local people to influence decisions	Advance publication and regular updates of planned (capital) programmes of work	From June 2012 monthly bulletins issued to all Councillors. Progress updates to T&H Committee June and September 2012
		Provisional 2013/14 programmes to T&H Committee September 2012
	Continued delivery of effective consultation for all improvement schemes	On-going
	Notification of all highway works	Development of Road-Works Charter 2012/13
To encourage personal responsibility	Encourage snow clearance of footways	Repeat successful media from 2011/12
	Encourage direct intervention in environmental maintenance of highways	Plan promotion of verge cutting, licence to cultivate, overhanging veg-clearance for Spring 2013 and “best street”, “best neighbourhood” etc.
	Encourage self preparation where risk of property flooding	Continue to support EA, LRF and other partners with media promotion, flood fairs etc.

Priority B: To promote the economic prosperity of Nottinghamshire and safeguard our environment

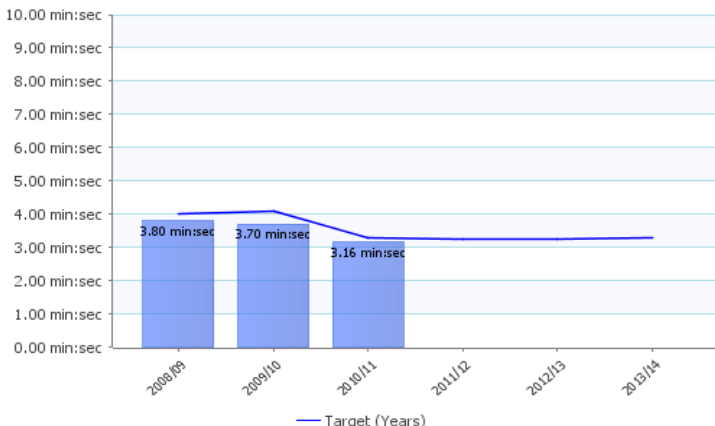
Action	Description	Progress
To support the provision of transport infrastructure associated with new developments	Supporting Planning Authorities in the development of Local Development associated traffic evidence and infrastructure plans	Individual Districts are at different stages of the LDF process and are being supported by NCC in the production of the framework documents, with varying completion dates between 2012 and 2014.

Indicator	Maximise or minimise	Actual vs Target	Trend Chart	Improvements																								
Strategic Action: SBA06 Monitor, maintain and seek to improve the condition of the County roads network (The 4,391km local network)																												
SBP09 Roads where maintenance should be considered - non-principal	Aim to Minimise	Actual 7.0% (Estimate)	<div>SBP09 Roads where maintenance should be considered - non-principal</div> <table><caption>SBP09 Roads where maintenance should be considered - non-principal</caption><thead><tr><th>Year</th><th>Actual (%)</th><th>Target (%)</th></tr></thead><tbody><tr><td>2007/08</td><td>7.3%</td><td>7.0%</td></tr><tr><td>2008/09</td><td>8.4%</td><td>7.0%</td></tr><tr><td>2009/10</td><td>8.4%</td><td>7.0%</td></tr><tr><td>2010/11</td><td>7.5%</td><td>7.0%</td></tr><tr><td>2011/12</td><td>7.0%</td><td>7.0%</td></tr><tr><td>2012/13</td><td>7.0%</td><td>7.0%</td></tr><tr><td>2013/14</td><td>7.0%</td><td>7.0%</td></tr></tbody></table>	Year	Actual (%)	Target (%)	2007/08	7.3%	7.0%	2008/09	8.4%	7.0%	2009/10	8.4%	7.0%	2010/11	7.5%	7.0%	2011/12	7.0%	7.0%	2012/13	7.0%	7.0%	2013/14	7.0%	7.0%	<p>The Highway Maintenance Capital Programme (2011/12) was fully delivered</p> <p>Provisional estimated figure is 7.0% which is pending further interrogation of data returns.</p> <p>The County Council continues to maintain the road networks in a steady state condition as a result of a continuing and sustained level of investment. This is reinforced by a continual safety inspections and maintenance work by Highway Services being undertaken on parts of the network.</p>
		Year		Actual (%)	Target (%)																							
		2007/08		7.3%	7.0%																							
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2012/13	7.0%	7.0%																										
2013/14	7.0%	7.0%																										
<div>Target 7.0%</div> <div></div>																												
Previous Years Data																												
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<div>SBP08</div> <div>Roads where maintenance should be considered - principal (KPI)</div>	<div>Aim to Minimise</div>	<div>Actual 2.0% (Estimate)</div> <div>Target 2.0%</div> <div></div> <div>Previous Years Data</div> <table><thead><tr><th></th><th>Target</th><th>Actual</th></tr></thead><tbody><tr><td>2010/11</td><td>2.0%</td><td>1.5%</td></tr><tr><td>2009/10</td><td>2.0%</td><td>1.5%</td></tr></tbody></table>		Target	Actual	2010/11	2.0%	1.5%	2009/10	2.0%	1.5%	 <table><thead><tr><th>Year</th><th>Actual</th><th>Target</th></tr></thead><tbody><tr><td>2009/10</td><td>1.5</td><td>2.0</td></tr><tr><td>2010/11</td><td>1.5</td><td>2.0</td></tr><tr><td>2011/12</td><td>3.0</td><td>2.0</td></tr><tr><td>2012/13</td><td>-</td><td>2.0</td></tr><tr><td>2013/14</td><td>-</td><td>2.0</td></tr></tbody></table>	Year	Actual	Target	2009/10	1.5	2.0	2010/11	1.5	2.0	2011/12	3.0	2.0	2012/13	-	2.0	2013/14	-	2.0	<div>Provisional estimated figure is 3.0% which is pending further interrogation of data. Highways will continue to reinforce safety inspections and maintenance work on parts of the network.</div>
	Target	Actual																													
2010/11	2.0%	1.5%																													
2009/10	2.0%	1.5%																													
Year	Actual	Target																													
2009/10	1.5	2.0																													
2010/11	1.5	2.0																													
2011/12	3.0	2.0																													
2012/13	-	2.0																													
2013/14	-	2.0																													

Indicator	Maximise or minimise	Actual vs Target	Trend Chart	Improvements																											
SBP10 Roads where maintenance should be considered - unclassified (KPI)	Aim to Minimise	<div>Actual 18.7%</div> <div>Target 17.0%</div> <div></div> <div>Previous Years Data</div> <table><thead><tr><th></th><th>Target</th><th>Actual</th></tr></thead><tbody><tr><td>2010/11</td><td>17.0%</td><td>17.0%</td></tr><tr><td>2009/10</td><td>12.0%</td><td>19.5%</td></tr></tbody></table>		Target	Actual	2010/11	17.0%	17.0%	2009/10	12.0%	19.5%	 <table><thead><tr><th>Year</th><th>Actual</th><th>Target</th></tr></thead><tbody><tr><td>2009/10</td><td>19.5%</td><td>12.0%</td></tr><tr><td>2010/11</td><td>17.0%</td><td>17.0%</td></tr><tr><td>2011/12</td><td>18.7%</td><td>17.0%</td></tr><tr><td>2012/13</td><td>-</td><td>17.0%</td></tr><tr><td>2013/14</td><td>-</td><td>17.0%</td></tr></tbody></table>	Year	Actual	Target	2009/10	19.5%	12.0%	2010/11	17.0%	17.0%	2011/12	18.7%	17.0%	2012/13	-	17.0%	2013/14	-	17.0%	<p>The year end actual figure of 18.7% has missed the target of 17.0%. Highways will continue to reinforce safety inspections and maintenance work on parts of the network.</p> <p>As part of the planned maintenance, highways are implementing a wide surface dressing programme and continuing with resurfacing. Results should be reflected in future survey years.</p>
	Target	Actual																													
2010/11	17.0%	17.0%																													
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Strategic Action: SBA05 Transport infrastructure developments

SBP07 Journey time per mile during the morning peak (average mins)	Aim to Minimise	Actual (Data unavailable as measured in academic year from Sept 2011 to Sept 2012)		Major Schemes A453 Advanced works due to start in Autumn 2012 with main construction commencing between January and March 2013. The scheme is due for completion in 2014.									
		Target 3.30 min:sec		LTP Schemes A614 Rose Cottage junction, traffic management and urban traffic control									
		Previous Years Data		Trunk road improvement delivered by Dft through their Highways Agency.									
		<table><tr><td></td><td>Target</td><td>Actual</td></tr><tr><td>2010/11</td><td>3.30</td><td>3.16</td></tr><tr><td>2009/10</td><td>4.10</td><td>3.70</td></tr></table>		Target	Actual	2010/11	3.30	3.16	2009/10	4.10	3.70		Improvements to Hucknall Town Centre The Government has allocated £8.5 million towards the scheme subject to further Notts County Council and Ashfield District Council will contribute £3.9 million. Planned approval will be sought by NCC during 2012/13.
	Target	Actual											
2010/11	3.30	3.16											
2009/10	4.10	3.70											
				Mansfield Bus Station Work on the junction of Station Road/Belvedere Street has been completed and the junction is now open. The main site works have now commenced and it is intended that the new bus station will be operational during early 2013.									
				All of the measures delivered through the local transport plan aim to improve journey times and make best use of our transport networks. These include programmes to promote walking, cycling and passenger transport alongside infrastructure enhancements for these road users.									


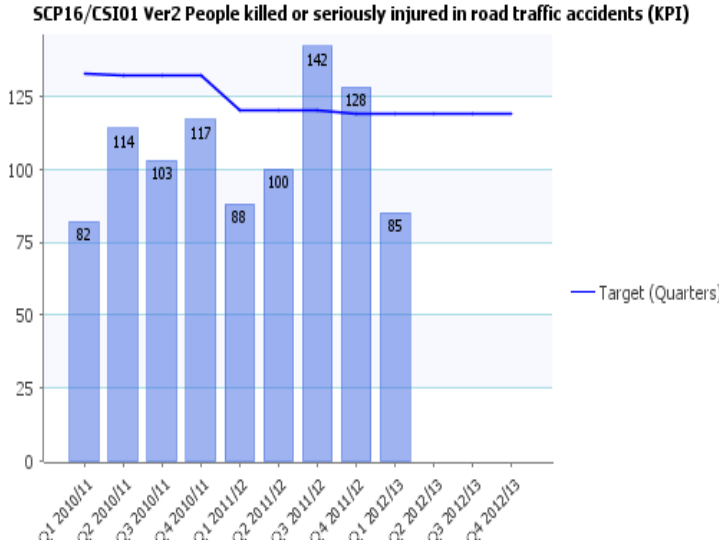
Indicator	Maximise or minimise	Actual vs Target	Trend Chart	Improvements
Performance measures without a strategic action				


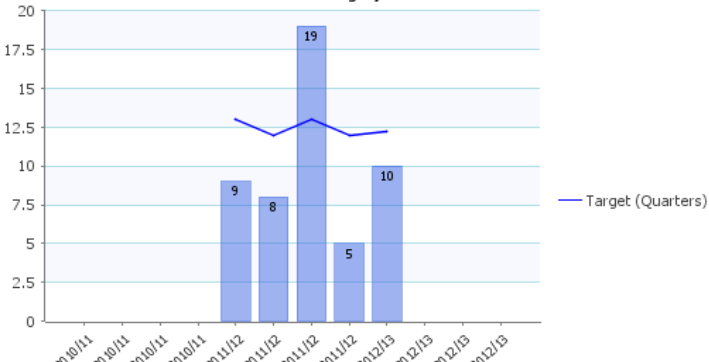
DC01 % of development control applications dealt with within 21 days	Aim to Maximise	<div>Actual 96%</div> <div>Target 95%</div> <div></div> <div>Previous Years Data</div> <table><tr><td></td><td>Target</td><td>Actual</td></tr><tr><td>2010/11</td><td>95%</td><td>95%</td></tr></table>		Target	Actual	2010/11	95%	95%	<div>DC01 % of development control applications dealt with within 21 days</div> <table><tr><th>Quarter</th><th>Actual (%)</th><th>Target (%)</th></tr><tr><td>Q1 2010/11</td><td>96%</td><td>95%</td></tr><tr><td>Q2 2010/11</td><td>96%</td><td>95%</td></tr><tr><td>Q3 2010/11</td><td>94%</td><td>95%</td></tr><tr><td>Q4 2010/11</td><td>95%</td><td>95%</td></tr><tr><td>Q1 2011/12</td><td>93%</td><td>95%</td></tr><tr><td>Q2 2011/12</td><td>92%</td><td>95%</td></tr><tr><td>Q3 2011/12</td><td>90%</td><td>95%</td></tr><tr><td>Q4 2011/12</td><td>95%</td><td>95%</td></tr><tr><td>Q1 2012/13</td><td>96%</td><td>95%</td></tr></table>	Quarter	Actual (%)	Target (%)	Q1 2010/11	96%	95%	Q2 2010/11	96%	95%	Q3 2010/11	94%	95%	Q4 2010/11	95%	95%	Q1 2011/12	93%	95%	Q2 2011/12	92%	95%	Q3 2011/12	90%	95%	Q4 2011/12	95%	95%	Q1 2012/13	96%	95%	The number of applications dealt with within 21 days is 618 in the 1 st quarter resulting in a performance of 96% exceeding the target of 95%.
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Q3 2011/12	90%	95%																																						
Q4 2011/12	95%	95%																																						
Q1 2012/13	96%	95%																																						
DC02 % of development control pre-application/informal enquiries dealt with within 21 days	Aim to Maximise	<div>Actual 96%</div> <div>Target 90%</div> <div></div> <div>Previous Years Data</div> <table><tr><td></td><td>Target</td><td>Actual</td></tr><tr><td>2010/11</td><td>90%</td><td>93%</td></tr></table>		Target	Actual	2010/11	90%	93%	<div>DC02 % of development control pre-application/informal enquiries dealt with within 21 days</div> <table><tr><th>Quarter</th><th>Actual (%)</th><th>Target (%)</th></tr><tr><td>Q1 2010/11</td><td>97%</td><td>90%</td></tr><tr><td>Q2 2010/11</td><td>98%</td><td>90%</td></tr><tr><td>Q3 2010/11</td><td>97%</td><td>90%</td></tr><tr><td>Q4 2010/11</td><td>93%</td><td>90%</td></tr><tr><td>Q1 2011/12</td><td>95%</td><td>90%</td></tr><tr><td>Q2 2011/12</td><td>86%</td><td>90%</td></tr><tr><td>Q3 2011/12</td><td>98%</td><td>90%</td></tr><tr><td>Q4 2011/12</td><td>98%</td><td>90%</td></tr><tr><td>Q1 2012/13</td><td>96%</td><td>90%</td></tr></table>	Quarter	Actual (%)	Target (%)	Q1 2010/11	97%	90%	Q2 2010/11	98%	90%	Q3 2010/11	97%	90%	Q4 2010/11	93%	90%	Q1 2011/12	95%	90%	Q2 2011/12	86%	90%	Q3 2011/12	98%	90%	Q4 2011/12	98%	90%	Q1 2012/13	96%	90%	The number of informal enquiries dealt with within 21 days is 187 in the 1 st quarter resulting in a performance of 96% exceeding the target of 90%.
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2010/11	90%	93%																																						
Quarter	Actual (%)	Target (%)																																						
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Q1 2011/12	95%	90%																																						
Q2 2011/12	86%	90%																																						
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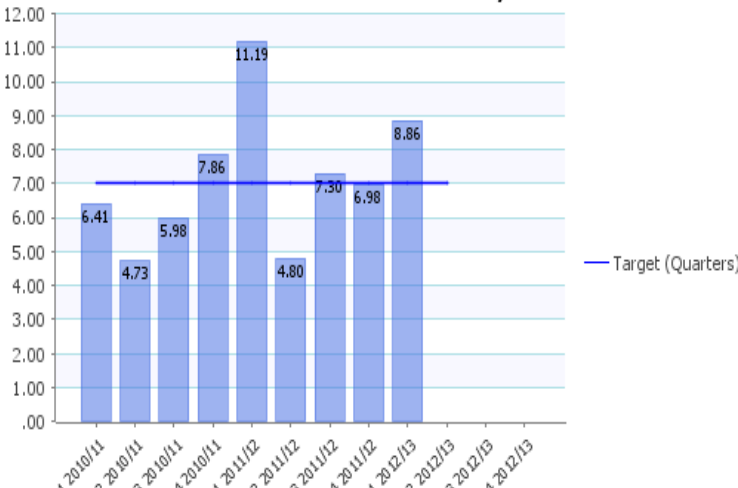
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Priority C: to make Nottinghamshire a safe place to live












Action	Description	Progress
Improve the perception of how safe people feel in their area	Management of traffic speed Pedestrian accessibility	Action is supported by a programme of spend on speed management, including interactive signs, pedestrian access improvements and pedestrian crossing facilities.

Indicator	Maximise or minimise	Actual vs Target	Trend Chart	Improvements																																																
Strategic Action: SCA07 Through our road casualties reduction plan, work to further reduce the number of road deaths and serious injuries on Nottinghamshire roads																																																				
SCP16/CS101 People killed or seriously injured in road traffic accidents (KPI)	Aim to Minimise	<div>Actual 85</div> <div>Target 119</div> <div></div> <div>Previous Years Data</div> <table><thead><tr><th></th><th>Target</th><th>Actual</th></tr></thead><tbody><tr><td>2010/11</td><td>529</td><td>416</td></tr><tr><td>2009/10</td><td>529</td><td>446</td></tr></tbody></table>		Target	Actual	2010/11	529	416	2009/10	529	446	<div>SCP16/CSI01 Ver2 People killed or seriously injured in road traffic accidents (KPI)</div>  <table><caption>Quarterly Data (Actual vs Target)</caption><thead><tr><th>Quarter</th><th>Actual</th><th>Target (Quarters)</th></tr></thead><tbody><tr><td>Q1 2010/11</td><td>82</td><td>119</td></tr><tr><td>Q2 2010/11</td><td>114</td><td>119</td></tr><tr><td>Q3 2010/11</td><td>103</td><td>119</td></tr><tr><td>Q4 2010/11</td><td>117</td><td>119</td></tr><tr><td>Q1 2011/12</td><td>88</td><td>119</td></tr><tr><td>Q2 2011/12</td><td>100</td><td>119</td></tr><tr><td>Q3 2011/12</td><td>142</td><td>119</td></tr><tr><td>Q4 2011/12</td><td>128</td><td>119</td></tr><tr><td>Q1 2012/13</td><td>85</td><td>119</td></tr><tr><td>Q2 2012/13</td><td></td><td>119</td></tr><tr><td>Q3 2012/13</td><td></td><td>119</td></tr><tr><td>Q4 2012/13</td><td></td><td>119</td></tr></tbody></table>	Quarter	Actual	Target (Quarters)	Q1 2010/11	82	119	Q2 2010/11	114	119	Q3 2010/11	103	119	Q4 2010/11	117	119	Q1 2011/12	88	119	Q2 2011/12	100	119	Q3 2011/12	142	119	Q4 2011/12	128	119	Q1 2012/13	85	119	Q2 2012/13		119	Q3 2012/13		119	Q4 2012/13		119	<p>Nottinghamshire's Decade of Action for Road Safety 2011-2020 pulls together casualty reduction work across the county to ensure maximum benefits can be achieved.</p> <p>Implementation of an annual programme of engineering measures to target locations with high number of treatable collisions. For example, the A614 safety cameras from Leapool to Ollerton Roundabout.</p> <p>- Introduction of a speed reduction campaign, in which roadside posters warn the motorist Slow Down – Speed kills.</p> <p>A 30.9% reduction in the number of people killed or seriously injured to the 2005-9 baseline average (123 to 85). A 9.6% reduction comparing 2012 to (94 to 85) in line to achieve the 2020 target of a 40% reduction.</p>
	Target	Actual																																																		
2010/11	529	416																																																		
2009/10	529	446																																																		
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Q1 2010/11	82	119																																																		
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Q4 2011/12	128	119																																																		
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<p>CS102</p> <p>Number of children killed or seriously injured in road traffic accidents (against 2020 target)</p>	<p>Aim to Minimise</p>	<p>Actual 10</p> <p>Target 12.4</p> 	<p>CS102 Number of children killed or seriously injured in road traffic accidents (against 2020 target)</p> 	<p>An 18% reduction in the number of children killed or seriously injured 2012 to the 2005-2009 baseline average (from 12.2 to 10) There has been a 11.1% increase comparing 2012 to the previous year (9 to 10) We are still in line to achieve the 2020 target of a 40% reduction</p>
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Indicator	Maximise or minimise	Actual vs Target	Trend Chart	Improvements									
BV215a The average number of days taken to repair a street light fault, which is under the control of the Local Authority	Aim to Minimise	<div>Actual 8.86</div> <div>Target 7.00</div> <div></div> <div>Previous Years Data</div> <table><tr><td></td><td>Target</td><td>Actual</td></tr><tr><td>2010/11</td><td>7.0</td><td>7.86</td></tr><tr><td>2009/10</td><td>7.0</td><td>6.02</td></tr></table>		Target	Actual	2010/11	7.0	7.86	2009/10	7.0	6.02	<div>BV215a The average number of days taken to repair a street light fault, which is under the control of the Local Authority</div> 	<div>A total of 2553 street light faults were reported in the 1st quarter. County-wide average of 8.86 response times to repair a street light fault.</div> <div>Highway team has implemented a series of interactive reports for staff so that they can monitor regularly as a way of keeping people informed about performance and allow appropriate actions to be taken.</div>
	Target	Actual											
2010/11	7.0	7.86											
2009/10	7.0	6.02											
Highways TPP01 Number of defects	Aim to Minimise	To be developed		Indicator to be developed									

identified/reported				
Highways TPP02 Average number of days to repair a category 1 (urgent) defect	Aim to Minimise	To be developed		Indicator to be developed
Highways TPP03 Average number of days to repair a category 2 (high) defect	Aim to Minimise	To be developed		Indicator to be developed
Highways TPP04 Average number of days to repair a category 2 (low) defect	Aim to Minimise	To be developed		Indicator to be developed

PI Status		Long Term Trends		Short Term Trends	
	Alert		Improving		Improving
	Warning		No Change		No Change
	OK		Getting Worse		Getting Worse
	Unknown				
	Data Only				