

Transport and Highways Committee

Thursday, 04 July 2013 at 10:30

Bilsthorpe Depot, [Venue Address]

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(1) Councillors are advised to contact their Research Officer for details of any Group Meetings which are planned for this meeting.

(2) Members of the public wishing to inspect "Background Papers" referred to in the reports on the agenda or Schedule 12A of the Local Government Act should contact:-

Customer Services Centre 08449 80 80 80

(3) Persons making a declaration of interest should have regard to the Code of Conduct and the Council's Standing Orders. Those declaring must indicate whether their interest is personal or prejudicial and the reasons for the declaration.

Members or Officers requiring clarification on whether to make a declaration of interest are invited to contact David Forster (Tel. 0115 977 3552) or a colleague in the Governance Team prior to the meeting.

(4) Members are reminded that Committee and Sub-Committee papers, with the exception of those which contain Exempt or Confidential Information, may be recycled.

(5) You will wish to note that Colour Maps are not included in the papers, but they are available in colour on the County Council's Web Diary on the web address below

minutes

Meeting TRANSPORT AND HIGHWAYS COMMITTEE

Date 6 June 2013 (commencing at 10.30 am)

Membership

Persons absent are marked with 'A'

COUNCILLORS

Kevin Greaves(Chairman)
Steve Calvert (Vice-Chairman)

Roy Allan
Andrew Brown
Richard Butler
Ian Campbell
Steve Carr

Kate Foale
Stephen Garner
Richard Jackson
Michael Payne

Ex-officio (non-voting)
A Alan Rhodes

ALSO IN ATTENDANCE

Councillor Steve Carroll

OFFICERS IN ATTENDANCE

David Forster, Policy, Planning and Corporate Services Department
Tim Gregory Corporate Director Environment and Resources
Andrew Warrington, Service Director Highways
Jaz Hundal Service Director Transport, Property and Environment
Kevin Sharman, Environment and Resources
Helen North, Environment and Resources
Mike Barnett, Environment and Resources
Liz Pritchett Labour Research Assistant

APPOINTMENT OF CHAIRMAN AND VICE-CHAIRMAN

RESOLVED 2013/036

That the appointment of Councillor Kevin Greaves as Chairman and Councillor Steve Calvert as Vice-Chairman of the committee by Full Council on 16 May 2013 for the ensuing year be noted.

MEMBERSHIP OF THE TRANSPORT AND HIGHWAYS COMMITTEE AND TERMS OF REFERENCE

The following changes to the published membership were reported:-

Councillor Kate Foale has been appointed in place of Councillor Collen Harwood for this meeting only

RESOLVED 2013/037

That the membership of the committee as amended and the Terms of Reference for the Committee be noted.

MINUTES

The minutes of the last meeting held on 21 March 2013 were confirmed and signed by the Chairman.

APOLOGIES FOR ABSENCE

There were no apologies for absence

DECLARATIONS OF INTEREST

Councillors Allan and Payne declared a non-pecuniary interest in agenda item 6 Local Transport body on the grounds they are District Councillors and the report recommends the Gedling Access Road is put forward as one of the Councils Schemes for approval.

LOCAL TRANSPORT BODY

Following the introduction of the report the Chairman moved the motion in terms of resolution 2013/038 below, which was duly seconded by Councillor Calvert.

Councillor Richard Jackson moved the following amendment which was duly seconded by Councillor Richard Butler

“That the Committee agrees a list of schemes which is achievable within the funding available, to be put forward to the Local Transport Body Steering Group for consideration in developing the D2N2 programme for 2015/16 to 2018/19. A further subsequent review of longer term priorities should be undertaken following completion of the Local Transport Body priority list”

The Motion and amendment were debated.

The amendment was put to the meeting and after a show of hands the Chairman declared that it was lost.

The original motion was then put to the meeting and after a show of hands the Chairman indicated that it was carried and it was:-

RESOLVED 2013/038

1. That the six schemes set out in the report be approved to be put forward to the Local Transport Body Steering Group for consideration in developing the D2N2 programme for 2015/16 to 2018/19 and
2. That a review be undertaken of longer term priorities be undertaken following completion of the Local Transport Body priority list.

HS2 TOTON STATION STUDY

RESOLVED 2013/039

That approval be given for the commissioning of a study jointly with Nottingham City Council into the potential economic benefits for the City and Council of locating the HS2 East Midlands station at Toton and also to identify the local rail connectivity requirements

BUS LANE ENFORCEMENT – NUTHALL BUS GATE

Following full and frank debate and a 10 minute adjournment (11.10am -11.20am) to seek the views of the Monitoring Officer as to the legality of the recommendation set out in the report. The Monitoring Officer advised the committee that in her opinion the most sensible course of action was to withdraw the report in order that further work could be undertaken as to the feasibility of the recommendation from County Council.

Following the advice of the Monitoring Officer the Chairman with the consent of the Committee withdrew the item from the agenda.

RESPONSE TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL ON 28 FEBRUARY AND 25 APRIL 2013

RESOLVED 2013/040

That the proposed actions be approved and the petitioners be informed accordingly and that a report be presented to Full Council for the actions to be noted.

WORK PROGRAMME

RESOLVED 2013/041

That the work programme is noted and that the following addition that an update on the Highway issues around Tiln Lane/ Smeath Lane Retford be reported to a future meeting.

The meeting closed at 11.40 pm.

CHAIRMAN

4th July 2013**Agenda Item:****REPORT OF SERVICE DIRECTOR, HIGHWAYS****GRASS CUTTING UPDATE REPORT****Purpose of the Report**

1. To provide Committee with an update on grass cutting of highway verges in the County

Information and Advice

2. Highway verges and grassed areas that form part of the highway are cut by the County Council during the growing season between April and October each year. In towns and villages and other roads where the speed limit is 40mph or less the grass is cut five times per year. In rural areas where the speed limit is 50mph or above the grass is cut twice. Strimming around posts and along edges is carried out after each cut. The Countywide budget for grass cutting in 2013/14 is £780k with each urban cut costing approximately £96k.
3. Within each District there are substantial areas of amenity grass which are cut by the District Councils up to fourteen times per year. Where this amenity grass is adjacent to highway verge it can lead to expectation from local residents that the highway verge should be cut to the same frequency. However, this is often a reflection of the different uses of the grassed areas and perhaps unreasonable to incur the extra cost of cutting highway verges to the higher standard. However, strenuous efforts are made to co-ordinate the highway grass cutting with amenity grass cutting and other District Council functions such as litter picking. On high speed dual carriageways, other highway works such as street light repairs and gully emptying are also co-ordinated to minimise disruption
4. Most of the highway grass cutting is done by highways gangs who undertake winter service duties such as gritter driving between November and March and then do grass cutting during the summer months. There are also 30 Parish Councils that arrange grass cutting in their areas.

Grass Cutting of Highway Verges in Towns and Villages

5. In some areas of the towns and villages (urban cutting areas) and at some times over the last few weeks the cutting has been up to 3 weeks behind schedule due in part to the weather but in the main due to the new arrangements in place for

Ashfield, Broxtowe and Mansfield this year. The following actions and additional resources have been put in place in response to and to improve this situation:

- a. An additional 5 gangs have already been deployed through bringing in weed-spraying contractors and diverting the 5 in-house gangs to grass cutting achieving an immediate 23% increase in resources;
 - b. Most of the 22 staff are working over-time and weekends, effectively an immediate further 30% increase in resources;
 - c. 2 multi-hog machines and drivers have been diverted from the rural cut to the urban cut – a further 10% increase in resources;
 - d. In addition to this 63% increase in resources already deployed urgent negotiations are continuing with contractors to secure further resources estimated at another 20 to 30% increase;
 - e. An additional 7 gangs from the Council's Catering Cleaning and Landscape group are also able to support highway verge grass cutting alongside their current operation and these arrangements are being finalised.
6. These additional resources will address the timely delivery of the urban cut and the quality for the rest of this season. A further review will be undertaken to determine resources required in the future and the gangs will also have knowledge of the additional areas incorporated into this seasons arrangements.

Grass Cutting of Rural Highway Verges

7. 1 tractor is deployed in each district except Gedling where previous arrangements with an external contractor have been retained. Three further contractors have been employed to cover Broxtowe (1 tractor) and Newark (2 tractors) and these have been in place for around 6 weeks.
8. These 10 crews with some overtime on Saturday and Sunday have been able to keep the rural grass cutting to schedule.

Grass Cutting Schedules

9. A schedule showing when the highway grass is going to be cut in areas across each District is available on the County Council's website so that residents can see when the grass in their area is going to be cut.

Statutory and Policy Implications

10. This report has been compiled after consideration of implications in respect of finance, the public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATION/S

- 1) It is recommended that Committee note this report.

Andrew Warrington
Service Director Highways

For any enquiries about this report please contact:
Chris Charnley 0115 977 2065

Constitutional Comments

11. Report for information

Financial Comments

12. Report for information

Electoral Division(s) and Member(s) Affected

All

4th July 2013**Agenda Item:****REPORT OF THE SERVICE DIRECTOR HIGHWAYS****PERFORMANCE REPORT – HIGHWAYS****Purpose of the Report**

1. This report provides information to the Committee on the performance of the Highways Division – specifically this report covers quarter 4 of 2012/13 and year end performance.

Information and Advice

2. The Highways Division of Nottinghamshire County Council provides services to the County's residents, visitors, businesses and road users which directly affect lives, prosperity and wellbeing on a daily basis.
3. There are a range of performance measures which support performance management within the Division and these cover the large range of services provided, including road maintenance, casualty reduction, congestion and traffic management, street lighting, development control.
4. There are clear links with the County Council's strategic priorities of promoting the economic prosperity of Nottinghamshire and safeguarding our environment, as well as making Nottinghamshire a safe place to live. Performance measures have been aligned with the current strategic priorities and will be reviewed to take account of the current review of the strategic plan.

Summary of Performance

5. **Appendix 1** shows current levels of performance for the Highways service area and additional Highways action which align to the County Council's Strategic priorities which are not supported by specific performance measures. They are labelled for information.

Analysis

6. SBP 08/09/10 – These are annual indicators which are produced utilising condition data for the highway network collated from a number of sources. This data is currently being processed and will be available for the next report.
7. SCP16/CS101 - Despite anticipated quarter on quarter variation, the overall trend in the numbers of people killed or seriously injured in road accidents is

still downward. The annual results continue below interim target levels, and long term the Council is well on course to achieve the 2020 target for this indicator. A separate report to this Committee provides further details.

8. BV215A - A total of 5078 street lighting faults were reported in the 4th quarter which is a reduction from the previous quarter. Operation response time has continued to fall each quarter. The average repair time has fallen by 0.82 days to 7.77 days. Automatic email warning information is now sent to the responsible engineers to allow them to take prompt corrective action and along with awareness raising sessions there is an improved response. Further improvements are expected as the new processes are consolidated.

Other Options Considered

9. None – this is an information report.

Reasons for Recommendations

10. None – this is an information report.

Statutory and Policy Implications

11. This report has been compiled after consideration of implications in respect of finance, the public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

12. The monitoring of service performance will ensure that the Highways Budgets will be used efficiently and effectively.

Implications for Service Users

13. The continued monitoring and management of performance will ensure that quality standards are maintained and appropriate services provided to meet local needs.

Recommendation

1. That Committee note the contents of the report.

Andrew Warrington

Service Director Highways

For any enquiries about this report please contact:
Andrew Warrington Service Director Highways

Constitutional Comments

15. None – report for information.

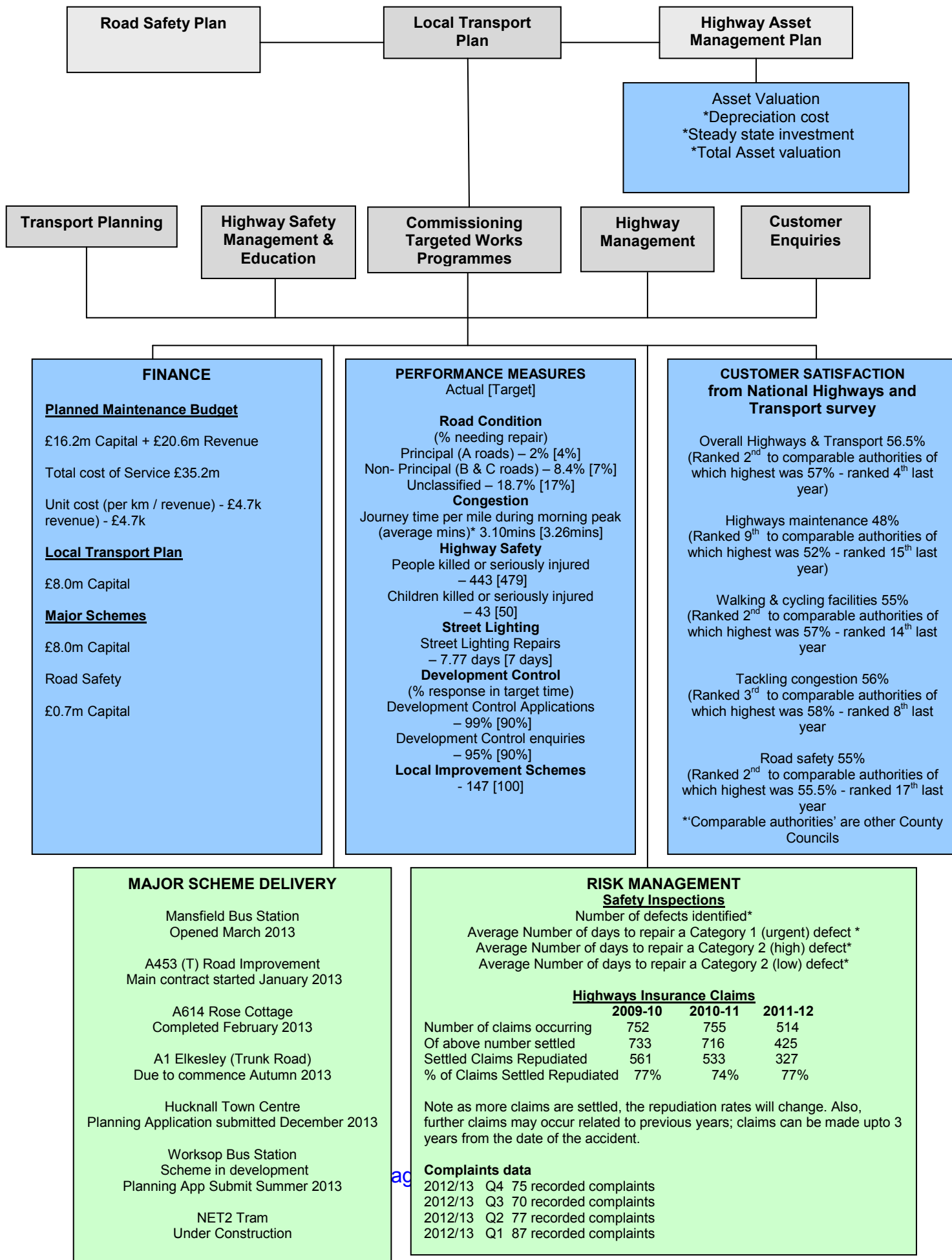
Background Papers

None

Electoral Divisions

All

Highways Division



Appendix 1 Highways Committee Report – Year End Performance 2012-13


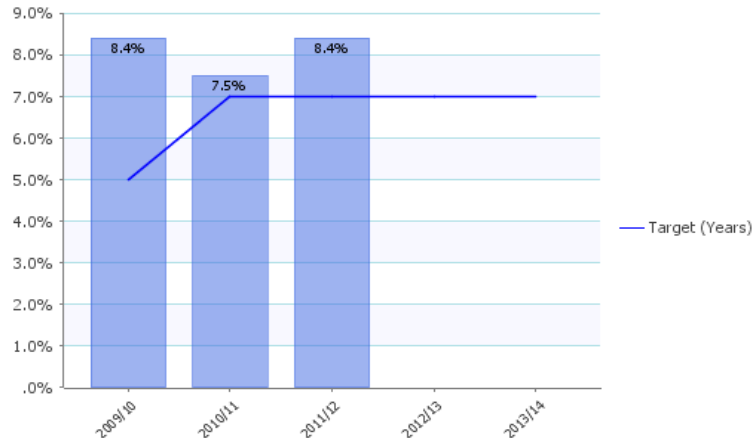
Report Author: Andrew Warrington Service Director Highways


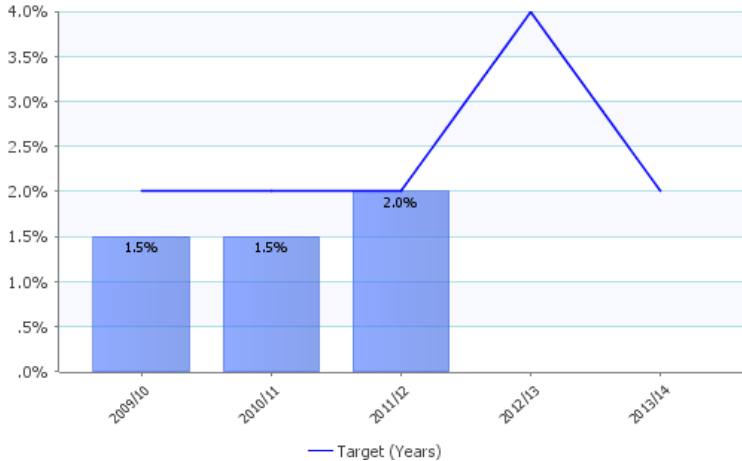
Priority A1 to foster aspiration, independence, and personal responsibility


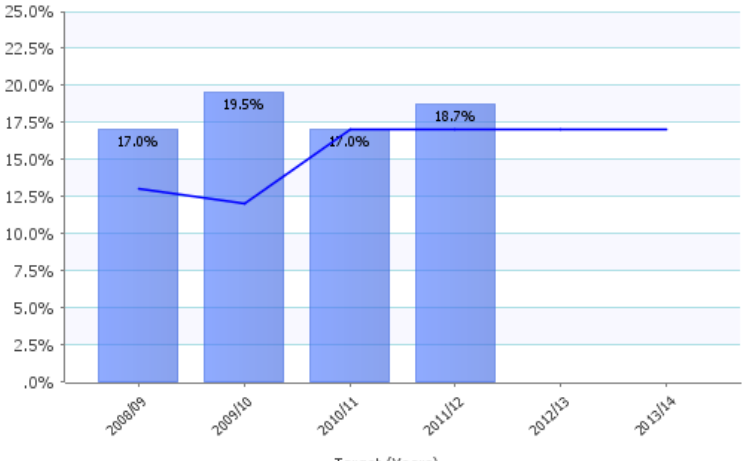
Action	Description	Progress
To support local community delivery of Street Scene, maintenance and improvement	A joint funded (NCC/T&PC or similar) Lengths-man Scheme	Pilot schemes established in 2012/13
	NCC funded delivery of highway (urban) grass verge cutting by T&PC or similar	T&PC delivery on-going
	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.
	Continued delivery of effective consultation for all improvement schemes	On-going
	Notification of all highway works	Development of Road-Works Charter on-going
To encourage personal responsibility	Encourage snow clearance of footways	On-going
	Encourage direct intervention in endorsement maintenance of highways	On-going
	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


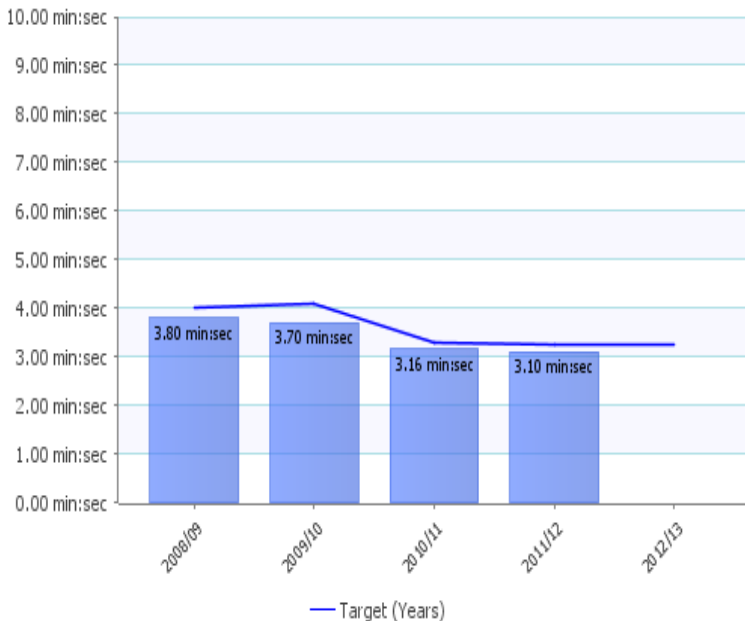
Action	Description	Progress
To support the provision of transport infrastructure associated with new developments	Supporting Planning Authorities in the development of Local Development associated traffic modelling and infrastructure plans	Individual Districts are at different stages of the LDF process 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 (Annual indicator unchanged from previous quarter)	Aim to Minimise	<div>Actual (data available year-end 2012/13)</div> <div>Target 7.0%</div> <div></div> <div>Previous Years Data</div> <table><thead><tr><th></th><th>Target</th><th>Actual</th></tr></thead><tbody><tr><td>2011/12</td><td>7.0%</td><td>8.4%</td></tr><tr><td>2010/11</td><td>7.0%</td><td>7.5%</td></tr><tr><td>2009/10</td><td>5.0%</td><td>8.4%</td></tr></tbody></table>		Target	Actual	2011/12	7.0%	8.4%	2010/11	7.0%	7.5%	2009/10	5.0%	8.4%	 <table><caption>Trend Chart Data</caption><thead><tr><th>Year</th><th>Actual (%)</th><th>Target (%)</th></tr></thead><tbody><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>8.4%</td><td>7.0%</td></tr></tbody></table>	Year	Actual (%)	Target (%)	2009/10	8.4%	7.0%	2010/11	7.5%	7.0%	2011/12	8.4%	7.0%	<p>The year-end actual figure of 8.4% had missed the target of 7.0%. 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																										
2011/12	7.0%	8.4%																										
2010/11	7.0%	7.5%																										
2009/10	5.0%	8.4%																										
Year	Actual (%)	Target (%)																										
2009/10	8.4%	7.0%																										
2010/11	7.5%	7.0%																										
2011/12	8.4%	7.0%																										

<div>SBP08</div> <div>Roads where maintenance should be considered - principal (KPI)</div> <div>(Annual indicator unchanged from previous quarter)</div>	<div>Aim to Minimise</div>	<div>Actual (data available year-end 2012/13)</div> <div>Target 4.0%</div> <div></div> <div><div>Previous Years Data</div><table><thead><tr><th></th><th>Target</th><th>Actual</th></tr></thead><tbody><tr><td>2011/12</td><td>2.0%</td><td>2.0%</td></tr><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></div>		Target	Actual	2011/12	2.0%	2.0%	2010/11	2.0%	1.5%	2009/10	2.0%	1.5%	<div></div> <div>Target (Years)</div>	<div>The Highway Services Structural Maintenance Capital Programme 2012/13 was delivered for the financial year.</div> <div>The Highway Maintenance Capital Programme (2011/12) was fully delivered</div> <div>The year-end actual figure of 2.0% had achieved the target of 2.0%.</div> <div>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.</div>
	Target	Actual														
2011/12	2.0%	2.0%														
2010/11	2.0%	1.5%														
2009/10	2.0%	1.5%														

Indicator	Maximise or minimise	Actual vs Target	Trend Chart	Improvements												
<div>SBP10</div> <div>Roads where maintenance should be considered - unclassified (KPI)</div> <div>(Annual indicator unchanged from previous quarter)</div>	Aim to Minimise	<div>Actual (data available year-end 2012/13)</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>2011/12</td><td>17.0%</td><td>18.7%</td></tr><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	2011/12	17.0%	18.7%	2010/11	17.0%	17.0%	2009/10	12.0%	19.5%		<div>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.</div> <div>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.</div>
	Target	Actual														
2011/12	17.0%	18.7%														
2010/11	17.0%	17.0%														
2009/10	12.0%	19.5%														
Strategic Action: SBA05 Transport infrastructure developments																

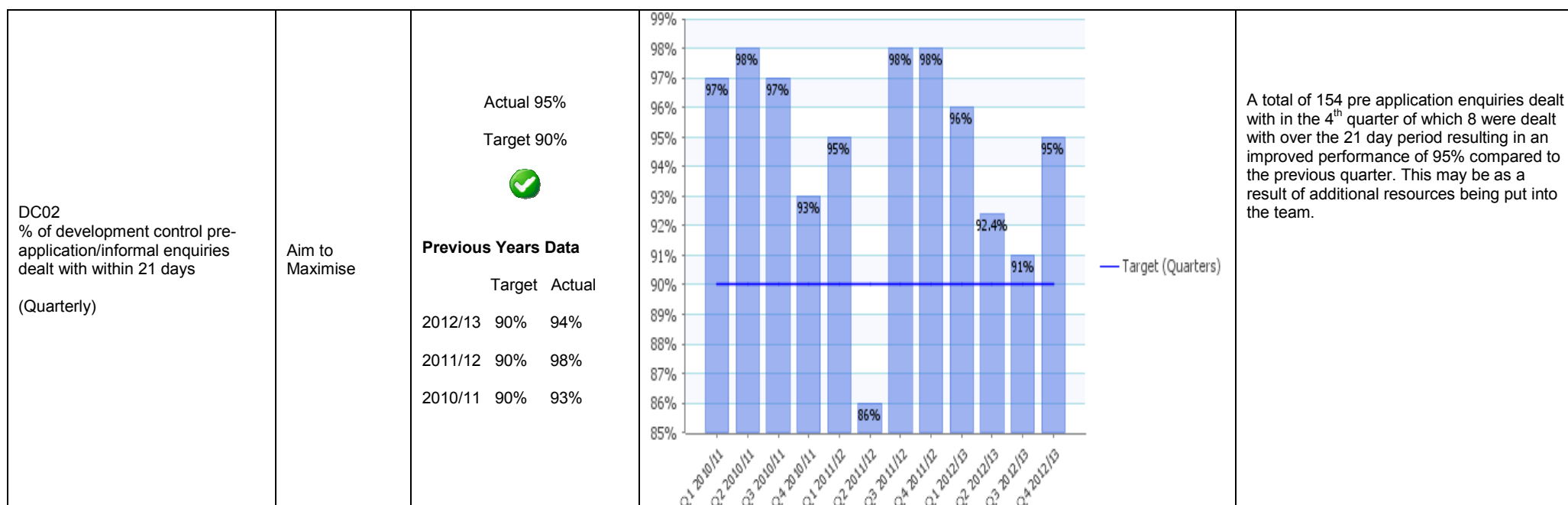
Strategic Action: SBA05 Transport infrastructure developments


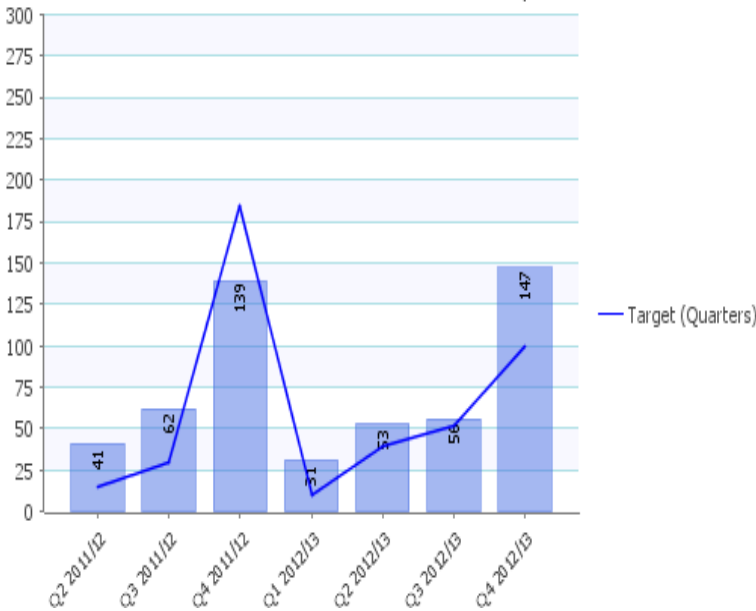
<div>SBP07</div> <div>Journey time per mile during the morning peak (average mins)</div> <div>(Annual indicator unchanged from previous quarter)</div>	<div>Aim to Minimise</div>	<div>Indicator is measured in academic year from Sept to Sept each year.</div> <div>Journey time survey data is provided by the DfT and the actual data for 2012/13 will be made available in May 2014.</div> <div>Actual 3.10 min:sec</div> <div>Target 3.26 min:sec</div> <div></div> <div><div>Previous Years Data</div><table><thead><tr><th></th><th>Target</th><th>Actual</th></tr></thead><tbody><tr><td>2011/12</td><td>3.26</td><td>3.10</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></tbody></table></div>		Target	Actual	2011/12	3.26	3.10	2010/11	3.30	3.16	2009/10	4.10	3.70	<div><table><caption>Journey Time Data (min:sec)</caption><thead><tr><th>Year</th><th>Actual</th><th>Target</th></tr></thead><tbody><tr><td>2008/09</td><td>3.80</td><td>3.26</td></tr><tr><td>2009/10</td><td>3.70</td><td>3.26</td></tr><tr><td>2010/11</td><td>3.16</td><td>3.26</td></tr><tr><td>2011/12</td><td>3.10</td><td>3.26</td></tr><tr><td>2012/13</td><td>3.10</td><td>3.26</td></tr></tbody></table></div>	Year	Actual	Target	2008/09	3.80	3.26	2009/10	3.70	3.26	2010/11	3.16	3.26	2011/12	3.10	3.26	2012/13	3.10	3.26	<div><div>A453 dualling scheme</div><div>DfT announced approval of the A453 widening scheme in March 2012. Advanced works on the scheme are on-going with the completion of archaeology works. Construction works began on 7 January 2013 starting with works accesses and compound constructions. Main Contractor Laing O'Rourke and design consultants WYG have taken possession of the main compound offices at West Leake. Detailed scheme design has begun. It is anticipated that the urban section will be open March 2015 with the rural section scheduled for May 2015.</div></div> <div><div>Improvements to Hucknall Town Centre</div><div>Government has provisionally approved an £8.5 million contribution to the project subject to required statutory procedures being followed by NCC.</div></div> <div><div>Following consultation carried out during 2012 and following comments received as part of an earlier planning application several subtle changes have been built into the project to try and remove a number of local concerns. A planning application including these changes was submitted to Nottinghamshire County Council Planning Department in December 2012. The scheme includes pedestrianising the High Street between the South Street /Baker Street junction and Watnall Road junction and the construction of a new road running parallel with the High Street to accommodate the displaced traffic. The scheme has yet to go before the Planning and Licensing Committee, due in part to objections raised by the Environment Agency which have hopefully now been resolved.</div><div>Subject to procedure being concluded it is anticipated that works could commence during Winter 2014/15 with completion scheduled for Spring/Summer 2016.</div></div> <div><div>Mansfield Bus Station</div></div>
	Target	Actual																																
2011/12	3.26	3.10																																
2010/11	3.30	3.16																																
2009/10	4.10	3.70																																
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				<p>The new bus station was opened on 18 March 2013 by the Secretary of State for Transport and the Chair of the County Council. The new bus station became operational on 31 March 2013. Surveys to determine the numbers of users at the old bus station were undertaken before it closed and further surveys will be undertaken at the new bus station later in the financial year.</p> <p>A614 Rose Cottage signalisation New traffic signals have been installed at the junction of the A614 and B6034 (to Edwinstowe) known locally as Rose Cottage. The scheme aims to reduce journey time delays for traffic joining the A614 from the B6034 (including traffic from the nearby Center Parcs holiday village); improve road safety at the junction; as well as improve accessibility to Rufford Country Park for pedestrians and cyclists travelling from Edwinstowe and Center Parcs. The new signals become operational on 23 February 2013.</p>
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Indicator	Maximise or minimise	Actual vs Target	Trend Chart	Improvements
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Performance measures without a strategic action					
DC01 % of development control applications dealt with within 21 days (Quarterly)	Aim to Maximise	Actual 99%			
		Target 95%			
		Previous Years Data			
		Target Actual			
2012/13	95%	94%			
2011/12	95%	95%			
2010/11	95%	95%			
			A total of 617 applications dealt with in the 4 th quarter of which 8 were dealt with outside the 21 day period resulting in an significant improvement in performance of 99% compared to the previous quarter. This may be as a result of extra resources being put into the team.		



SPL32 Number of LIS carried out in rural/market towns (Quarterly)	Aim to Maximise	Actual 147			<p>SPL32 version 2 Number of LIS carried out in rural/market towns</p>  <p>— Target (Quarters)</p>
		Target 100			
		Previous Years Data			
			Target	Actual	
2012/13	202	287			
2011/12	234	261			
2010/11	70	76			

During 2012/13, we had completed 203 local schemes in rural / market towns against a target of 173.

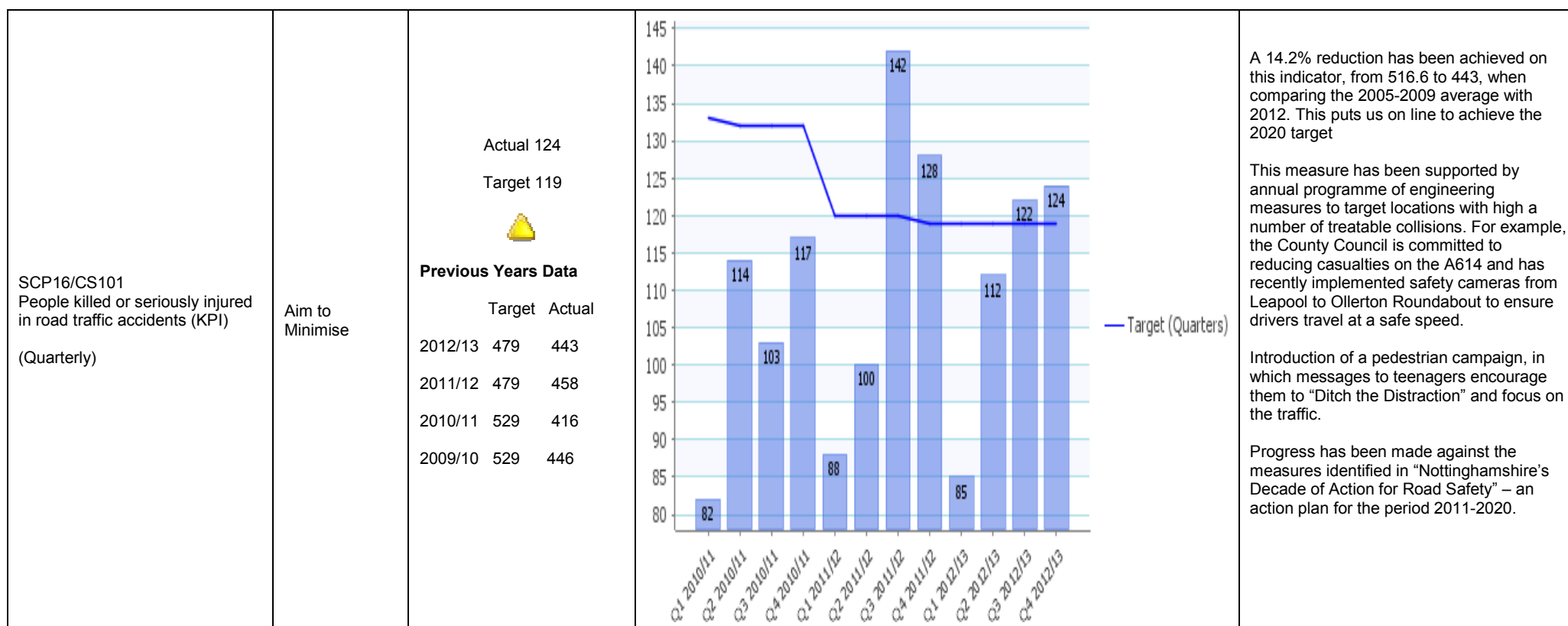
At the end of the financial year LIS has delivered over and above the number of schemes originally programmed.


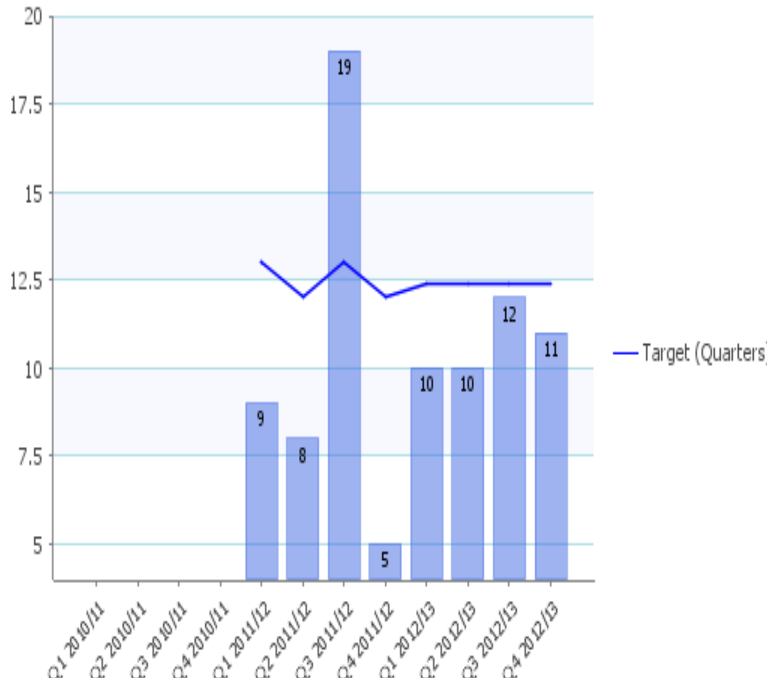
Additional schemes have been accommodated and facilitated as external funding has been attracted and delivery capacity becomes available.

Priority C: to make Nottinghamshire a safe place to live


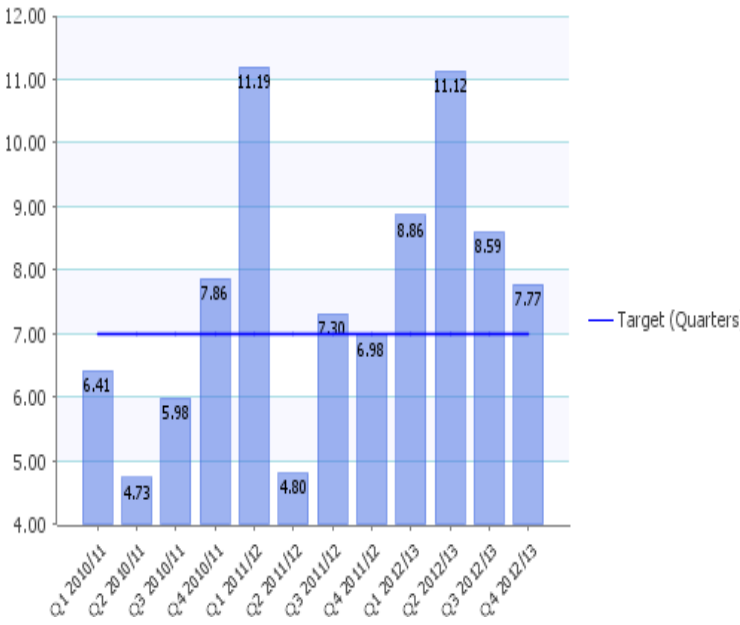
Action	Description	Progress
Improve the perception of how safe people feel in their area	Management of traffic speed Pedestrian accessibility	Action is supported by a programme of spend on speed management, including interactive signs, pedestrian access improvements and pedestrian crossing facilities.

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				



<div>CS102</div> <div>Number of children killed or seriously injured in road traffic accidents (against 2020 target)</div> <div>(Quarterly)</div>	<div>Aim to Minimise</div>	<div><div>Actual 11</div><div>Target 12.4</div><div></div><div>Previous Years Data</div><table><thead><tr><th></th><th>Target</th><th>Actual</th></tr></thead><tbody><tr><td>2012/13</td><td>50</td><td>43</td></tr><tr><td>2011/12</td><td>50</td><td>41</td></tr></tbody></table></div>		Target	Actual	2012/13	50	43	2011/12	50	41	<div><table><thead><tr><th>Quarter</th><th>Actual</th><th>Target (Quarters)</th></tr></thead><tbody><tr><td>Q1 2010/11</td><td>-</td><td>-</td></tr><tr><td>Q2 2010/11</td><td>-</td><td>-</td></tr><tr><td>Q3 2010/11</td><td>-</td><td>-</td></tr><tr><td>Q4 2010/11</td><td>-</td><td>-</td></tr><tr><td>Q1 2011/12</td><td>9</td><td>13</td></tr><tr><td>Q2 2011/12</td><td>8</td><td>12</td></tr><tr><td>Q3 2011/12</td><td>19</td><td>13</td></tr><tr><td>Q4 2011/12</td><td>5</td><td>12</td></tr><tr><td>Q1 2012/13</td><td>10</td><td>12.4</td></tr><tr><td>Q2 2012/13</td><td>10</td><td>12.4</td></tr><tr><td>Q3 2012/13</td><td>12</td><td>12.4</td></tr><tr><td>Q4 2012/13</td><td>11</td><td>12.4</td></tr></tbody></table></div>	Quarter	Actual	Target (Quarters)	Q1 2010/11	-	-	Q2 2010/11	-	-	Q3 2010/11	-	-	Q4 2010/11	-	-	Q1 2011/12	9	13	Q2 2011/12	8	12	Q3 2011/12	19	13	Q4 2011/12	5	12	Q1 2012/13	10	12.4	Q2 2012/13	10	12.4	Q3 2012/13	12	12.4	Q4 2012/13	11	12.4	<div><div>A 19.8% reduction has been achieved on this indicator, from 53.6 to 43, when comparing the 2005 – 2009 average with 2012. This puts us on line to achieve the 2020 target</div><div>This measure has been supported by annual programme of engineering measures to target locations with high a number of treatable collisions. For example, the County Council is committed to reducing casualties on the A614 and has recently implemented safety cameras from Leapool to Ollerton Roundabout to ensure drivers travel at a safe speed.</div><div>Introduction of a pedestrian campaign, in which messages to teenagers encourage them to “Ditch the Distraction” and focus on the traffic.</div><div>Progress has been made against the measures identified in “Nottinghamshire’s Decade of Action for Road Safety” – an action plan for the period 2011-2020.</div></div>
	Target	Actual																																																		
2012/13	50	43																																																		
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Indicator	Maximise or minimise	Actual vs Target	Trend Chart	Improvements
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<div>BV215a</div> <div>The average number of days taken to repair a street light fault, which is under the control of the Local Authority</div> <div>(Quarterly)</div>	<div>Aim to Minimise</div>	<div>Actual 7.77</div> <div>Target 7.00</div> <div></div> <div><div>Previous Years Data</div><table><thead><tr><th></th><th>Target</th><th>Actual</th></tr></thead><tbody><tr><td>2012/13</td><td>7.0</td><td>8.91</td></tr><tr><td>2011/12</td><td>7.0</td><td>7.36</td></tr><tr><td>2010/11</td><td>7.0</td><td>6.03</td></tr><tr><td>2009/10</td><td>7.0</td><td>6.02</td></tr></tbody></table></div>		Target	Actual	2012/13	7.0	8.91	2011/12	7.0	7.36	2010/11	7.0	6.03	2009/10	7.0	6.02	<div></div>	<div>A total of 5078 street lighting faults were reported in the 4th quarter which is a reduction from the previous quarter. Operation response time has continued to fall each quarter. The average repair time has fallen by 0.82 days to 7.77 days.</div> <div>Automatic email warning information is now sent to the responsible engineers to allow them to take prompt corrective action and along with awareness raising sessions there is an improved response. Further improvements are expected as the new processes are consolidated.</div>
	Target	Actual																	
2012/13	7.0	8.91																	
2011/12	7.0	7.36																	
2010/11	7.0	6.03																	
2009/10	7.0	6.02																	
<div>Highways TPP01</div> <div>Number of defects identified/reported</div>	<div>Aim to Minimise</div>	<div>To be developed</div>		<div>Indicator and definitions to be developed using analysis information from Highways Asset Management system.</div>															
<div>Highways TPP02</div> <div>Average number of days to repair a category 1 (urgent) defect</div>	<div>Aim to Minimise</div>	<div>To be developed</div>		<div>Indicator to be developed as above</div>															
<div>Highways TPP03</div> <div>Average number of days to repair a category 2 (high) defect</div>	<div>Aim to Minimise</div>	<div>To be developed</div>		<div>Indicator to be developed as above</div>															
<div>Highways TPP04</div> <div>Average number of days to repair a category 2 (low) defect</div>	<div>Aim to Minimise</div>	<div>To be developed</div>		<div>Indicator to be developed as above</div>															

PI Status

Long Term Trends

Short Term Trends

	Alert		Improving		Improving
	Warning		No Change		No Change
	OK		Getting Worse		Getting Worse
	Unknown				
	Data Only				

4 July 2013**Agenda Item:****REPORT OF SERVICE DIRECTOR, HIGHWAYS****NETWORK MANAGEMENT – COORDINATION OF MAJOR WORKS****Purpose of the Report**

1. To provide an update for Members on major projects affecting the highway network and the actions being taken to coordinate and reduce their impact.

Information and Advice

2. There are a number of very significant projects underway or due to commence shortly, each of which will have a significant impact on the highway network and which will take place at the same time.
3. The projects include:
 - a. NET phase 2 – Beeston and Clifton lines
 - b. A453 dualling / widening – M1 to Silverdale
 - c. Nottingham Station re-signalling
 - d. Nottingham Ring Road Major Improvements
4. Whilst it might be preferable to undertake only one project at any time, programme constraints (which are predominantly driven by long term planning and timing of financial allocations) demand that they are undertaken simultaneously. Officers are therefore working closely with colleagues from Nottingham City Council, the Highways Agency, NET, Network Rail and East Midlands Trains to ensure that operations are coordinated as far as possible and measures taken to minimise disruption.

NET Phase 2

5. Highway works associated with the delivery of the Nottingham Express Transit extensions to Clifton and Toton continue within the County. The principal construction contractor for the works is Taylor Woodrow Alstom operating on behalf of the concessionaire Tram Link. A defined process has been established for design approvals and permissions to access the County highway to carry out works. Considerable effort is being made to balance the conflicting demands of a major construction project and the need to minimise the disruption to the travelling public and residents.

6. The new NET lines are programmed to be open to the public by December 2014 following a period of testing.
7. The key area of significant work currently taking place within the County is the closure of Chilwell High Road, Beeston which has been the subject of much discussion and strong local opinion. Following a detailed analysis of the construction requirements, including safety requirements for the public and road workers, the Contractor proposed that a full closure of the road is the only safe way to carry out the works in this area. Consultation with interested parties has been carried out and is continuing during the construction period. This liaison has included local traders and organisations as well as the County and Borough Councils. The first phase closure was implemented on 25 March with the total closure period expected to last for 1 year carried out in two 6 month phases. At present work is taking place to install and relocate utilities equipment. A logistics centre has been set up to assist local traders in receiving deliveries, on street waiting restrictions have been amended and additional off street parking has been provided to assist local business and shoppers. There continues to be close coordination with Browtove Borough Council on day to day tram construction matters.
8. Elsewhere in Beeston at Lower Road /Fletcher Road (piling), Middle Street, Styring Street, Humber Road and Regent Street are all subject to significant excavations which are causing some traffic disruption and temporary traffic management arrangements are required.
9. Works to improve junctions along Queens Road adjacent to the NET extension were completed at the Station Road and Meadow Lane junctions to provide additional capacity for traffic diverted as a result of both construction and tram operation.
10. Crossings at Inham Road, Bramcote Lane and Cator Lane all involve significant works for which Bramcote Lane is currently closed and Cator Lane will be closed subsequently.
11. It will also be necessary to close Wilford Lane in West Bridgford for some aspects of the crossing at this point; the timing and duration of this is currently being considered in recognition of the strategic importance of this route.

A453 Dualling / Widening

12. Works on the A453 are now under way. Some site clearance began in July 2012 in readiness for the main construction which started early January. It is expected that the improved A453 between the M1 and the Crusader Roundabout will be fully open from May 2015 and the urban section in Clifton will be open from March 2015.
13. As with all major projects there will be a degree of traffic disruption and discussions with Tramlink are ongoing about the possibility of opening the NET Park and Ride site at Clifton in October this year and operating a bus based park and ride service. As the works progress there will be increasing use of temporary traffic management with a maintained minimum of one lane of traffic in each

direction during peak hours. Closures, with appropriate diversions in place, will be kept to an absolute minimum and will usually be overnight starting on Saturday 28th September and then every Saturday night until December 7th to enable the 100 beams for the new bridges along the route to be lifted into place. The Average Speed Cameras are now operational and will monitor journey time reliability whilst enforcing the temporary 40mph in the rural section and 30mph in the urban section. Established regular Traffic Management Clinics will monitor the traffic throughout the works.

14. Wider coordination with other significant planned works and events will continue to be a key focus in order to minimise disruption to the travelling public with the aim of ensuring that good communications and widespread publicity emphasise that “the County and City are open for business as usual”.
15. Business groups and key businesses are being kept informed of developments via regular Reference Group meetings and positive recruitment opportunities have already come from the A453 scheme in the form of twelve posts and two apprenticeships that will be involved on the project.

Nottingham Station Re-signalling

16. Between 20 July and 26 August works are to be undertaken at Nottingham station to increase capacity by renewal and alteration of life expired signals and track. A new track layout costing £11.6m will give much more flexibility in operation and give the opportunity to reduce delays and run more services to and from Nottingham. This requires the complete closure of the station for part of this period and substantial disruption to train services.
17. Trains which normally travel to and from Nottingham cannot simply operate from the nearest adjacent station and rail replacement services will connect Nottingham to more distant places with East Midlands Parkway being the main station for high volume services such as those to and from London. Buses will operate between Nottingham and East Midlands Parkway, Derby, Beeston, Alfreton, Mansfield, Worksop, Newark and Grantham with additional direct services connecting East Midlands Parkway with Grantham and Newark. Services will be a mixture of express services between these points and those calling at intermediate stations to correspond with existing rail services.
18. Whilst there has been a focus on the high number of buses that will arrive at and depart from Nottingham attention has also been given to the outer locations and routes in between to minimise disruption to replacement services during this time.
19. The Robin Hood line will be affected with passengers needing to use rail replacement services during the whole of the 5 weeks closure. There will be a bus every 15mins throughout the day in each direction between Nottingham and Mansfield with an hourly bus between Mansfield and Worksop. The Council has requested that trains should continue to run between Worksop and Hucknall connecting into the NET service, but East Midlands Trains has stated that would not be possible. The removal/replacement of tracks through Nottingham station means that the Eastcroft train depot will be inaccessible, so trains will have to be

serviced elsewhere, including maintenance & repairs, refilling with diesel fuel and water (in the toilet tanks), and cleaning (internally, externally and windows). The nearest alternative facility is at Derby, but that is over an hour from Worksop or Mansfield and has insufficient capacity to accommodate the trains from the Robin Hood Line. A suggestion has been made that trains could be fuelled at Worksop, but unfortunately there are no facilities there to maintain them, or to service the toilets, or to clean them.

20. Services to Newark and Grantham will only be affected during parts of the project.

21. Additional car parking will be provided at East Midlands Parkway and at Beeston.

Nottingham Ring Road Improvements

22. Major improvements will be undertaken to increase the capacity of Nottingham Ring Road with the first phase being that at the junction with Aspley Lane, commencing on 22 July. Aspley Lane will be temporarily closed to traffic other than buses until early November in order to provide two traffic lanes in each direction during the works.

Highways Agency Maintenance

23. The Highways Agency also have a number of significant maintenance schemes to be undertaken during this period including several on the A52 between the M1 J25 and Saxondale. The vast majority will be undertaken at night when diversion routes will be lightly trafficked.

24. It should be noted that capacity improvements were carried out on the A52 between Bardills and QMC in advance of all the above projects in order to provide additional capacity prior to use as an alternative route.

A617 Kelham Bridge

25. The A617 will be closed at Kelham from Wed July 24th until Friday August 23rd to enable repairs to be undertaken to the bridge following collision by a vehicle. This is just one example of other major works taking place within the County that will have a significant impact on road users. These impacts are even greater when there are incidents on major trunk roads like the A1 or M1 when traffic diverts onto County roads.

Coordination and mitigation measures

26. Many of the more disruptive aspects of these projects have been programmed to take place during the school summer holiday period when traffic flows are substantially lower than at other times. The re-signalling project falls wholly within this period and the first phase of the Ring Road improvements are programmed

to capitalise on these lower flows as well as taking into account the close proximity of schools.

27. In addition to considering the implications of each individual project, the interaction between them is also being taken into account as well as day to day activities of other work promoters, such as utility companies and events of various kinds. However, whilst effort has been made to prevent works on the replacement services routes this is not possible in all cases.
28. Publicity and communication play an important part in mitigating the impact by ensuring that journeys can be planned and adjustments made to compensate for disruption.
29. Contingency arrangements have also been considered in collaboration with emergency services.

Other Options Considered

30. The potential for rescheduling of works has been considered but there is a high risk that such action would jeopardise the projects and delay the benefits.

Reason/s for Recommendation/s

31. To raise awareness of the major projects and impact on the highway network.

Statutory and Policy Implications

32. This report has been compiled after consideration of implications in respect of finance, the public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Implications for Service Users

It is anticipated that there will be inevitably be some disruption to travel.

RECOMMENDATION

That the report be noted.

Andrew Warrington
Service Director (Highways)

For any enquiries about this report please contact:

Peter Goode – Traffic Manager Tel: 0115 9774269

Constitutional Comments (SHB 18/6/13)

33. The report is for information only

Financial Comments (TMR 16/6/13)

34. There are no direct financial implications arising from this report.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

Report to County Council 30th June 2011.

Report to finance and Property committee 17th September 2012.

Report to Transport and Highways Committee 22nd November 2012

Electoral Division(s) and Member(s) Affected

All

4th July 2013**Agenda Item:****REPORT OF SERVICE DIRECTOR, HIGHWAYS****ADDITIONAL INVESTMENT IN CYCLING, LEISURE AND HEALTH 2013/14****Purpose of the Report**

1. To update on successful external funding bids for cycling improvements.
2. To seek Committee approval for the implementation of additional cycling, leisure and health schemes as detailed in this report.
3. The County Council continues to invest in providing and maintaining quality cycling and pedestrian networks to help improve health, access to local facilities, and the local economy through a programme including:
 - improvements to the Rights of Way network
 - new crossing facilities to encourage more walking and cycling on short trips to local centres, work and school (such as on Bridge Street, Worksop; Musters Road, West Bridgford; B600 Watnall Road, Nuthall; and Windsor Road, Mansfield)
 - cycle path and footway upgrades on routes to work (such as the A612 in Burton Joyce)
 - improvements to leisure routes to attract inward investment and tourism.

Information and AdviceExternal funding

4. In November 2012 and February 2013 the Transport Planning and Programme Development team submitted four cycle scheme funding bids to Sustrans (who are administering the funding on behalf of the Department for Transport). The locations for the bids were prioritised based on reported accidents records; their ability to improve links to community amenities; and the deliverability of each scheme within the timescales determined by Sustrans. The County Council was informed in April 2013 that it had been successful in securing funding for each of the four schemes totalling £422k. Financial contributions from the County Council's integrated transport allocation (approved at the 21 March 2013 Transport and Highways Committee) were used to lever in the external funding. The four successful schemes, which will provide safety benefits for both cyclists and pedestrians and must be delivered by the end of December 2013, are:

- North Road, Retford – widening and conversion of the existing segregated footway to a shared use pedestrian and cyclist facility. This scheme also includes additional cycle parking facilities in Retford town centre
 - Retford Road, Worksop – new shared use pedestrian and cyclist route
 - Amcott Way/North Road, Retford – widening of footways at the junction and conversion of the existing zebra crossing to a toucan signal crossing
 - London Road, Newark – improvements to the existing cycle route at Balderton Gate. This scheme also includes additional cycle parking facilities in Newark on Trent town centre.
5. Developer contributions have also been secured through section 106 agreements for four specific cycling/walking schemes to be delivered during 2013/14. This external funding has been set aside by the district planning authorities from developer contributions for the following schemes:
- B684 Mapperley Plains cycle route (funded wholly by section 106 monies)
 - Debdale Lane, Keyworth footway improvements (funded wholly by section 106 monies)
 - NCN Route 6, Beeston upgrades (£5k contribution from the integrated transport block)
 - Station Road, East Leake footway improvements (funded wholly by section 106 monies).

Hucknall network rail footbridge

6. Bayles and Wylies, Bestwood Village level crossing – Network Rail have requested a contribution to their proposed footbridge to replace the level crossing. This follows the fatalities that have occurred recently at this level crossing. The County Council is proposing £100,000 from its Integrated Transport block which includes land provision and lighting.

Maintenance investment

7. The Department for Transport has allocated additional capital funding in 2013/14 and 2014/15 for local highway authorities to undertake essential maintenance to renew, repair and extend the life of roads in England. This funding is in addition to the annual government grant provided to councils in England for highways maintenance. It is proposed that the additional maintenance funding for Nottinghamshire (£2.02m in 2013/14; and £1m in 2014/15) is used to support economic growth through strategic route improvements and improved footways linked to health benefits.
8. £500k has been allocated for these footway maintenance improvements. The Highways Division is working with colleagues in Public Health to ensure that strategies and work programmes are aligned. The areas for the footway improvements have therefore been prioritised using obesity prevalence data (provided by Public Health) and footway condition surveys. This work identified the following areas:
- i. Eastwood/Brinsley
 - ii. Stapleford
 - iii. East Retford
 - iv. Central Newark.

9. Work is now underway to identify footway networks (including public rights of way where they form part of the footway network in the estate) to local shops, schools and other facilities within specific housing estates in the above areas to encourage people to be more active and therefore help tackle obesity and its associated health impacts. Costs will then be determined and schemes selected to maximise the impacts of the funding available.

Conclusions

10. Each of the schemes included within the report are still subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, design and consultation.

Statutory and Policy Implications

11. This report has been compiled after consideration of implications in respect of finance, the public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATIONS

12. It is recommended that Committee:
- a) note the successful external funding bids as detailed in this report
 - b) approve the implementation of all schemes as detailed in this report.

Andrew Warrington
Service Director Highways

For any enquiries about this report please contact:
Sean Parks – Local Transport Plan manager

Constitutional Comments (SHB.31.05.13)

13. Committee have power to decide the Recommendation.

Financial Comments (TMR 07/06/2013)

14. The financial implications are set out in the report.

Background Papers

21 March 2013 Transport & Highways Committee report – Integrated transport and highways maintenance capital programme 2013/14 and appendices
Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
Nottinghamshire Local Transport Plan Implementation Plan 2011/12-2014/15
Nottinghamshire Local Transport Plan Evidence Base 2010

Electoral Division(s) and Member(s) Affected

All

4 July 2013**Agenda Item:****REPORT OF SERVICE DIRECTOR, HIGHWAYS****CIVIL PARKING ENFORCEMENT – REMOVAL OF VEHICLES****Purpose of the Report**

1. The purpose of this report is to approve the use of powers to remove vehicles which in exceptional circumstances contravene waiting restrictions and are obstructing works or events and to enter into arrangements with Nottingham City Council for their removal.

Information and Advice

2. From time to time, despite the presence of a waiting restriction and, in the case of temporary restrictions, associated publicity and advance signing, vehicles are left parked at locations creating an obstruction and causing operational difficulties for those undertaking works or managing events.
3. In recent years a small number of cars have remained parked alongside Trent Bridge cricket ground for several days during the pre-match preparations for major events causing considerable disruption to those preparations and to a lesser extent raising concerns about ground safety and security.
4. These vehicles have been located within areas in which large traffic signs have been clearly displayed for two weeks or more prior to the introduction of a waiting prohibition and about which the cricket club have delivered publicity materials to local premises, in addition to on-street legal notices and newspaper advertising.
5. It has been possible to contact some drivers with assistance from the police but in 2012 and 2013 drivers could not be located and vehicles had to be removed by making use of ad-hoc resources that could be obtained at the time.
6. This approach has not only resulted in delays to the removal of the vehicles but also added considerable pressure to those undertaking preparations. It has also demonstrated that the appropriate specialist equipment is not readily available (which increases the risk of damage to vehicles).
7. The General Safety Certificates for major sports grounds (issued by the County Council) require clubs to take appropriate measures to ensure the safety of spectators. This will always include measures to maintain access to and egress

from their stadium. Accordingly, clubs may need to ensure that roads in the immediate vicinity of the stadium are clear of parked vehicles during fixtures. Whilst this is a requirement placed on the club, it is only the traffic authority which can fulfil the requirement. Although it has not been necessary to remove vehicles for this purpose to date, establishing a method of removal will remove the risk to the condition that currently exists.

8. It is also not uncommon for County Council highway works to be affected by parked vehicles. Whilst the impact may be relatively small for routine maintenance such as localised access to an individual gully, the costs can be significant in some circumstances for example if road surfacing cannot be undertaken and a repeat visit is necessary.
9. Occasionally the police also request that waiting restrictions are implemented and/or enforced including the removal of vehicles. Whilst there is potential for the police to undertake the removal where security is the objective it is evident that their contractor also lacks appropriate equipment.
10. It is proposed that removal of vehicles will be undertaken only when there are specific operational reasons authorised by a designated authorising officer in addition to the requirements of the relevant regulations which specify that a Penalty Charge Notice must have been issued and the removal be directed by a Civil Enforcement Officer.
11. It is proposed that a designated authorising officer shall be the Traffic Manager, Parking and Enforcement Manager or a District Council Parking Manager.
12. Removed vehicles will usually be relocated onto the same street or a nearby street but in exceptional circumstances they may need to be removed to a secure location.
13. Experience has shown that this operation requires specialist equipment which is not widely available. It is therefore proposed that this work is undertaken by Nottingham City Council and would include provision of a 'pound' for storage of vehicles if necessary. Appropriate quotations are being obtained.
14. Regulations specify the charges that can be levied for the removal of vehicles and for the vast majority of vehicles this is set at £150.
15. It is not proposed to use these powers to remove vehicles as part of the routine civil parking enforcement.

Other Options Considered

16. Use of private sector contractors has demonstrated that the necessary equipment is not readily available whilst the City Council has both the appropriate equipment and considerable expertise in its use.

Reason/s for Recommendation/s

17. To reduce impact on events and works due to vehicles causing obstruction.

Statutory and Policy Implications

18. This report has been compiled after consideration of implications in respect of finance, the public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Implications for Service Users

19. Providing a clear position on the removal of vehicles will benefit both event organisers and works promoters. It should be noted that the relevant regulations require that vehicles displaying a disabled persons badge should only be removed from the street when relocation cannot be accommodated. It is intended that this approach will be adopted for all vehicles.

Financial Implications

20. The timely removal of obstructing vehicles will minimise lost time and abortive work and thereby reduce the risk of additional costs to event organisers or those undertaking work. Where practical the removal costs can be recovered from the vehicle owner but it is estimated that when the cost is borne by the organiser/promoter the savings will outweigh those costs.

RECOMMENDATION/S

- 1) That the use of powers to remove vehicles be approved
- 2) That vehicle removal shall be subject to specific authorisation by an authorised officer
- 3) That arrangements shall be made with Nottingham City Council for the provision of removal services.

Andrew Warrington
Service Director (Highways)

For any enquiries about this report please contact:
Peter Goode – Traffic Manager Tel: 0115 9774269

Constitutional Comments (SHB 18/06/13)

21. Committee have the power to decide the Recommendation.

Financial Comments (TMR 17/06/13)

22. The financial implications are set out in paragraph 20 of the report.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

The Removal and Disposal of Vehicles (Amendment) (England) Regulations 2007 - (SI 2007 No. 3484)

The Removal, Storage and Disposal of Vehicles (Prescribed Sums and Charges) Regulations 2008 – (SI 2008 No. 2095)

Electoral Division(s) and Member(s) Affected

All

4th July 2013**Agenda Item:****REPORT OF SERVICE DIRECTOR, HIGHWAYS****The Nottinghamshire County Council (A60 Loughborough Road, Swithland Drive and Kingswood Road, West Bridgford) (Prohibition of Waiting) Traffic Regulation Order 2013 (8203)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider the objections received in respect of the proposed Traffic Regulation Order for A60 Loughborough Road, Swithland Drive and Kingswood Road, West Bridgford.

Information and Advice

2. As part of the project to construct a new school on the site of the existing Heymann Primary School it is proposed to introduce no waiting at any time restrictions on adjacent roads in the vicinity.
3. The initial consultation letters relating to the proposals were sent out on 5th February 2013, this was followed by formal consultation and public advertisement on 3rd April 2013. A further updated consultation letter was circulated on 13th May 2013 to reflect a design alteration to a proposed lay-by on Swithland Drive. The proposals are shown on accompanying drawings H/04078/1916/200.
4. During the consultation process there were a total of 21 responses received including 4 objections.
5. There were three objections to the proposed no waiting at any time restrictions on both sides of Swithland Drive. Two of these were received from members of the West Bridgford Monarchs Hockey Club who use the playing field of The West Bridgford School for their hockey matches and a further objection from a resident of Loughborough Road. The Hockey Club members currently park on the east to west section of Swithland Drive which leads directly off the A60. All three objections suggested changing the no waiting at any time restrictions to one side of the road only with no parking on the other side at times when pupils are being dropped off or picked up from the new school. The purpose of the proposed no waiting at any time restrictions are to allow fire and rescue

vehicles clear access to the rear of the fire station at all times, it is therefore proposed not to amend the proposals.

6. The fourth objection was received from a resident of Loughborough Road who did not support the proposed no waiting at any time restrictions located to the north of the pedestrian crossing zig-zags on the east side of Loughborough Road. The resident felt that the restrictions would mean that they and their neighbours would have nowhere for their visitors to park. The proposed restrictions at this location are to enable emergency vehicles exiting the fire station a clear path to turn south into Loughborough Road. The properties at this location have long drives with generous off-street parking and it is therefore proposed not to amend the proposals.
7. As a result of other comments received it was decided to alter the design of the parking restrictions. The main changes were to shorten the no waiting at any time restrictions at the junction of Swithland Drive with Cropston Close and change the no waiting at any time restrictions in the turning area of the Loughborough Road service road to no waiting Monday to Friday, 8 – 9.30am, 3 – 4.30pm. Following specific requests it is also proposed to introduce “H” bar markings to the drives at various locations, this is to discourage the obstruction of private accesses.
8. As part of the overall scheme it is also proposed to implement a signalled pedestrian (Puffin) crossing over the A60 Loughbrough Road (near Swithland Drive) and to extend the 30mph speed limit along Loughborough Road. These works would be delivered as part of a package of traffic management measures including the no waiting restrictions considered in this report. These speed limit proposals have been subject to the necessary statutory process and no objections received.

Other Options Considered

9. In response to the consultation a number of changes have been incorporated into the design. The proposals as they stand represent a balanced approach to safeguard the highway whilst meeting the needs of local residents as far as is possible.

Reasons for Recommendations

10. The waiting restrictions are being proposed to stop parking in locations that cause visibility or access problems. The waiting restrictions, on the east to west section of Swithland Drive (between A60 and West Bridgford House) are to ensure clear access to both the school and the rear of the fire station at all times. The restrictions on Loughborough Road are to keep the approaches to the Swithland Drive junction and the proposed pedestrian crossing, clear of parked vehicles.

Statutory and Policy Implications

11. This report has been compiled having given due regard to the Public Sector Equality Duty and after consideration of implications in respect of finance, equal opportunities, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

12. The scheme is being funded from the Heymann School construction project. The cost of implementing the package of traffic management measures will be in the region of £160,000.

Crime and Disorder Implications

13. Nottinghamshire Police have made no comments on the proposals.

RECOMMENDATION/S

It is recommended that

The Nottinghamshire County Council (A60 Loughborough Road, Swithland Drive and Kingswood Road, West Bridgford) (Prohibition of Waiting) Traffic Regulation Order 2013 (8203) is made as advertised and the objectors informed accordingly.

Andrew Warrington
Service Director (Highways)

For any enquiries about this report please contact:

Mike Barnett - Team Manager (Major Projects and Improvements) Tel: 0115 97 73118

Constitutional Comments (SHB 25/6/13)

14. Committee has the power to decide the Recommendation.

Financial Comments (IC 25/6/13)

15. The financial implications are stated in paragraph 12 of the report

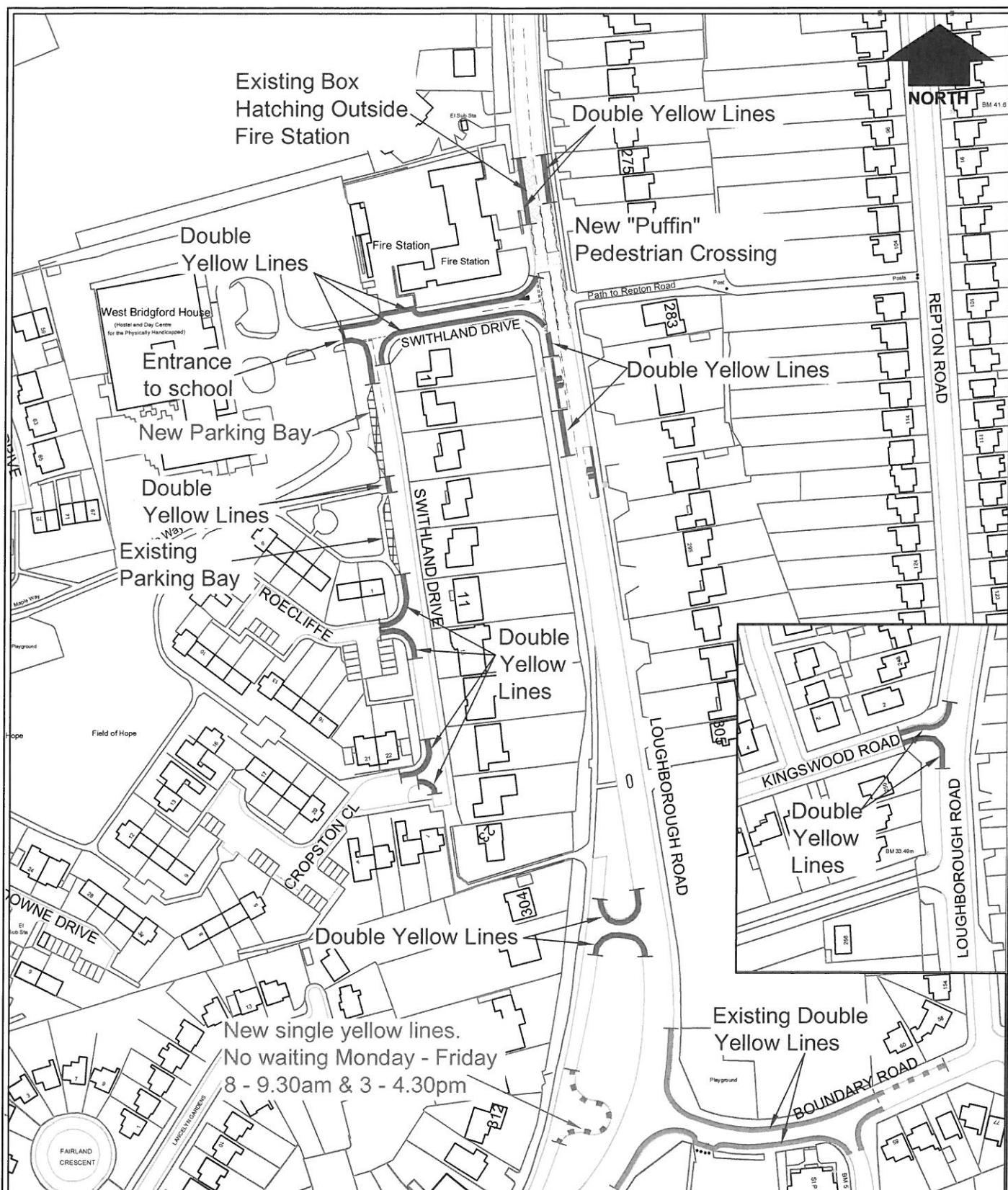
Background Papers

All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements Team at Trent Bridge House.

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

Electoral Division(s) and Member(s) Affected

Councillor Gordon Wheeler - West Bridgford West



**Nottinghamshire
County Council**

Trent Bridge House, Fox Road,
West Bridgford, Nottingham, NG2 6BJ
Tel: 0300 500 80 80

© Nottinghamshire County Council

Project

Heymann Primary School Proposed Waiting Restrictions

Property No.

Project No.

Title

(A60) Loughborough Road Area, West Bridgford

Drawing No.

H/04078/1916/200

Drawn

J.A.Burton

Date

June 13

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4 July 2013**Agenda Item:****REPORT OF SERVICE DIRECTOR, HIGHWAYS****CASUALTY REPORT FOR NOTTINGHAMSHIRE 2012****Purpose of the Report**

1. To inform the Committee of the progress made in reducing the number of people killed or injured in road traffic collisions in Nottinghamshire in 2012.

Information and Advice

2. The attached information report outlines the progress made in 2012 towards our 2020 casualty reduction targets, which indicate that we are currently on track to meet the 40% reduction in the number of people killed and seriously injured and children killed or seriously injured. These reductions have been achieved through a combination of Engineering, Education and Enforcement.
 - More than 100 casualty reduction schemes were delivered, costing £2.5M and providing at least a 200% rate of return on expenditure in terms of accidents saved
 - Evidence based educational and behavioural change activities are carried out with specific vulnerable road user groups throughout the year. School based initiatives include cycle training, which has been delivered to 4470 young people this year and the Junior Road Safety Officer scheme which now has 85 schools participating. Educational initiatives delivered in 2012 focused on both the young and elderly
 - Working successfully with Nottinghamshire Police has enabled a data-led approach to deliver safety camera enforcement and awareness raising, aimed at seat belt and mobile phone usage and drinking and driving behaviour
 - A safety audit is carried out on all new schemes by experienced crash site investigators, to identify potential highway safety problems which may affect road users and to suggest measures to eliminate or reduce those problems. 156 safety audits have been carried out in 2012

Other Options Considered

3. No other options were considered as this is an information report

Reason/s for Recommendation/s

4. To ensure the Committee are aware of the casualty reduction targets, our progress towards their delivery and how this will be sustained.

Statutory and Policy Implications

5. This report has been compiled after consideration of implications in respect of finance, the public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATION/S

1. The Committee note the progress detailed within the report.

Andrew Warrington / Suzanne Heydon
Service Director Highways / Group Manager Highway Safety

For any enquiries about this report please contact: Suzanne Heydon

Constitutional Comments

6. None needed as information report

Financial Comments

7. None needed as information report

Background Papers

None

Electoral Division(s) and Member(s) Affected

All

Casualty Report for Nottinghamshire 2012

Introduction

Road traffic collisions (RTCs) are the single largest cause of premature death and serious injury in the country. Injuries from RTCs are an important health issue not only due to the potentially devastating effect they have on those who are killed or injured, but also because of the consequences and repercussions for their families and society. Most RTCs however are preventable, given the right resources, strategies and interventions are in place.

Background

Casualty reduction has always been taken very seriously in Nottinghamshire, and following the success in achieving the national ten year targets which concluded in 2010, a new set of challenging reductions were agreed for the next 10 years. Using the average of the casualties for 2005 – 2009 as a baseline, a 40% reduction in the number of people killed or seriously injured (KSI) will be aimed for by 2020. The number of children killed or seriously injured will be monitored as a subset of this target.

Working with our Partners in the Police and Health, a Safer Nottinghamshire Plan for Casualty Reduction is being developed to support the casualty reduction process. This pulls together the aspirations detailed in the three documents, the Nottinghamshire Decade of Action for Road Safety, the Joint Strategic Needs Assessment (JSNA) and the Nottinghamshire Police and Crime Plan. This will be a living document which is updated quarterly. The aim of this document is to;

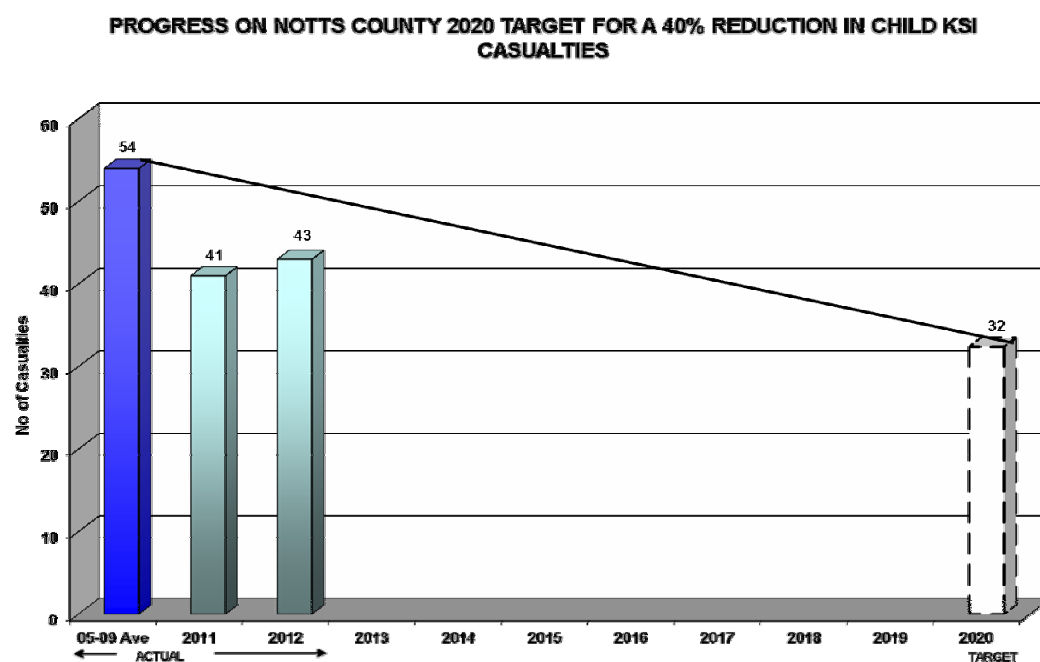
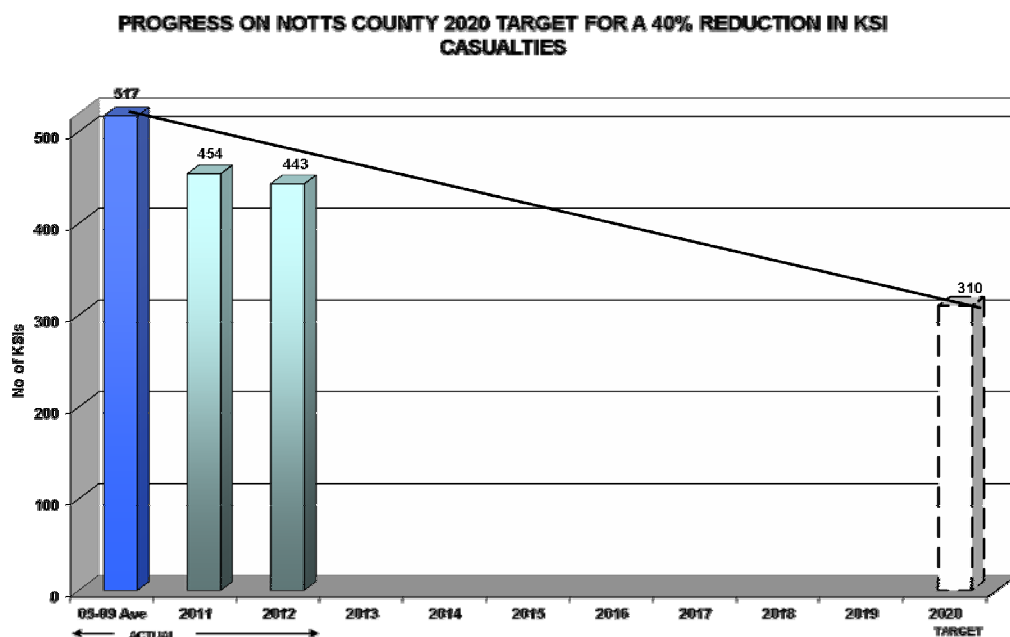
- Improve performance in casualty reduction
- Have a wider ownership of highway safety
- Better co-ordinate initiatives
- Ensure efficient and effective use of resources

RTCs may disproportionately affect certain groups of the population according to factors such as age, gender, road user type, geography, seasonality or time of day, knowledge and attitude and behaviour. All of these factors are considered and

investigated to ensure casualty reduction is maximised in the county.

Progress and Trends

The casualty figures for the end of 2012 indicate that we are on track to meet the 40% reduction target for 2020, for all people killed and seriously injured and for children killed and seriously injured.



Reviewing the casualties by the type of road user, it can be seen that all categories have shown a reduction against the 2005 –2009 baseline, with the exception of elderly pedestrians, and pedal cyclists. Whilst the numbers of casualties in these groups are relatively small, these vulnerable road users have received special attention in 2012 to reverse this trend.

INJURY ACCIDENT AND CASUALTY ANALYSIS - COUNTY OF NOTTINGHAMSHIRE (EXCLUDING CITY OF NOTTINGHAM)

From 01 January 2012
To 31 December 2012

FIGURES AS OF 09/04/2013

	01 Jan - 31 Dec 2005 - 2009 Average	01 Jan - 31 Dec 2011	01 Jan - 31 Dec 2012	Comparison of 2012 with 2011		Comparison of 2012 with 2005 - 2009	
				Change	%Change	Change	%Change
ALL INJURY ACCIDENTS							
Fatal Accidents	42.6	35	31	-4	-11.4%	-11.6	-27.2%
Serious Accidents	408.2	377	357	-20	-5.3%	-51.2	-12.5%
Slight Accidents	2,079.8	1,612	1,586	-26	-1.6%	-493.8	-23.7%
TOTAL ACCIDENTS	2,530.6	2,024	1,974	-50	-2.5%	-556.6	-22.0%
FATAL + SERIOUS ACCIDENTS	450.8	412	388	-24	-5.8%	-62.8	-13.9%
ALL CASUALTIES							
Fatal Casualties	48.0	36	32	-4	-11.1%	-16.0	-33.3%
Serious Casualties	468.6	418	411	-7	-1.7%	-57.6	-12.3%
Slight Casualties	3,013.2	2,331	2,230	-101	-4.3%	-783.2	-26.0%
TOTAL CASUALTIES	3,529.8	2,785	2,673	-112	-4.0%	-856.8	-24.3%
KSI Casualties	516.6	454	443	-11	-2.4%	-73.6	-14.2%
CHILD CASUALTIES (0-15 yrs)							
Fatal Casualties	1.8	0	4	4	100.0%	2.2	122.2%
Serious Casualties	51.8	41	39	-2	-4.9%	-12.8	-24.7%
Slight Casualties	286.8	213	186	-27	-12.7%	-100.8	-35.1%
TOTAL CASUALTIES	340.4	254	229	-25	-9.8%	-111.4	-32.7%
KSI Casualties	53.6	41	43	2	4.9%	-10.6	-19.8%
PEDESTRIANS							
KSI Casualties	76.6	74	65	-9	-12.2%	-11.6	-15.1%
Slight Casualties	224.8	190	180	-10	-5.3%	-44.8	-19.9%
TOTAL CASUALTIES	301.4	264	245	-19	-7.2%	-56.4	-18.7%
Child peds (0-15 yrs) KSI Casualties	25.8	24	26	2	8.3%	0.2	0.8%
Child peds (0-15 yrs) Slight Casualties	89.6	60	63	3	5.0%	-26.6	-29.7%
Elderly peds (60 and over) KSI Casualties	12.4	16	12	-4	-25.0%	-0.4	-3.2%
Elderly peds (60 and over) Slight Casualties	24.0	28	31	3	10.7%	7.0	29.2%
PEDAL CYCLISTS: RIDERS & PASSENGERS							
KSI Casualties	45.4	56	56	0	0.0%	10.6	23.3%
Slight Casualties	168.6	164	157	-7	-4.3%	-11.6	-6.9%
TOTAL CASUALTIES	214.0	220	213	-7	-3.2%	-1.0	-0.5%
MOTOR CYCLISTS: RIDERS & PASSENGERS							
KSI Casualties	123.6	106	94	-12	-11.3%	-29.6	-23.9%
Slight Casualties	224.2	159	159	0	0.0%	-65.2	-29.1%
TOTAL CASUALTIES	347.8	265	253	-12	-4.5%	-94.8	-27.3%
CAR/TAXI: DRIVERS & PASSENGERS							
KSI Casualties	240.6	196	197	1	0.5%	-43.6	-18.1%
Slight Casualties	2,129.8	1,591	1,566	-25	-1.6%	-563.8	-26.5%
TOTAL CASUALTIES	2,370.4	1,787	1,763	-24	-1.3%	-607.4	-25.6%
ALL CASUALTIES WHERE DRIVER 17-24 yrs INVOLVED							
KSI Casualties	140.0	85	94	9	10.6%	-46.0	-32.9%
Slight Casualties	1,008.8	723	655	-68	-9.4%	-353.8	-35.1%
TOTAL CASUALTIES	1,148.8	808	749	-59	-7.3%	-399.8	-34.8%

Projects delivered in 2012

These reductions have been largely achieved through a combination of Engineering, Education and Enforcement.

Engineering

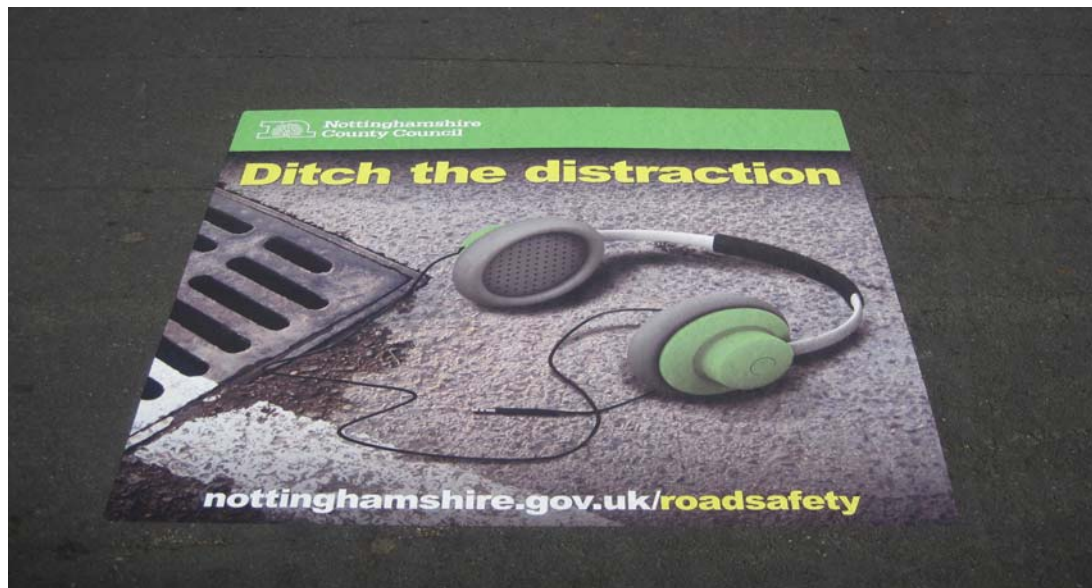
In 2012, over 100 casualty reduction schemes were delivered, including junction improvements, interactive signs, anti-skid surfacing, road lighting improvements, rural route treatments and measures to reduce speed. These schemes cost £2.5M and provided at least a 200% rate of return on expenditure in terms of accidents saved. Performance monitoring of schemes implemented in the last 3 years show a 51% reduction in the number of accidents occurring at these treated sites.

A major engineering scheme delivered in 2012 was the improvement to the junction of the A614 and the B6034, Rose Cottage. This has been a long standing accident problem site, as well as a cause of frustration for drivers trying to exit the side road. The traffic signals which have been implemented will ensure the safe passage of road users at this junction.

Education

Evidence based educational and behavioural change activities are carried out with specific vulnerable road user groups throughout the year. These include motorcycle campaigns, young driver workshops and work with large companies to target their specific problems. School based initiatives include cycle training, which has been delivered to 4470 young people this year and the Junior Road Safety Officer scheme which now has 85 schools participating.

Educational initiatives delivered in 2012 focused on both the young and the elderly. Ditch the Distraction is an initiative which encourages young people to review using their headphones and mobile phones when crossing the road to enable them to concentrate on the traffic.



81% of students surveyed said the pavement art made them think when crossing the road and this campaign was awarded silver in the Local Governments Communications Award 2013.

The “Be Roadwise, Check Your Eyes” clinics were held, working with Vision Express, to offer free eye checks across the county, with free tests being offered to anyone who needed them. 35% of those having the checks were found to have eyesight problems that would have made them unfit to drive. Additional checks were offered to NCC staff

Enforcement

Our long standing, constructive relationship with Nottinghamshire Police has enabled us to work with them in a data-led approach to deliver safety camera enforcement and awareness raising, aimed at seat belt and mobile phone usage, motorcycle safety and drinking and driving behaviour.

An example of an enforcement project delivered in 2012 was the safety cameras on the A6097, from the A614 to Lowdham Roundabout. In the 3 years before the cameras were installed, 53 people were killed or injured on this section of road. This type of camera records a driver's speed over a given distance and has successfully reduced the number of people killed or seriously injured by 91% where it has been used elsewhere in the county.

Our commitment to designing safer roads

A safety audit is carried out on all new schemes by experienced crash site investigators, to identify potential highway safety problems which may affect road users and to suggest measures to eliminate or reduce those problems. Safety audits are completed at three different stages, at the preliminary design, the detailed design and once the scheme has been built. 156 safety audits have been carried out in 2012.

The next 12 months

Over the next year we will be working together with Members, the Police, the community and other key stakeholders, to provide safer roads within Nottinghamshire and ensure current levels of death and serious injury resulting from road collisions are significantly reduced. By targeting crash hot spots, supporting vulnerable road users such as pedal cyclists and older road users and developing and delivering the activities in the Safer Nottinghamshire Plan for Casualty Reduction, our commitment to reducing the number of people killed or seriously injured by 40% by 2020 will be achieved.

4th July 2013**Agenda Item:****REPORT OF SERVICE DIRECTOR, HIGHWAYS****ADDITIONAL ROAD SAFETY SCHEMES 2013/14****Purpose of the Report**

1. To seek Committee approval for additional road safety schemes to be included in the Highways Capital Programme 2013/14. The schemes are as detailed in this report.

Information and AdviceCasualty Reduction Schemes

2. The County Council's Accident Investigation Unit receives reports of road traffic injury accidents direct from the Police. A comprehensive database of this information is maintained, and this is used to identify accident problem sites. Engineering remedial schemes and other measures are then devised to reduce the number of casualties at the sites.
3. This activity is carried out in fulfilment of a statutory requirement under the Road Traffic Act 1988. The process is part of the Council's continued investment in Road Safety, and has contributed greatly to the dramatic reduction in road accident casualties achieved over recent years.
4. Analysis of road accident data is carried out continuously throughout the year. Once a problem site is identified, and a viable remedial scheme identified for its treatment, the sooner the scheme can be implemented the better. This is because any delay risks further accidents, and injury to road users.
5. The following additional schemes are proposed for inclusion in the Highways Capital programme. They were identified when accident reports received in late 2012 and early 2013 were included in longer term accident studies. These latest reports were felt to confirm emerging longer term patterns in the accident data. Engineering scheme proposals to reduce accidents have been developed and are detailed below:
 - Blyth Road (Kilton Hill to Thievesdale Lane) Worksop (£20k). – a number of amendments to junctions to reduce accidents on this section, the study

includes reports received from late 2012 and early 2013. A short extension of the existing 30mph limit may also be included subject to consultation.

- Carsic Road and Alfreton Road Sutton (£48k) - Upgrades to the existing street lighting. A recent county wide study has identified a higher than expected number of injury accidents during the hours of darkness on these roads, including a further accident in February 2013. No new lighting columns are proposed, the scheme will provide modern, more efficient, replacement lanterns on the existing street lighting columns.
- A38 Alfreton Road / Common Road Sutton (£17k) – minor modifications to the operation and specification of this traffic signal junction. This is in response to a rapidly worsening accident pattern at the junction during 2012.
- A616 Kneesal (£20k) – High friction surfacing on a bend which has seen a sudden increase in reported injury accidents in late 2012.

Safer Routes to School

6. Safer Routes to School schemes are designed to improve the safety of children on their way to and from school. In achieving this aim they also encourage children to walk or cycle, which are healthier and more sustainable alternatives to car journeys.
- Cropwell Road and Bingham Road Radcliffe on Trent (£20k) – Signing and lining improvements at the location of two School Crossing Patrol (SCP) sites. Concerns have recently been raised by SCP supervisors, and these measures seek to improve safety by increasing driver awareness of the SCP sites. These roads are frequently used as diversion routes from the A52.

Conclusions

7. Each of the schemes included within the report are still subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, design and consultation.

Statutory and Policy Implications

8. This report has been compiled after consideration of implications in respect of finance, the public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Implications for Service Users

9. The proposals in this report are expected to reduce the number of people injured in road traffic accidents on the County's road network.

Financial Implications

10. The cost of these proposed schemes will be contained within the current Highways Capital Programme. The current programme follows best practice by including some over-programming so that delivery can be planned around unexpected delays due for example from additional time needed to consider the outcome of consultation or external factors such as coordination with utility works.

RECOMMENDATION

1. It is recommended that Committee approve the implementation of the proposed Road Safety schemes.

Andrew Warrington
Service Director Highways

For any enquiries about this report please contact:
Gareth Coles – x 72206

Constitutional Comments (SHB.18.06.13)

Committee have power to decide the Recommendation.

Financial Comments (TMR 13/06/2013)

The financial implications are set out in paragraph **Error! Reference source not found.** of the report.

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

21 March 2013 Transport & Highways Committee report – Integrated transport and highways maintenance capital programme 2013/14 and appendices

Electoral Division(s) and Member(s) Affected

Worksop North East and Carlton	CC Rhodes
Worksop East	CC Gilfoyle
Sutton in Ashfield Central	CC Kirkham
Sutton in Ashfield West	CC Hollis
Southwell and Caunton	CC Laughton
Radcliffe on Trent	CC Cutts

4 July 2013**Agenda Item:****REPORT OF THE SERVICE DIRECTOR FOR TRANSPORT, PROPERTY AND
ENVIRONMENT****PERFORMANCE REPORT – Transport and Travel Services****Purpose of the Report**

1. This report provides information to the Committee on the performance of Transport and Travel Services.

Information and Advice

2. Transport and Travel Services (TTS) provides an integrated passenger and fleet transport service across Nottinghamshire.
3. There are a range of measures which support performance management across the services delivered by TTS including local bus, home to school, SEN transport, Adult Social Care, community transport and infrastructure.
4. Development work across Transport and Travel Services is being undertaken in order to ensure that current performance measures accurately reflect service performance. Any resulting changes will be implemented in April 2014.
5. The TITAN project pilot scheme in the Newark area implemented the new network services from 7 January 2013. The TITAN project's review of transport networks across the rest of county, is in progress ensuring that funding is used in the most cost effective and efficient way. A progress report following recent roadshows will be presented to Committee in September.

Summary of Performance

6. **Appendix 1** shows current levels of performance.
7. **Appendix 2** Shows the National Highways and Transport annual survey results 2012; this is a satisfaction benchmarking report carried out by MORI.
8. **Appendix 3** Shows the Bus Passenger Survey results 2012; this is a bus passenger satisfaction survey carried out by Passenger Focus.

9. The following efficiency savings have been achieved through reviewing service provision over the last year:-

- Reducing fleet fuel costs by £92,000
- £185,000 through the reduction of 51 surplus fleet vehicles
- Reducing the fleet vehicle replacement programme from £3m in 2011/12 to £1m in 2012/13 and to £750,000 in 2013/14.
- The management of lease and pool car services and arrangements for business travel has resulted in reduced business travel costs of £200,000.
- As part of the TITAN project including the implementation of a revised transport network in the Newark pilot area, delivered £111,000 in efficiency savings and improved travel opportunities for users within the pilot area communities. To complement the revised services in the Newark pilot area, strong partnership work has been undertaken with a community transport organisation (CTO) based in Newark in order to build up capacity to deliver more services within the area.

10. A project to review the future provision of the operational passenger fleet has been undertaken and has identified :

- options for future operating models
- further significant efficiency savings
- a model which effectively meets client needs

The outcomes of this project and proposals will be reported to Transport and Highways Committee later this year.

11. In addition to the efficiency savings reported for 2012/13, work is underway to progress TITAN to achieve further savings of £1.08 million over the next year.

Analysis

12. **Appendix 1** – The latest performance figures show that, out of the 32 performance indicators currently in use, 50% have been achieved or exceeded. The remaining 50% are either new or are under review as part of the efficiency savings. As detailed above, a lot of progress has been made towards achieving efficiencies. Some of the key achievements to date include:

- Local bus services are a key priority in ensuring that people can access services and in promoting economic recovery and the costs of these are being contained without compromising the bus network.
- Through improved network planning and efficiency savings, the cost per head of population has reduced whilst continuing to provide high quality local bus services meeting the needs of the people of Nottinghamshire.

- Through partnership working with the bus operators and improvements in bus services we have been able to increase the percentage of rural households within 800 metres of a bus service.
- We have further supported the County Council in delivering services within revised (reduced) funding by exceeding targets to reduce costs of home to school travel.
- The number of bus stops with raised kerbs continues to increase
- Mansfield bus station opened in March 2013.

13. **Appendix 2** – The annual National Highways and Transport satisfaction benchmarking survey report 2012, published the results of 24 questions asked by MORI on Public Transport. Some key targets are:

- Nottinghamshire was benchmarked against 21 other County Councils.
- There were overall improvements made in 20 of the 24 questions from 2011 to 2012.
- This places Nottinghamshire at the top for 16 of the questions and within the top 5 for the remaining 8 questions.
- key increases in satisfaction levels were:-
 - Local bus services
 - Public transport information
 - Community transport and overall reliability
 - Number of bus stops
 - Condition of bus stops
 - Raised kerbs at bus stops
 - Clarity, accuracy and amount of information provided
 - Information about accessible buses
 - Journey planning information
 - Reliability of electronic displays

This is a very encouraging report which highlights the continued network improvements made by Nottinghamshire County Council and its partners for the provision of local bus services, infrastructure and community transport.

14. **Appendix 3** – The Bus Passenger Survey 2012, published the results of passenger surveys carried out between September and December 2012, the selected services ran between 6am and 10pm, seven days a week and was conducted among passengers aged 16 and over. This is the first time the survey has included the Nottinghamshire County Council area, the results are based on a response from 466 surveys.

- Overall 87% surveyed rated their bus journey experience from start to the end of the journey as very/fairly satisfied.

- Overall 65% rated their journey value for money
- Overall 87% rated their bus stop satisfactory
- Overall 69% satisfaction with their wait time compared to expected wait time.
- Overall 82% satisfaction on the bus (i.e. cleanliness, comfort, space, temperature)
- Overall 83% satisfaction with the driver (i.e. appearance, helpfulness, driving)

A breakdown of the contributing factors influencing each overall satisfaction results can be viewed in appendix 3.

15. Both of the national surveys show that the County Council's support and investment in bus services is providing positive outcomes for passengers and local communities. There is room for improvement and the information shall be used to inform future decisions for enhancements to the services and funding.

Other Options Considered

16. None – this is an information report.

Reasons for Recommendations

17. None – this is an information report.

Statutory and Policy Implications

18. This report has been compiled after consideration of implications in respect of finance, the public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

19. The monitoring of service performance will ensure that the spend on passenger transport services and facilities will be used efficiently and effectively.

Implications for Service Users

20. The continued monitoring and management of performance will ensure that the required quality standards are maintained and appropriate transport services are provided to meet the needs of the people of Nottinghamshire.

Recommendation

- 1) That Committee note the contents of the report.

Mark Hudson

Group Manager, Transport and Travel Services

For any enquiries about this report please contact:

Lisa McLennaghan, Commercial and Development Officer, Transport and Travel Services

Background Papers

National Highways and Transport benchmarking survey 2012.

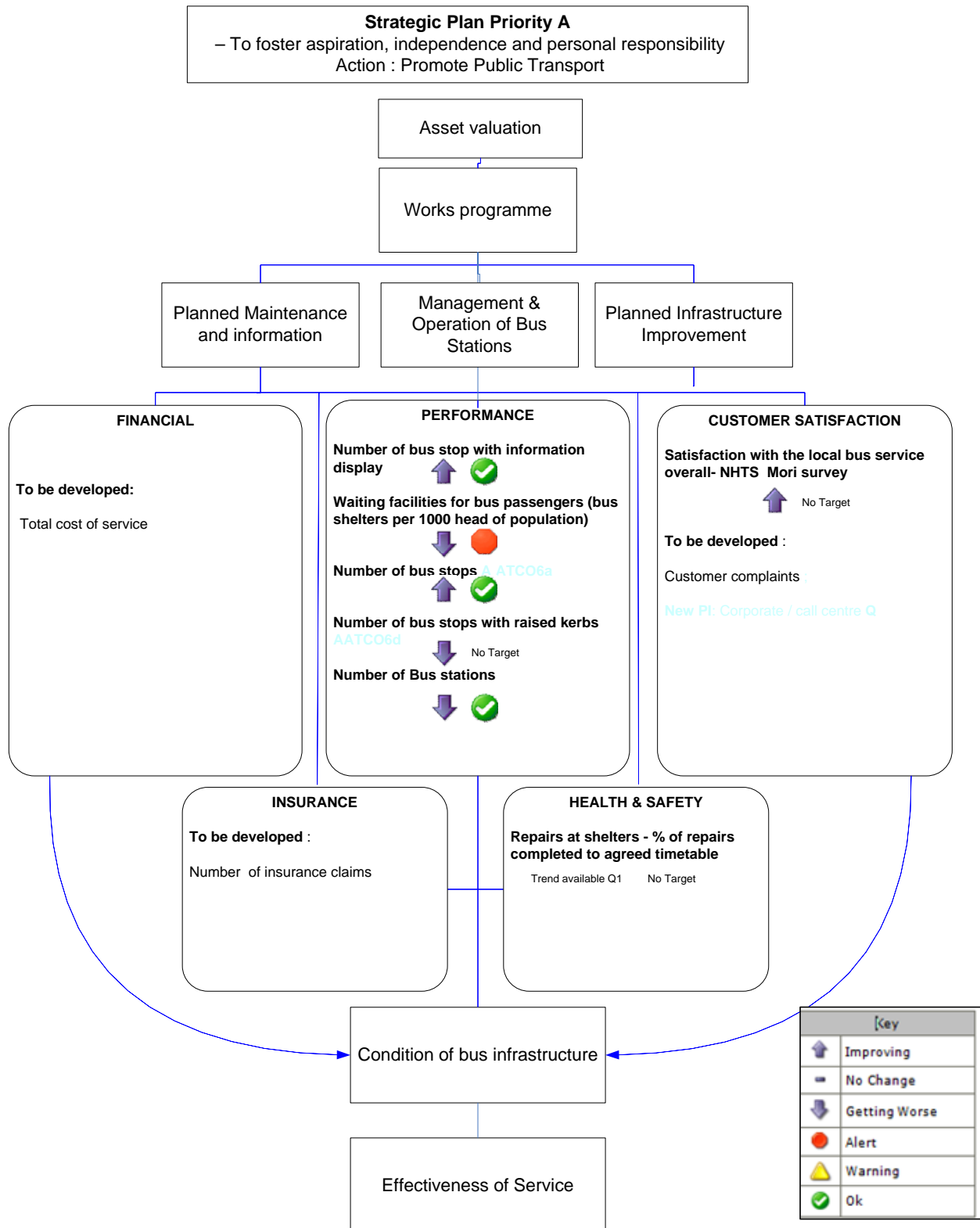
Bus Passenger Focus Survey 2012

Electoral Divisions

All

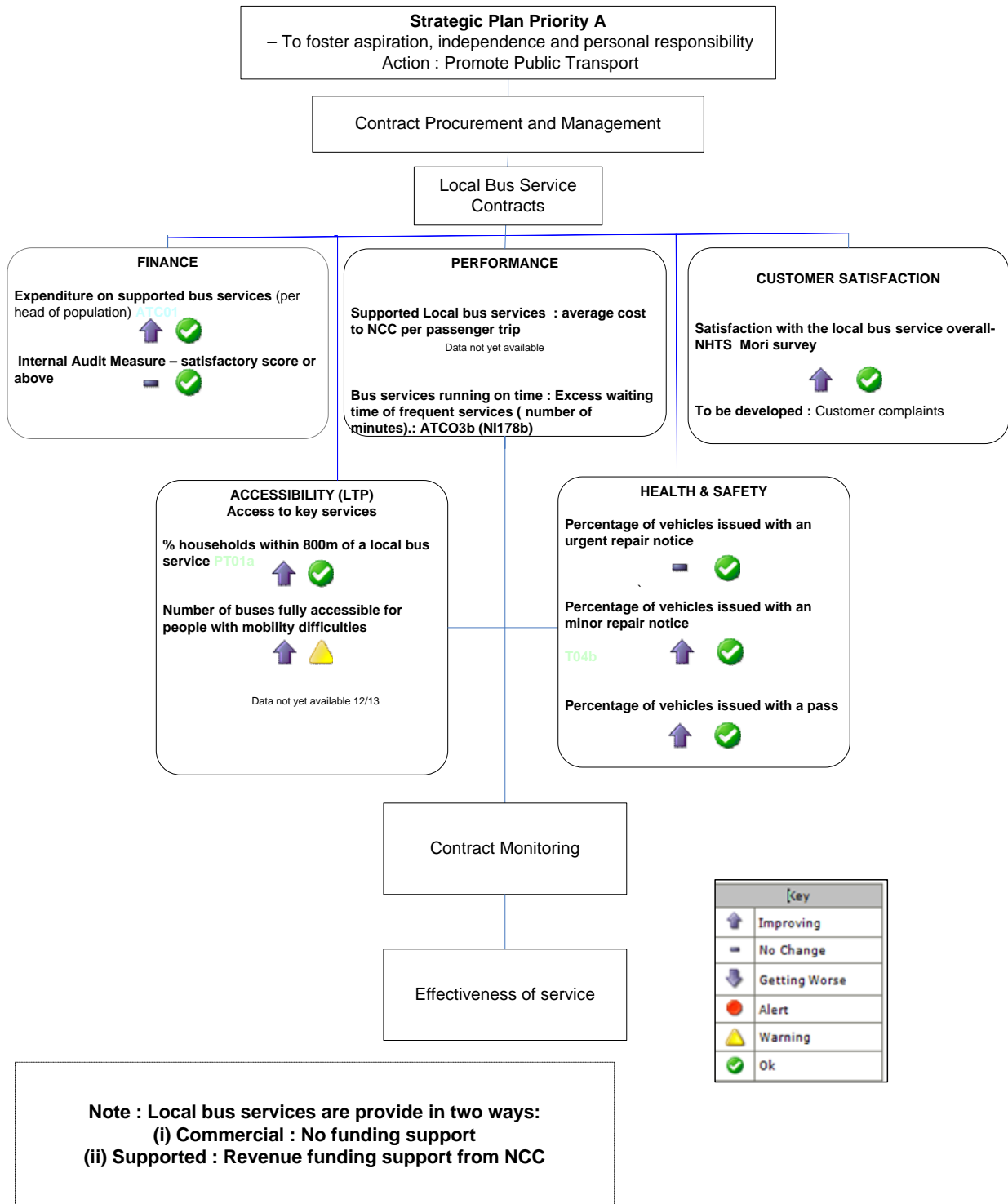
Travel and Transport Services Performance Committee Report 2012/13

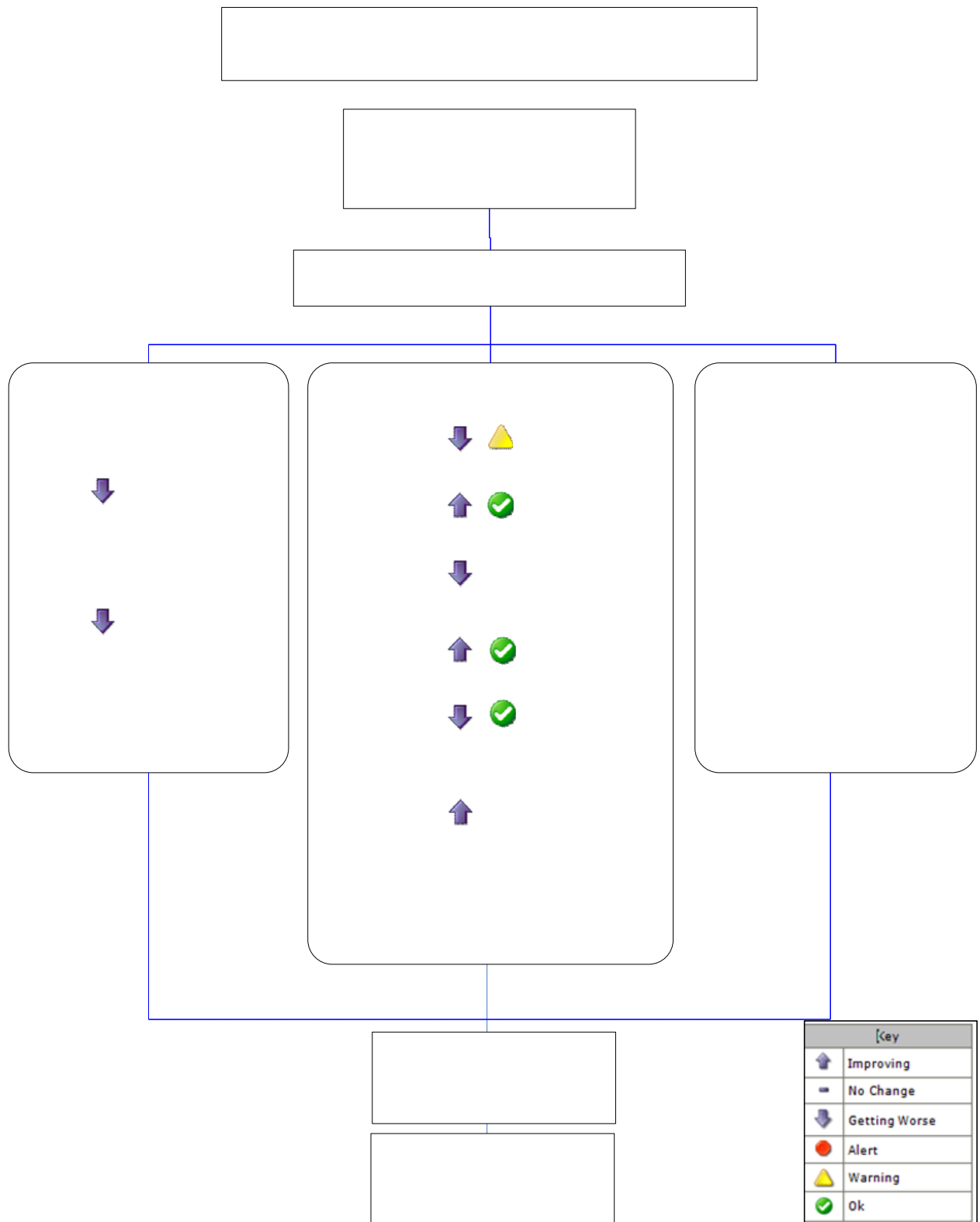
Travel and Transport Services Bus Information and Infrastructure



Travel and Transport Services

Supported Local Bus Services



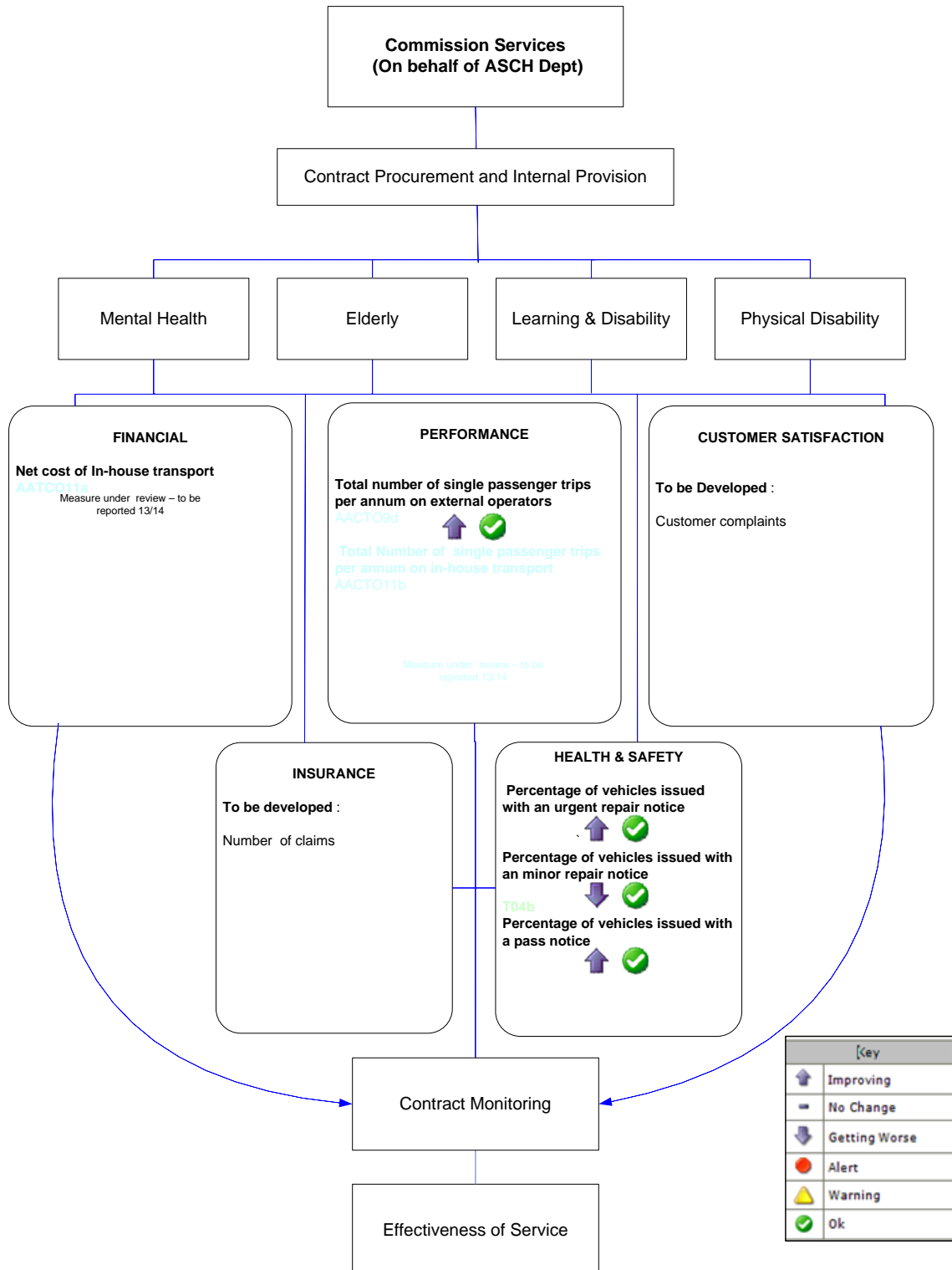


Travel and Transport Services

Corporate Fleet Management



Travel and Transport Services Adult Social Care and Health Transport



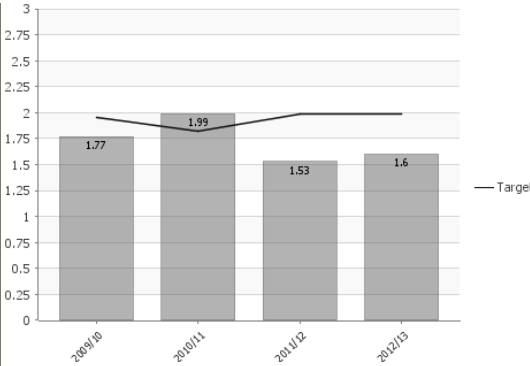
Travel and Transport Services


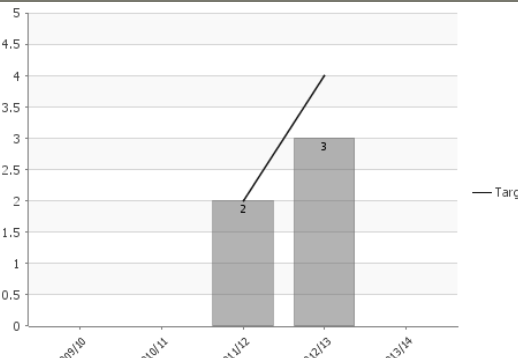
Home to School Travel


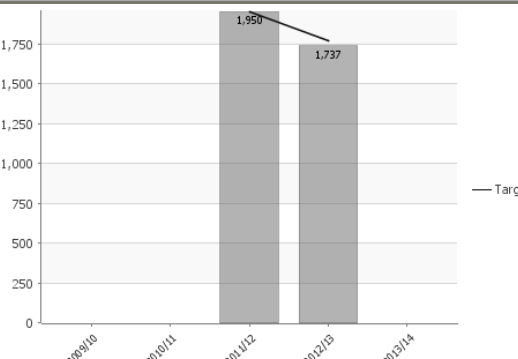


Travel and Transport Services Performance Committee Report 2012/13

Bus Information and Infrastructure Performance

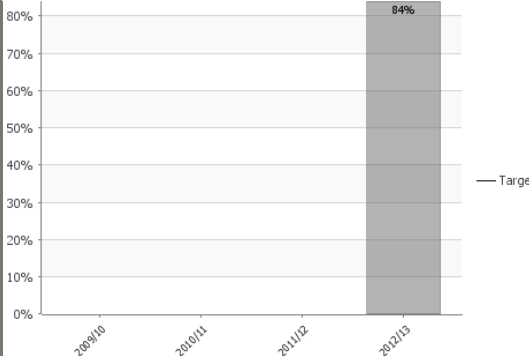
Indicator	Maximise or Minimise	Actual Versus Target	Trend Chart	Improvements										
Waiting Facilities for Bus Passengers(bus shelters per 1000 head of population)	Aim to Maximise	<div><div>Actual</div><div>1.6</div><div>Target</div><div>1.99</div><div></div></div>	 <table><caption>Waiting Facilities Data</caption><thead><tr><th>Year</th><th>Value</th></tr></thead><tbody><tr><td>2009/10</td><td>1.77</td></tr><tr><td>2010/11</td><td>1.99</td></tr><tr><td>2011/12</td><td>1.53</td></tr><tr><td>2012/13</td><td>1.6</td></tr></tbody></table>	Year	Value	2009/10	1.77	2010/11	1.99	2011/12	1.53	2012/13	1.6	Delays in awarding contracts for new infrastructure works and works being able to commence. Contracts started on 01/04/13 so works can now be contracted out.
Year	Value													
2009/10	1.77													
2010/11	1.99													
2011/12	1.53													
2012/13	1.6													
Number of bus stops	Aim to Maximise	<div><div>Actual</div><div>5,694</div><div>Target</div><div>5,694</div><div></div></div>	 <table><caption>Number of bus stops Data</caption><thead><tr><th>Year</th><th>Value</th></tr></thead><tbody><tr><td>2009/10</td><td>0</td></tr><tr><td>2010/11</td><td>0</td></tr><tr><td>2011/12</td><td>5,600</td></tr><tr><td>2012/13</td><td>5,694</td></tr></tbody></table>	Year	Value	2009/10	0	2010/11	0	2011/12	5,600	2012/13	5,694	Target has been achieved Completed
Year	Value													
2009/10	0													
2010/11	0													
2011/12	5,600													
2012/13	5,694													

Number of bus stations	Aim to Minimise	<p>Actual 3</p> <p>Target 4</p> 		<p>For the purposes of this measure a bus station is defined as a purpose built structure with fully enclosed passenger waiting facilities and a staff presence. However, the actual figure includes Workstop Hardy Street which has a staffed information office but is not fully enclosed. A new purpose built bus station is planned for Workstop to be completed in the next 18 months.</p>
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Indicator	Maximise or Minimise	Actual Versus Target	Trend Chart	Improvements
Number of bus stops with raised kerbs	Aim to Maximise	<p>Actual 1737</p> <p>Target 1767</p> 		<p>Raised kerbs continue to be included as part of the improvement of bus stop infrastructure. It is anticipated that 30-40 raised kerbs will be included in 2013/14.</p>

Bus Information and Infrastructure Health & Safety

Indicator	Maximise or Minimise	Actual Versus Target	Trend Chart	Improvements
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Repairs at shelters - % of repairs completed to agreed timetable	Aim to Minimise	<p>Actual 84%</p> <p>Target No target set</p>	 <p>84%</p> <p>— Target</p>	This is a new indicator, a target will be set in 13/14 following a full years data input.
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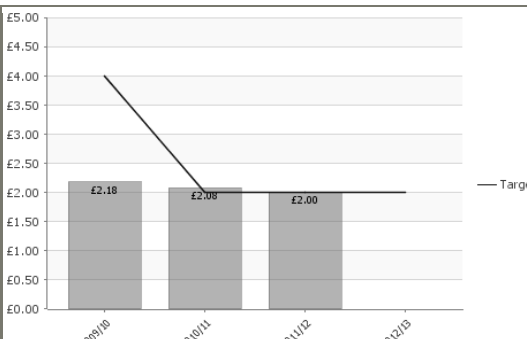
Supported Local Bus Services Financial

Indicator	Maximise or Minimise	Actual Versus Target	Trend Chart	Improvements
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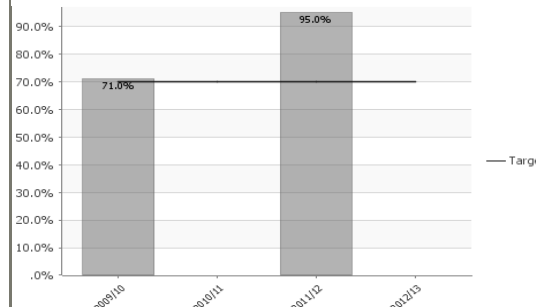

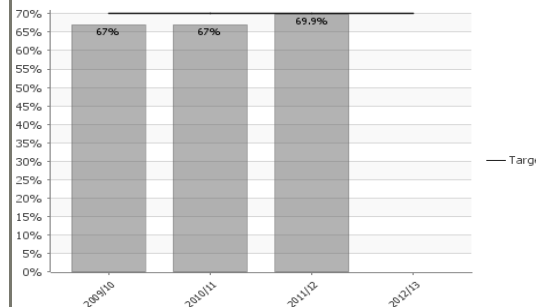
Expenditure on bus services per head of population	Aim to Minimise	<p>Actual £7.50</p> <p>Target £8.00</p> 		Exceeded target as a result of efficiency savings through network reviews, Titan Project and efficient procurement. Revised services introduced in Bassetlaw, in particular services 8, 83 9, 34, 44, 90, 95, 36 and Sherwood Arrow.
Internal Audit Measure 2011/12 - satisfactory score or above	Aim to Maximise	<p>Actual Yes</p> <p>Target Yes</p> 		Current internal audit score is satisfactory

Supported Local Bus Services Performance


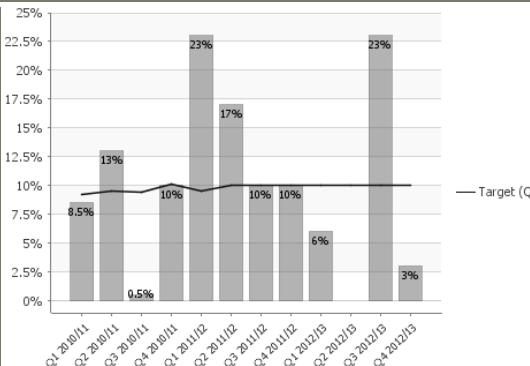

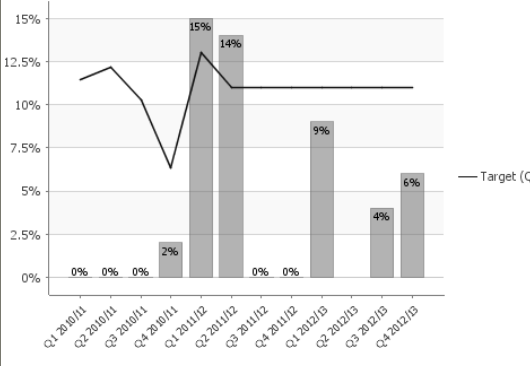
Indicator	Maximise or Minimise	Actual Versus Target	Trend Chart	Improvements
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Supported local bus services : average cost to NCC per passenger	Aim to Minimise	<div>Actual</div> <div>Target £2.00</div> <div></div>	 <table><thead><tr><th>Year</th><th>Actual Cost (£)</th><th>Target (£)</th></tr></thead><tbody><tr><td>2009/10</td><td>2.18</td><td>2.00</td></tr><tr><td>2010/11</td><td>2.08</td><td>2.00</td></tr><tr><td>2011/12</td><td>2.00</td><td>2.00</td></tr><tr><td>2012/13</td><td>-</td><td>2.00</td></tr></tbody></table>	Year	Actual Cost (£)	Target (£)	2009/10	2.18	2.00	2010/11	2.08	2.00	2011/12	2.00	2.00	2012/13	-	2.00	<div>Data not yet available. The TITAN review is in progress.</div> <div>Full transport reviews and revised service implementation are linked to future budget restraints and data is not expected until 2014.</div>
Year	Actual Cost (£)	Target (£)																	
2009/10	2.18	2.00																	
2010/11	2.08	2.00																	
2011/12	2.00	2.00																	
2012/13	-	2.00																	

Supported Local Bus Services Accessibility

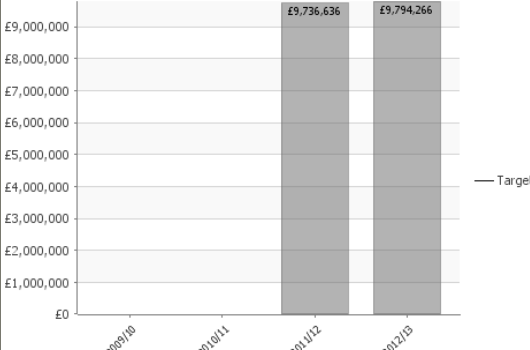
Indicator	Maximise or Minimise	Actual Versus Target	Trend Chart	Improvements															
% households within 800m of bus service - rural	Aim to Maximise	<div>Actual 95.0%</div> <div>Target 70.0%</div> <div></div>	 <table><thead><tr><th>Year</th><th>Actual %</th><th>Target %</th></tr></thead><tbody><tr><td>2009/10</td><td>71.0%</td><td>70.0%</td></tr><tr><td>2010/11</td><td>71.0%</td><td>70.0%</td></tr><tr><td>2011/12</td><td>95.0%</td><td>70.0%</td></tr><tr><td>2012/13</td><td>-</td><td>70.0%</td></tr></tbody></table>	Year	Actual %	Target %	2009/10	71.0%	70.0%	2010/11	71.0%	70.0%	2011/12	95.0%	70.0%	2012/13	-	70.0%	The County Council's continued network reviews and improvement in bus services has increased the % of rural households within 800m of a bus service.
Year	Actual %	Target %																	
2009/10	71.0%	70.0%																	
2010/11	71.0%	70.0%																	
2011/12	95.0%	70.0%																	
2012/13	-	70.0%																	
Number of fully accessible bus services for people with mobility difficulties	Aim to Maximise	<div>Actual</div> <div>Target 70%</div> <div></div>	 <table><thead><tr><th>Year</th><th>Actual %</th><th>Target %</th></tr></thead><tbody><tr><td>2009/10</td><td>67%</td><td>70%</td></tr><tr><td>2010/11</td><td>67%</td><td>70%</td></tr><tr><td>2011/12</td><td>69.9%</td><td>70%</td></tr><tr><td>2012/13</td><td>-</td><td>70%</td></tr></tbody></table>	Year	Actual %	Target %	2009/10	67%	70%	2010/11	67%	70%	2011/12	69.9%	70%	2012/13	-	70%	This figure will be available in October 2013. The Public Sector Vehicle Accessibility Regulations require operators of passenger carrying vehicles which carry more than 22 passengers to operate fully accessible vehicles from 2015 for single deck vehicles. The regulations will ensure that operators upgrade their fleets to meet requirements.
Year	Actual %	Target %																	
2009/10	67%	70%																	
2010/11	67%	70%																	
2011/12	69.9%	70%																	
2012/13	-	70%																	

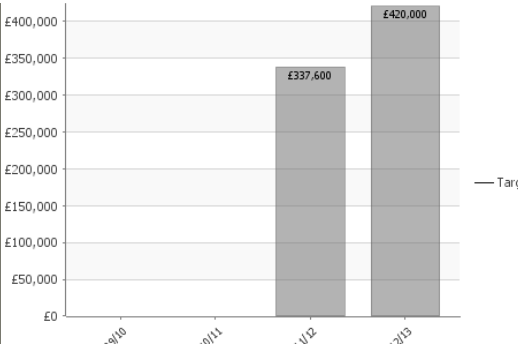
Supported Local Bus Services; Corporate Fleet Management; Home To School Travel Health & Safety

Indicator	Maximise or Minimise	Actual Versus Target	Trend Chart	Improvements																										
Percentage of vehicles issued with an urgent repair notice	Aim to Minimise	<div>Actual 3%</div> <div>Target 10%</div> <div></div>	 <table><caption>Urgent Repair Notice Data</caption><thead><tr><th>Quarter</th><th>Percentage</th></tr></thead><tbody><tr><td>Q1 2010/11</td><td>8.5%</td></tr><tr><td>Q2 2010/11</td><td>13%</td></tr><tr><td>Q3 2010/11</td><td>0.5%</td></tr><tr><td>Q4 2010/11</td><td>10%</td></tr><tr><td>Q1 2011/12</td><td>23%</td></tr><tr><td>Q2 2011/12</td><td>17%</td></tr><tr><td>Q3 2011/12</td><td>10%</td></tr><tr><td>Q4 2011/12</td><td>10%</td></tr><tr><td>Q1 2012/13</td><td>6%</td></tr><tr><td>Q2 2012/13</td><td>23%</td></tr><tr><td>Q3 2012/13</td><td>3%</td></tr><tr><td>Q4 2012/13</td><td>3%</td></tr></tbody></table>	Quarter	Percentage	Q1 2010/11	8.5%	Q2 2010/11	13%	Q3 2010/11	0.5%	Q4 2010/11	10%	Q1 2011/12	23%	Q2 2011/12	17%	Q3 2011/12	10%	Q4 2011/12	10%	Q1 2012/13	6%	Q2 2012/13	23%	Q3 2012/13	3%	Q4 2012/13	3%	
Quarter	Percentage																													
Q1 2010/11	8.5%																													
Q2 2010/11	13%																													
Q3 2010/11	0.5%																													
Q4 2010/11	10%																													
Q1 2011/12	23%																													
Q2 2011/12	17%																													
Q3 2011/12	10%																													
Q4 2011/12	10%																													
Q1 2012/13	6%																													
Q2 2012/13	23%																													
Q3 2012/13	3%																													
Q4 2012/13	3%																													
Percentage of vehicles issued with a minor repair notice	Aim to Minimise	<div>Actual 6%</div> <div>Target 11%</div> <div></div>	 <table><caption>Minor Repair Notice Data</caption><thead><tr><th>Quarter</th><th>Percentage</th></tr></thead><tbody><tr><td>Q1 2010/11</td><td>0%</td></tr><tr><td>Q2 2010/11</td><td>0%</td></tr><tr><td>Q3 2010/11</td><td>0%</td></tr><tr><td>Q4 2010/11</td><td>2%</td></tr><tr><td>Q1 2011/12</td><td>15%</td></tr><tr><td>Q2 2011/12</td><td>14%</td></tr><tr><td>Q3 2011/12</td><td>0%</td></tr><tr><td>Q4 2011/12</td><td>0%</td></tr><tr><td>Q1 2012/13</td><td>9%</td></tr><tr><td>Q2 2012/13</td><td>4%</td></tr><tr><td>Q3 2012/13</td><td>6%</td></tr><tr><td>Q4 2012/13</td><td>6%</td></tr></tbody></table>	Quarter	Percentage	Q1 2010/11	0%	Q2 2010/11	0%	Q3 2010/11	0%	Q4 2010/11	2%	Q1 2011/12	15%	Q2 2011/12	14%	Q3 2011/12	0%	Q4 2011/12	0%	Q1 2012/13	9%	Q2 2012/13	4%	Q3 2012/13	6%	Q4 2012/13	6%	<p>To reduce roadside issued prohibitions: We continue to advise and work with transport operator management to educate drivers the importance of reporting defective vehicles. We also undertake in house training for all Council drivers and train council HGV/PSV drivers to obtain their certificate of professional competence, a legal requirement for all professional drivers of large type vehicles. We also continue to undertake unannounced roadside checks with VOSA assistance.</p>
Quarter	Percentage																													
Q1 2010/11	0%																													
Q2 2010/11	0%																													
Q3 2010/11	0%																													
Q4 2010/11	2%																													
Q1 2011/12	15%																													
Q2 2011/12	14%																													
Q3 2011/12	0%																													
Q4 2011/12	0%																													
Q1 2012/13	9%																													
Q2 2012/13	4%																													
Q3 2012/13	6%																													
Q4 2012/13	6%																													

Percentage of vehicles issued with a pass notice	Aim to Maximise	<div><div>Actual</div><div>91</div><div>Target</div><div>85</div><div></div></div> <div><table><thead><tr><th>Quarter</th><th>Percentage</th></tr></thead><tbody><tr><td>Q1 2010/11</td><td>91.5</td></tr><tr><td>Q2 2010/11</td><td>87</td></tr><tr><td>Q3 2010/11</td><td>95</td></tr><tr><td>Q4 2010/11</td><td>88</td></tr><tr><td>Q1 2011/12</td><td>62</td></tr><tr><td>Q2 2011/12</td><td>69</td></tr><tr><td>Q3 2011/12</td><td>90</td></tr><tr><td>Q4 2011/12</td><td>90</td></tr><tr><td>Q1 2012/13</td><td>85</td></tr><tr><td>Q2 2012/13</td><td>73</td></tr><tr><td>Q3 2012/13</td><td>91</td></tr></tbody></table></div>	Quarter	Percentage	Q1 2010/11	91.5	Q2 2010/11	87	Q3 2010/11	95	Q4 2010/11	88	Q1 2011/12	62	Q2 2011/12	69	Q3 2011/12	90	Q4 2011/12	90	Q1 2012/13	85	Q2 2012/13	73	Q3 2012/13	91
Quarter	Percentage																									
Q1 2010/11	91.5																									
Q2 2010/11	87																									
Q3 2010/11	95																									
Q4 2010/11	88																									
Q1 2011/12	62																									
Q2 2011/12	69																									
Q3 2011/12	90																									
Q4 2011/12	90																									
Q1 2012/13	85																									
Q2 2012/13	73																									
Q3 2012/13	91																									

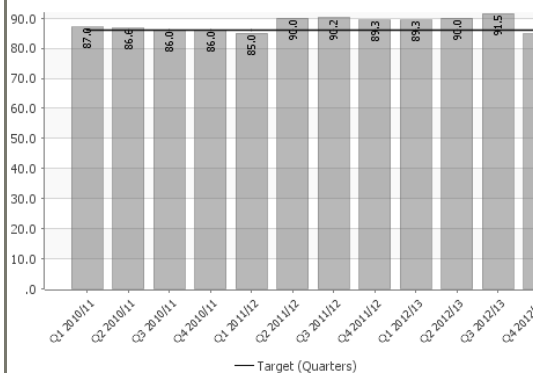
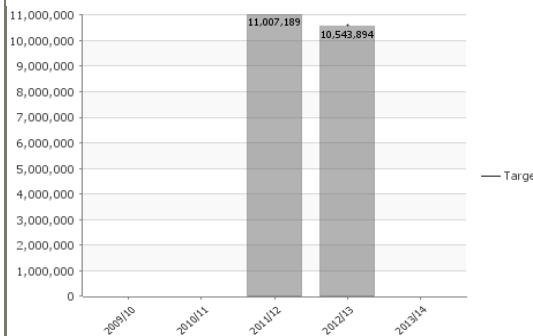
Concessionary Travel Financial

Indicator	Maximise or Minimise	Actual Versus Target	Trend Chart	Improvements						
Total reimbursement costs to operators for the use of the national concessionary travel pass for statutory concessionary journeys on local bus services	Aim to Minimise	<p>Actual £9,794,266</p> <p>Target TBA</p>	 <table><thead><tr><th>Year</th><th>Cost (£)</th></tr></thead><tbody><tr><td>2011/12</td><td>£9,736,636</td></tr><tr><td>2012/13</td><td>£9,794,266</td></tr></tbody></table>	Year	Cost (£)	2011/12	£9,736,636	2012/13	£9,794,266	<p>This figure applies to reimbursement for statutory journeys only. Many operators signed up to a two year fixed payment agreement (with review clauses) during this financial year. This figure excludes an estimate for reimbursement of companions travel. The use of Smart Card readers by more operators will lead to improved accuracy of boarding figures.</p>
Year	Cost (£)									
2011/12	£9,736,636									
2012/13	£9,794,266									

Total reimbursement costs to transport operators for the use of the national concessionary travel pass for discretionary concessionary journeys by bus and other modes(e.g. rail)	Aim to Minimise	<div>Actual £420,000</div> <div>Target TBA</div>	<div><table><thead><tr><th>Year</th><th>Actual (£)</th><th>Target (£)</th></tr></thead><tbody><tr><td>2009/10</td><td>-</td><td>200,000</td></tr><tr><td>2010/11</td><td>-</td><td>200,000</td></tr><tr><td>2011/12</td><td>337,600</td><td>200,000</td></tr><tr><td>2012/13</td><td>420,000</td><td>200,000</td></tr></tbody></table></div>	Year	Actual (£)	Target (£)	2009/10	-	200,000	2010/11	-	200,000	2011/12	337,600	200,000	2012/13	420,000	200,000	<p>This figure relates to companions travel and tram travel only. The companions' element is an estimate consistent with all reimbursement calculations for this facility. When all transport operators are smart enabled the actual value of companions travel both on bus and tram will be available.</p> <p>The use of Smart Card readers by more operators will lead to improved accuracy of boarding figures.</p>
Year	Actual (£)	Target (£)																	
2009/10	-	200,000																	
2010/11	-	200,000																	
2011/12	337,600	200,000																	
2012/13	420,000	200,000																	

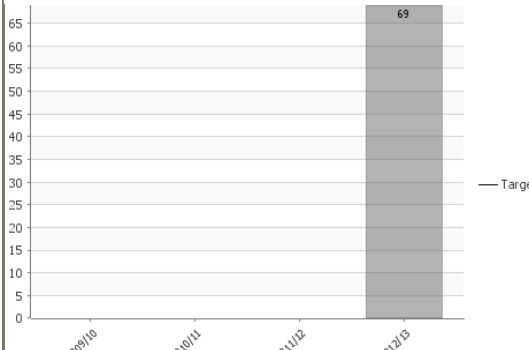
Concessionary Travel Performance

Indicator	Maximise or Minimise	Actual Versus Target	Trend Chart	Improvements
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Eligible people who have a bus pass	Aim to Maximise	<p>Actual 84.8</p> <p>Target 86.0</p> 		<p>This figure has been adjusted to take account of the continuous change to eligible age. Population statistics for the age group 60 - 64 have been adjusted in line with the gradual increase in eligible age which is currently sixty one and a half years of age. Additionally a large bulk re-issue process for 100,000 of the 151,000 cards in circulation has recently been undertaken. Although this process has further cleansed the database there are several residents who have not yet renewed their pass but may do so in the coming weeks. The actual figure is more realistically 87% at this time. During the next few months the remainder of the database will be put through the renewal process to further verify the data.</p>
The percentage of people taking up free travel concession or any alternative travel concession that are aged 60 and above	Aim to Maximise	<p>Actual 84.8%</p> <p>Target 82.5%</p> 		<p>This figure is significantly lower than in 2011/12 as a major data cleanse and bulk re-issue process has been undertaken. It must be noted that (as previously reported) this figure relates to the number of people who have a pass as they have attained the qualifying age. This is currently approximately 61.5 years and above not 60 as the title suggests. The age of qualification is rising rapidly to 66 by 2020.</p>
Total number of statutory concessionary journeys on local bus services originating in the scheme area	Aim to Minimise	<p>Actual 10,543,894</p> <p>Target 10,600,000</p> 		<p>This figure includes estimates for those operators who have not yet provided full year data or who have ceased trading so are unable to provide data.</p>

Indicator	Maximise or Minimise	Actual Versus Target	Trend Chart	Improvements																		
Total number of discretionary concessionary journeys on local bus journeys on local bus services originating in the scheme areas	Aim to Minimise	<div><div>Actual</div><div>35,000</div><div>Target</div><div>36,000</div><div></div></div>	<table><thead><tr><th>Year</th><th>Actual</th><th>Target</th></tr></thead><tbody><tr><td>2009/10</td><td>0</td><td>36,000</td></tr><tr><td>2010/11</td><td>0</td><td>36,000</td></tr><tr><td>2011/12</td><td>0</td><td>36,000</td></tr><tr><td>2012/13</td><td>35,000</td><td>36,000</td></tr><tr><td>2013/14</td><td>0</td><td>36,000</td></tr></tbody></table>	Year	Actual	Target	2009/10	0	36,000	2010/11	0	36,000	2011/12	0	36,000	2012/13	35,000	36,000	2013/14	0	36,000	This is an estimated figure in line with the estimates used in all reimbursement modelling. An actual figure is not yet achievable but will be when all operators have working smart ticket machines. The figure relates to travel undertaken by entitled companions of pass holders.
Year	Actual	Target																				
2009/10	0	36,000																				
2010/11	0	36,000																				
2011/12	0	36,000																				
2012/13	35,000	36,000																				
2013/14	0	36,000																				
Total number of concessionary journeys being undertaken by modes other than local bus services in the scheme area	Aim to Minimise	<div><div>Actual</div><div>535,884</div><div>Target</div><div>600,000</div><div></div></div>	<table><thead><tr><th>Year</th><th>Actual</th><th>Target</th></tr></thead><tbody><tr><td>2009/10</td><td>0</td><td>600,000</td></tr><tr><td>2010/11</td><td>0</td><td>600,000</td></tr><tr><td>2011/12</td><td>499,768</td><td>600,000</td></tr><tr><td>2012/13</td><td>535,884</td><td>600,000</td></tr><tr><td>2013/14</td><td>0</td><td>600,000</td></tr></tbody></table>	Year	Actual	Target	2009/10	0	600,000	2010/11	0	600,000	2011/12	499,768	600,000	2012/13	535,884	600,000	2013/14	0	600,000	This figure relates to tram travel which is available to Nottinghamshire pass holders only.
Year	Actual	Target																				
2009/10	0	600,000																				
2010/11	0	600,000																				
2011/12	499,768	600,000																				
2012/13	535,884	600,000																				
2013/14	0	600,000																				


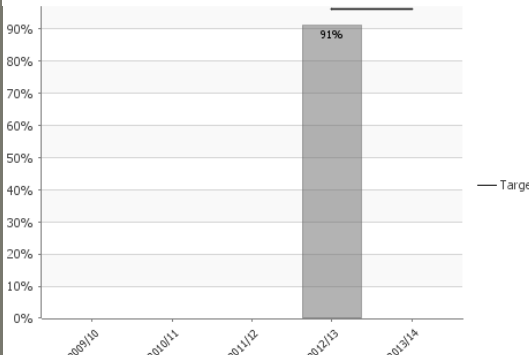
The total number of people taking up free travel concession or any alternative travel concession(older people plus younger people with qualifying disabilities)	Aim to Minimise	<div><div>Actual</div><div>160,405</div><div>Target</div><div>No Target set</div></div>	<div><div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><div></div><d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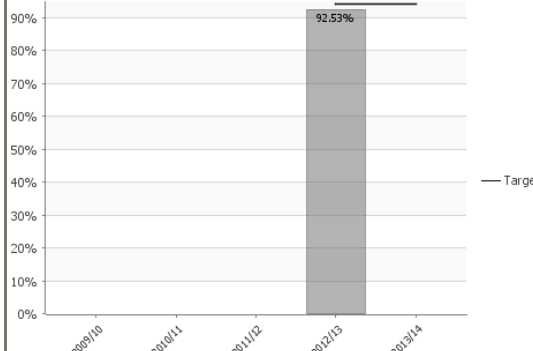
Indicator	Maximise or Minimise	Actual Versus Target	Trend Chart	Improvements										
Concessionary Travel - Pass usage Average trips per passenger	Aim to Minimise	<p>Actual 69</p> <p>Target No Target set</p>	 <table><thead><tr><th>Year</th><th>Value</th></tr></thead><tbody><tr><td>2009/10</td><td>0</td></tr><tr><td>2010/11</td><td>0</td></tr><tr><td>2011/12</td><td>0</td></tr><tr><td>2012/13</td><td>69</td></tr></tbody></table>	Year	Value	2009/10	0	2010/11	0	2011/12	0	2012/13	69	<p>This figure is derived by dividing the total number of trips by the number of pass holders. However it must be noted that these are not directly comparable data sets as trips relates to any English national pass which was used in Nottinghamshire. When all operators are smart ticketing enabled an accurate figure of pass usage (in Nottinghamshire) will be available.</p>
Year	Value													
2009/10	0													
2010/11	0													
2011/12	0													
2012/13	69													

Corporate Fleet Management Financial

Indicator	Maximise or Minimise	Actual Versus Target	Trend Chart	Improvements
Corporate Fleet Management- Cost of Fuel per Litre	Aim to Maximise	<p>Actual £1.43</p> <p>Target £1.43</p> 		<p>This is a new PI and the target for 2013/14 will be £1.42 per litre across all corporate purchases. To reach this target we will ensure managers check receipts and are advising staff to fill up at supermarkets or check to obtain the best available price.</p>

Corporate Fleet Management Performance

Indicator	Maximise or Minimise	Actual Versus Target	Trend Chart	Improvements
Corporate Fleet Management- Vehicle Availability	Aim to Maximise	<p>Actual 91%</p> <p>Target 96%</p> 		<p>Under review as the service has just been transferred to the new management of TTS from Highways. The target for 2013/14 will be 96.0%.</p>


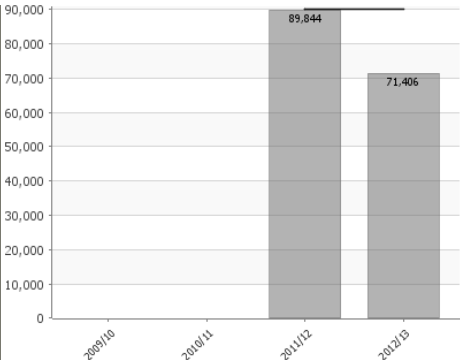
Corporate Fleet Management- Vehicle MOT Pass Rate	Aim to Maximise	<p>Actual 92.53%</p> <p>Target 100%</p> 	 <p>92.53%</p> <p>— Target</p>	<p>This is a new PI and is under review as the service has just been transferred under the new management of TTS from Highways.</p> <p>The target for 2013/14 will be 94.0%</p>
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Adult Social Care and Health Financial

Indicator	Maximise or Minimise	Actual Versus Target	Trend Chart	Improvements
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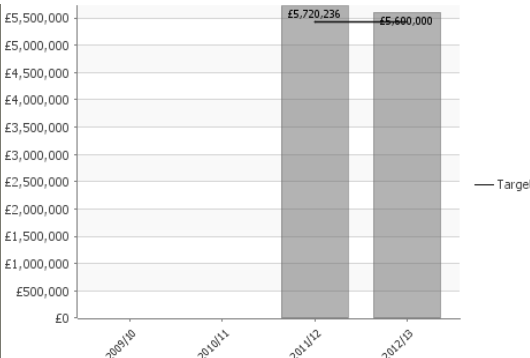


Adult & Social Care Transport - Net cost of in-house transport	Aim to Minimise	<div>Actual</div> <div>Target £8.80</div> <div></div>	<div><table><thead><tr><th>Year</th><th>Net cost of in-house transport (£)</th></tr></thead><tbody><tr><td>2009/10</td><td>£8.96</td></tr><tr><td>2010/11</td><td>£9.10</td></tr><tr><td>2011/12</td><td>£8.25</td></tr><tr><td>2012/13</td><td>Target: £8.80</td></tr></tbody></table></div> <div>Currently under review - figures will not be available until y/e 13/14</div>	Year	Net cost of in-house transport (£)	2009/10	£8.96	2010/11	£9.10	2011/12	£8.25	2012/13	Target: £8.80
Year	Net cost of in-house transport (£)												
2009/10	£8.96												
2010/11	£9.10												
2011/12	£8.25												
2012/13	Target: £8.80												

Adult Social Care and Health Performance


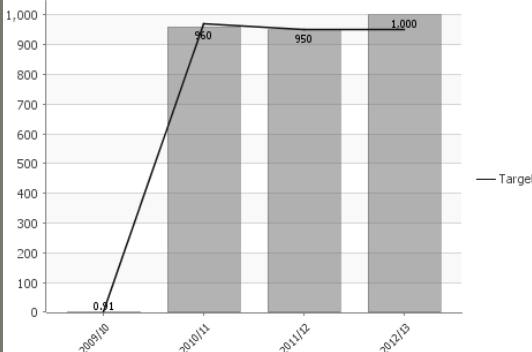

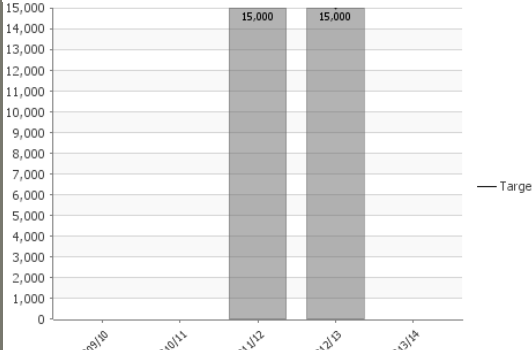
Indicator	Maximise or Minimise	Actual Versus Target	Trend Chart	Improvements						
Adult & Social Care Transport - Total number of single passenger trips per annum on external operators	Aim to Minimise	<div><div>Actual</div><div>71,406</div><div>Target</div><div>90,000</div><div></div></div>	 <table><thead><tr><th>Year</th><th>Trips</th></tr></thead><tbody><tr><td>2011/12</td><td>89,844</td></tr><tr><td>2012/13</td><td>71,406</td></tr></tbody></table>	Year	Trips	2011/12	89,844	2012/13	71,406	Transport provided on the request of client departments for ASCH, Youth Offending, Members and Officers
Year	Trips									
2011/12	89,844									
2012/13	71,406									

Home To School Travel

Financial

Indicator	Maximise or Minimise	Actual Versus Target	Trend Chart	Improvements										
Total expenditure for the provision of SEN transport	Aim to Minimise	<div>Actual £5,600,000</div> <div>Target £5,420,751</div> <div></div>	 <table><caption>SEN Transport Expenditure Data</caption><thead><tr><th>Year</th><th>Expenditure (£)</th></tr></thead><tbody><tr><td>2009/10</td><td>~£1,000,000</td></tr><tr><td>2010/11</td><td>~£1,500,000</td></tr><tr><td>2011/12</td><td>£5,720,236</td></tr><tr><td>2012/13</td><td>£5,600,000</td></tr></tbody></table>	Year	Expenditure (£)	2009/10	~£1,000,000	2010/11	~£1,500,000	2011/12	£5,720,236	2012/13	£5,600,000	Target exceeded as a result of network efficiencies
Year	Expenditure (£)													
2009/10	~£1,000,000													
2010/11	~£1,500,000													
2011/12	£5,720,236													
2012/13	£5,600,000													
Net cost of providing mainstream school travel per pupil (excluding SEN)	Aim to Minimise	<div>Actual £575.00</div> <div>Target £700.00</div> <div></div>	 <table><caption>Mainstream School Travel Cost Data</caption><thead><tr><th>Year</th><th>Cost (£)</th></tr></thead><tbody><tr><td>2009/10</td><td>£600.71</td></tr><tr><td>2010/11</td><td>£779.50</td></tr><tr><td>2011/12</td><td>£685.00</td></tr><tr><td>2012/13</td><td>£575.00</td></tr></tbody></table>	Year	Cost (£)	2009/10	£600.71	2010/11	£779.50	2011/12	£685.00	2012/13	£575.00	Target exceeded as a result of network efficiencies
Year	Cost (£)													
2009/10	£600.71													
2010/11	£779.50													
2011/12	£685.00													
2012/13	£575.00													


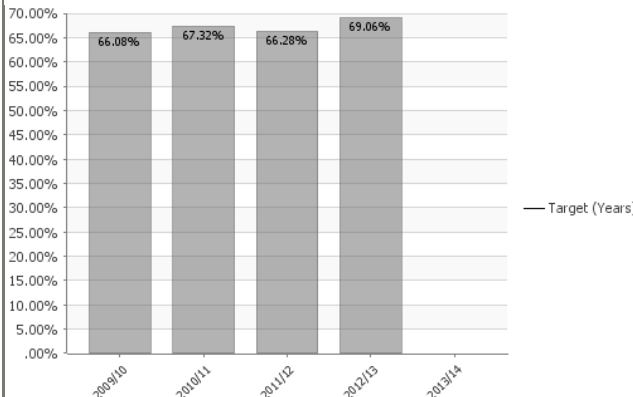
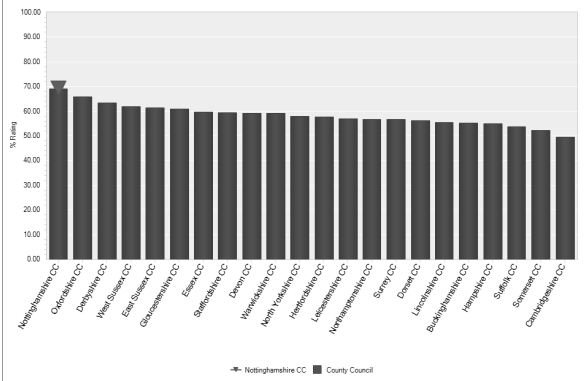

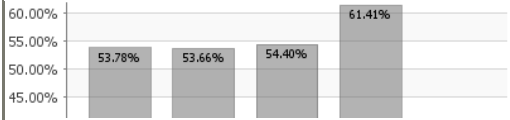

Home To School Travel Performance

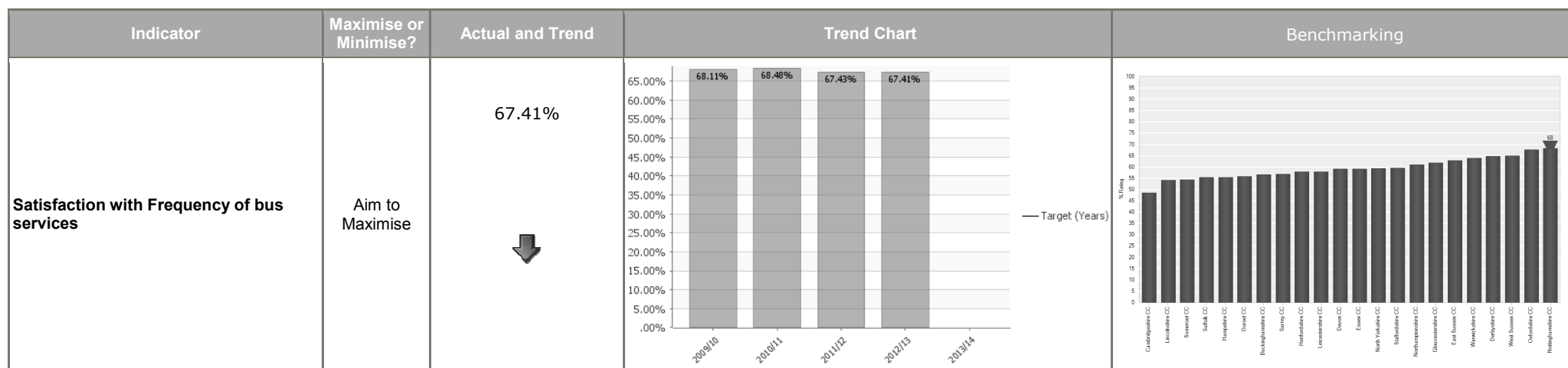
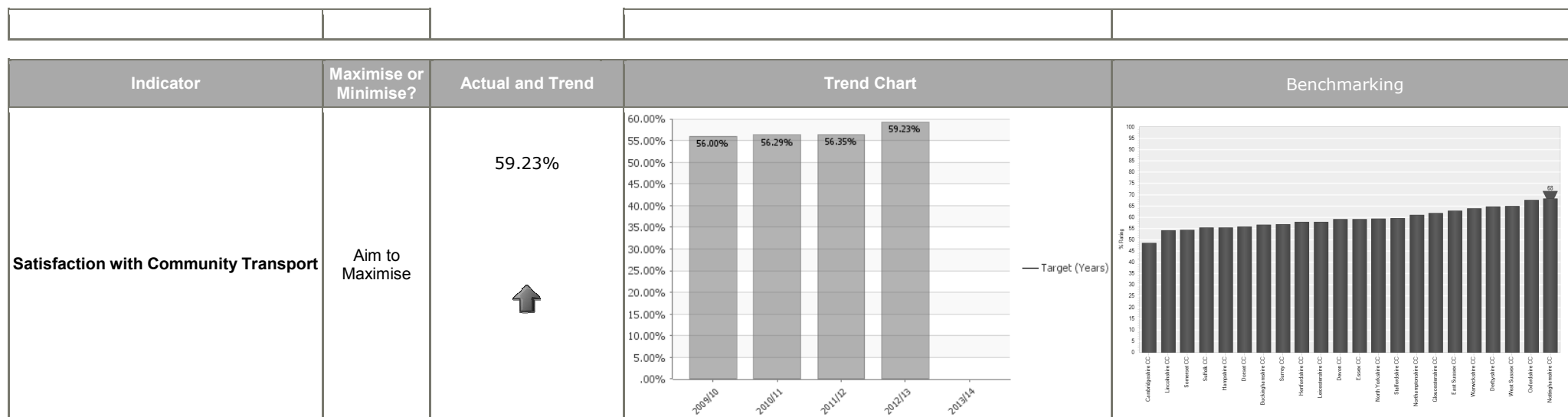
Indicator	Maximise or Minimise	Actual Versus Target	Trend Chart	Improvements															
Number of SEN students in receipt of transport	Aim to Minimise	<div>Actual 1,000</div> <div>Target 950</div> <div></div>	 <table><caption>SEN Students Data</caption><thead><tr><th>Year</th><th>Actual</th><th>Target</th></tr></thead><tbody><tr><td>2009/10</td><td>0</td><td>950</td></tr><tr><td>2010/11</td><td>950</td><td>950</td></tr><tr><td>2011/12</td><td>950</td><td>950</td></tr><tr><td>2012/13</td><td>1,000</td><td>950</td></tr></tbody></table>	Year	Actual	Target	2009/10	0	950	2010/11	950	950	2011/12	950	950	2012/13	1,000	950	Transport is provided following requests from CFCS Department. Eligibility reviews and Independent Travel Project aims to reduce the number of SEN pupils requiring special needs transport over the next few years.
Year	Actual	Target																	
2009/10	0	950																	
2010/11	950	950																	
2011/12	950	950																	
2012/13	1,000	950																	
Number of mainstream students transported (Excluded SEN)	Aim to Minimise	<div>Actual 15,000</div> <div>Target 15,000</div> <div></div>	 <table><caption>Mainstream Students Data</caption><thead><tr><th>Year</th><th>Actual</th><th>Target</th></tr></thead><tbody><tr><td>2011/12</td><td>15,000</td><td>15,000</td></tr><tr><td>2012/13</td><td>15,000</td><td>15,000</td></tr></tbody></table>	Year	Actual	Target	2011/12	15,000	15,000	2012/13	15,000	15,000	This is estimated data from operator returns. Figures will fluctuate with changes in the birth rate.						
Year	Actual	Target																	
2011/12	15,000	15,000																	
2012/13	15,000	15,000																	

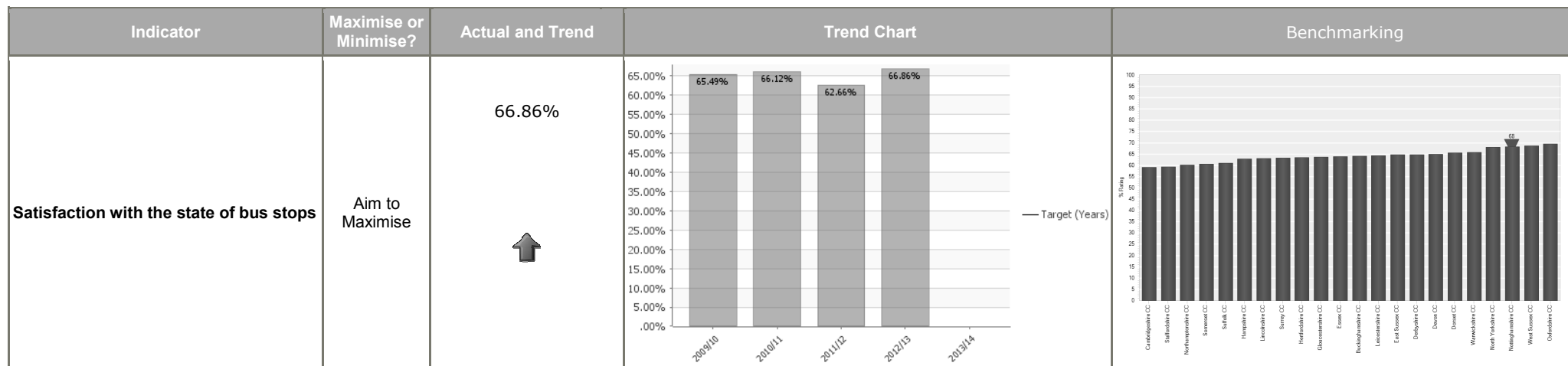
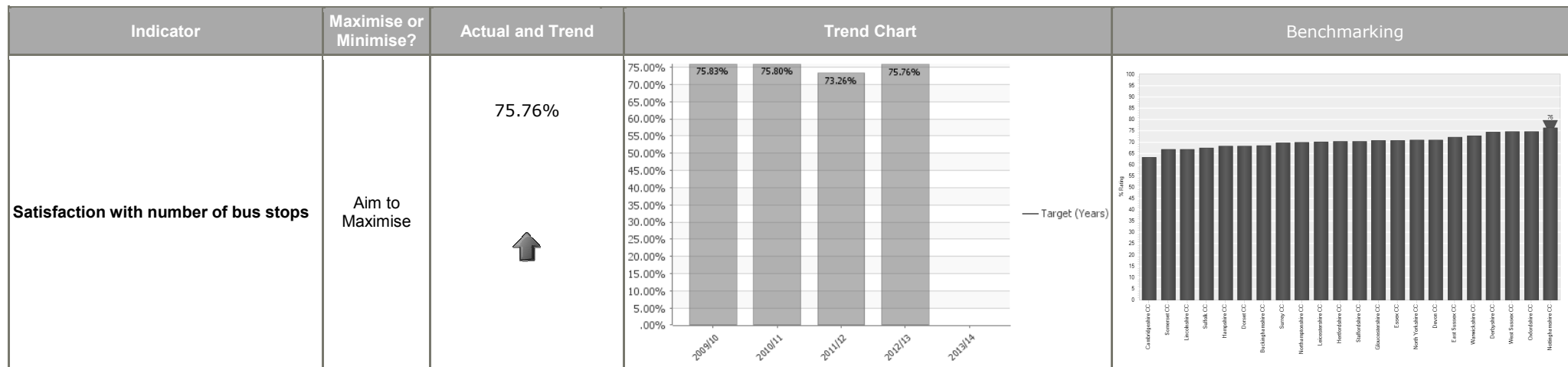
Home to School Travel - Take up of preferred schools scheme	Aim to Minimise	<div><div>Actual 350</div><div>Target No Target set</div></div>	<div><div><div><div>350</div></div></div><div><div>350</div><div>325</div><div>300</div><div>275</div><div>250</div><div>225</div><div>200</div><div>175</div><div>150</div><div>125</div><div>100</div><div>75</div><div>50</div><div>25</div><div>0</div></div><div><div>2009/10</div><div>2010/11</div><div>2011/12</div><div>2012/13</div><div>2013/14</div></div></div> <div><div>— Target</div></div>	Scheme take up and cost being monitored and reported to CFCS Dept.
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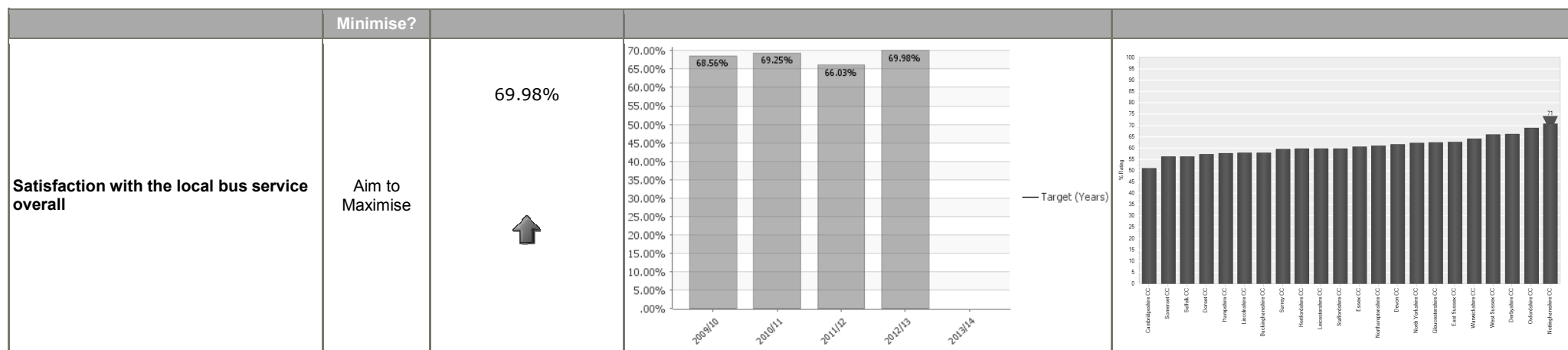
Transport and Travel Services - Satisfaction Benchmarking report 2012

National Highways and Transport Survey - Mori

Indicator	Maximise or Minimise?	Actual and Trend	Trend Chart	Benchmarking
Satisfaction with Local bus services	Aim to Maximise	69.06% 	 <p>66.08% 67.32% 66.28% 69.06%</p> <p>2009/10 2010/11 2011/12 2012/13 2013/14</p> <p>— Target (Years)</p>	 <p>Nottinghamshire CC Derbyshire CC Doncaster CC West Sussex CC East Sussex CC Gloucestershire CC Essex CC Shropshire CC Dorset CC Wiltshire CC North Yorkshire CC Lancashire CC Northamptonshire CC Surrey CC Devon CC Lincolnshire CC Buckinghamshire CC Hampshire CC Suffolk CC Somerset CC Cambridgeshire CC</p> <p>Nottinghamshire CC County Council</p>
Satisfaction with Public Transport Info	Aim to Maximise	61.41% 	 <p>53.78% 53.66% 54.40% 61.41%</p> <p>2009/10 2010/11 2011/12 2012/13 2013/14</p> <p>— Target (Years)</p>	 <p>Nottinghamshire CC Derbyshire CC Doncaster CC West Sussex CC East Sussex CC Gloucestershire CC Essex CC Shropshire CC Dorset CC Wiltshire CC North Yorkshire CC Lancashire CC Northamptonshire CC Surrey CC Devon CC Lincolnshire CC Buckinghamshire CC Hampshire CC Suffolk CC Somerset CC Cambridgeshire CC</p> <p>Nottinghamshire CC County Council</p>



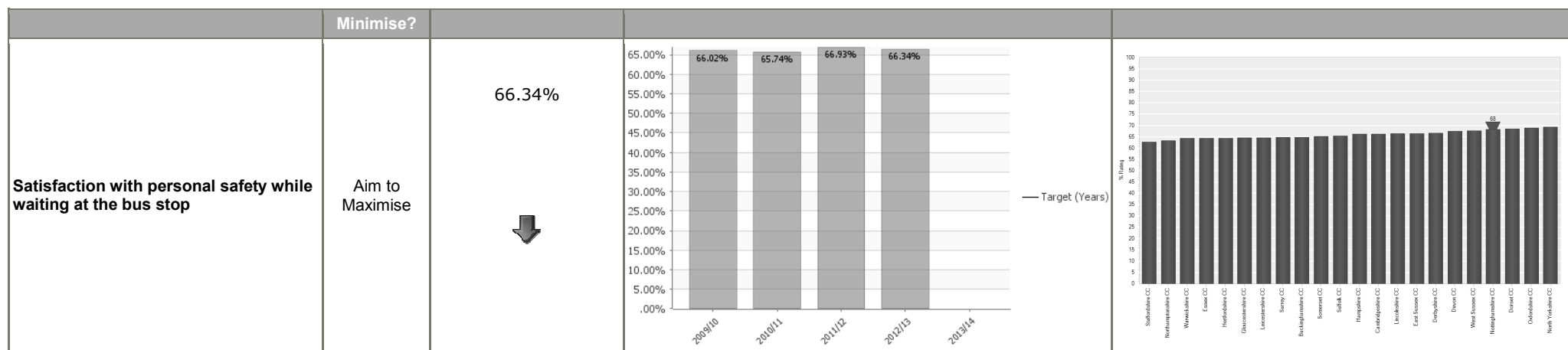


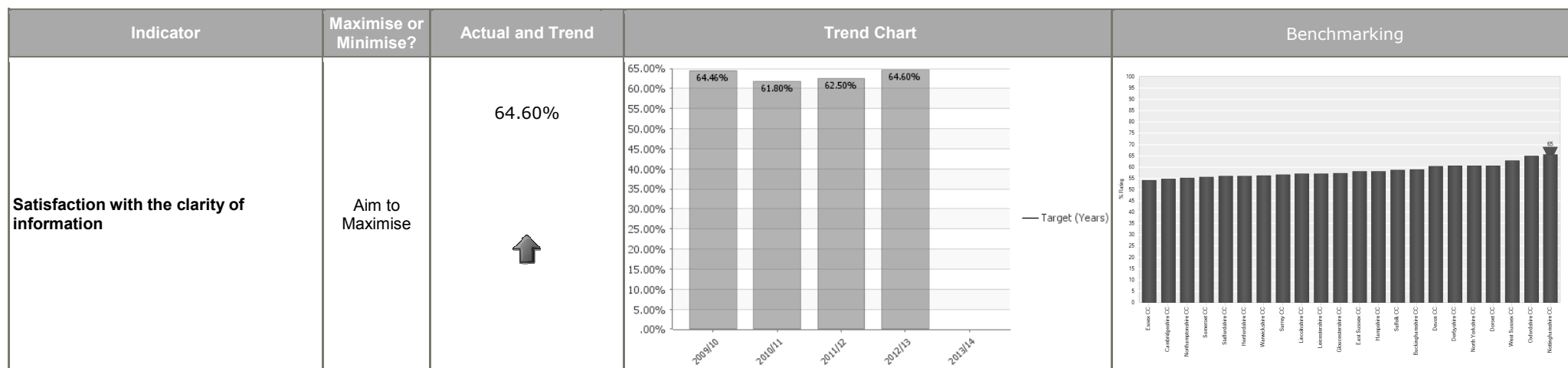
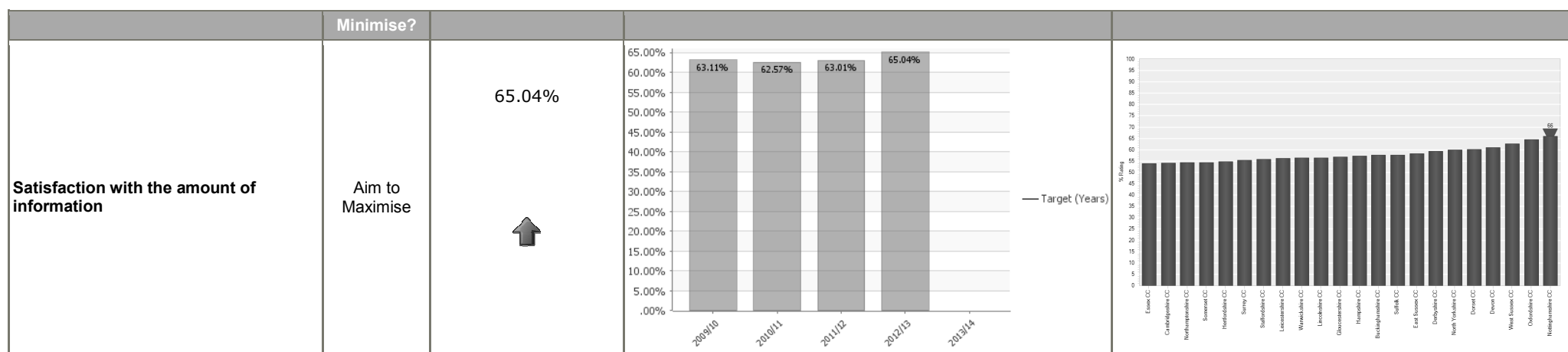


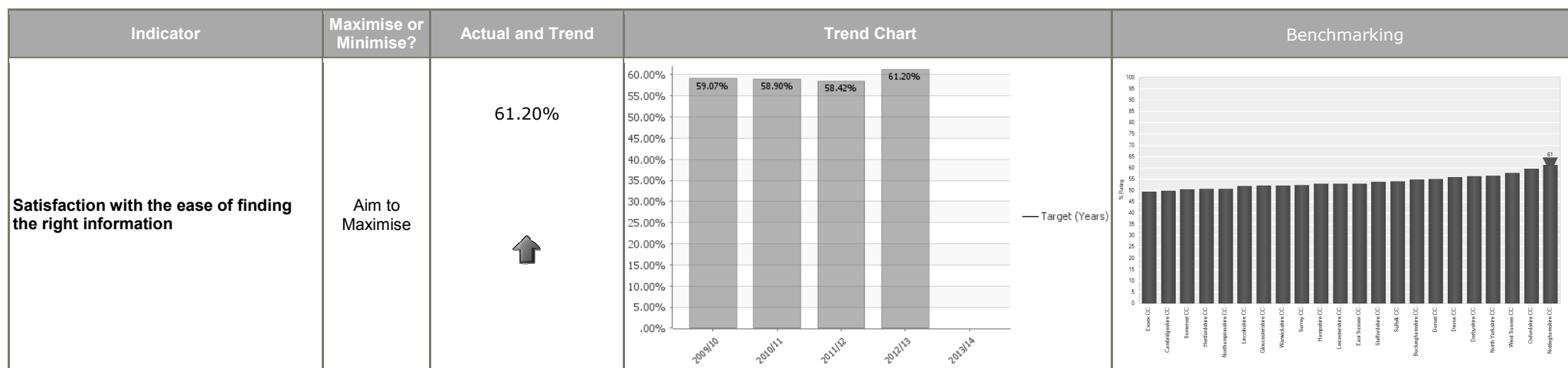
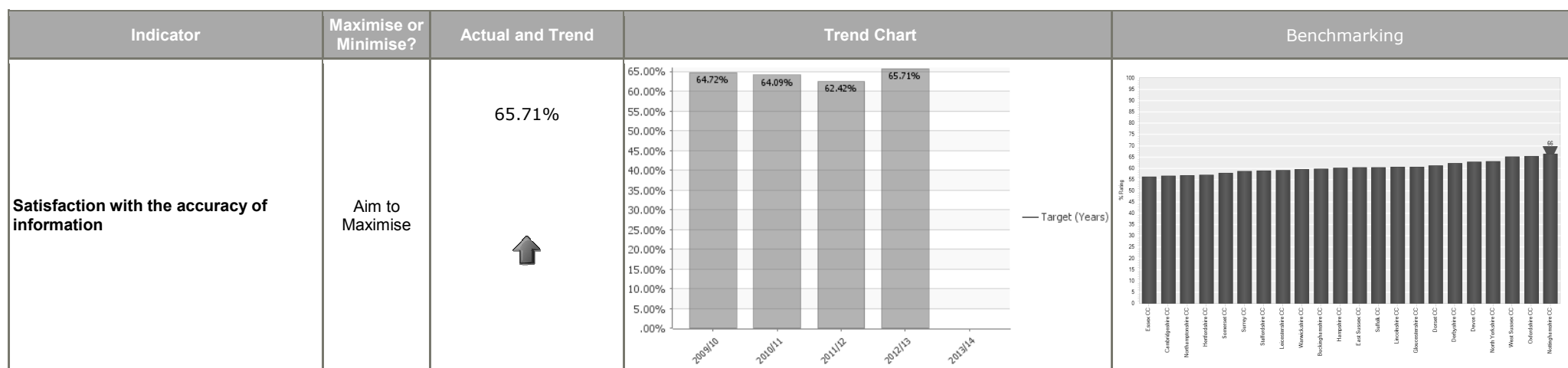
	Minimise?			
Satisfaction with helpfulness of drivers	Aim to Maximise	71.22% ↑	<p>Target (Years)</p>	

Indicator	Maximise or Minimise?	Actual and Trend	Trend Chart	Benchmarking
Satisfaction with personal safety on the bus	Aim to Maximise	71.77% ↑	<p>Target (Years)</p>	

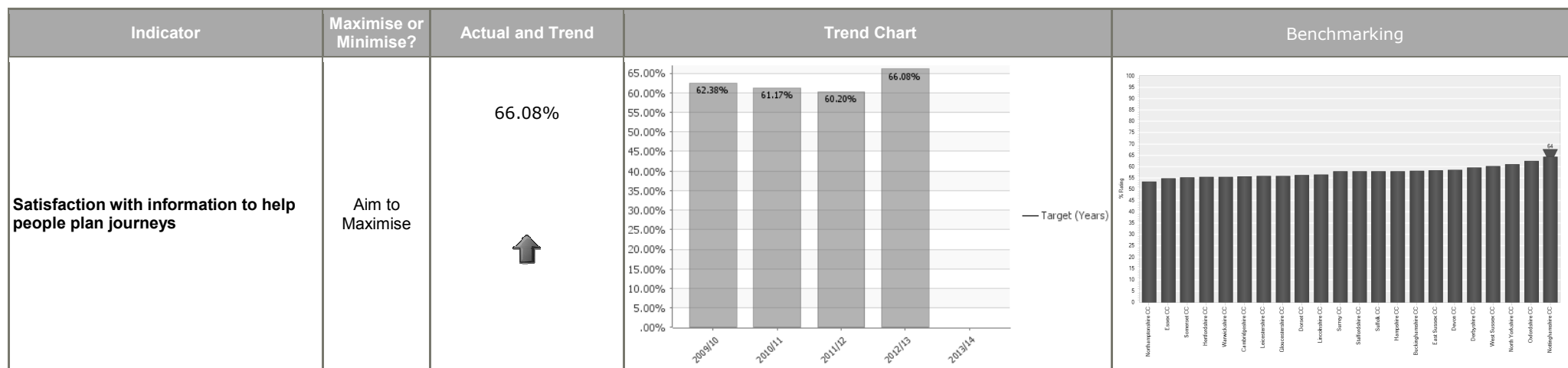
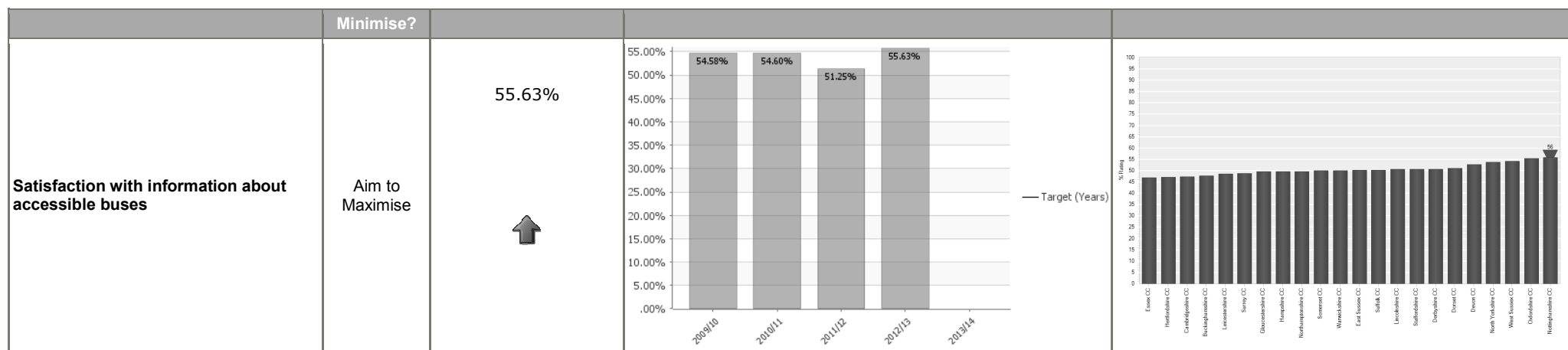
Indicator	Maximise or	Actual and Trend	Trend Chart	Benchmarking
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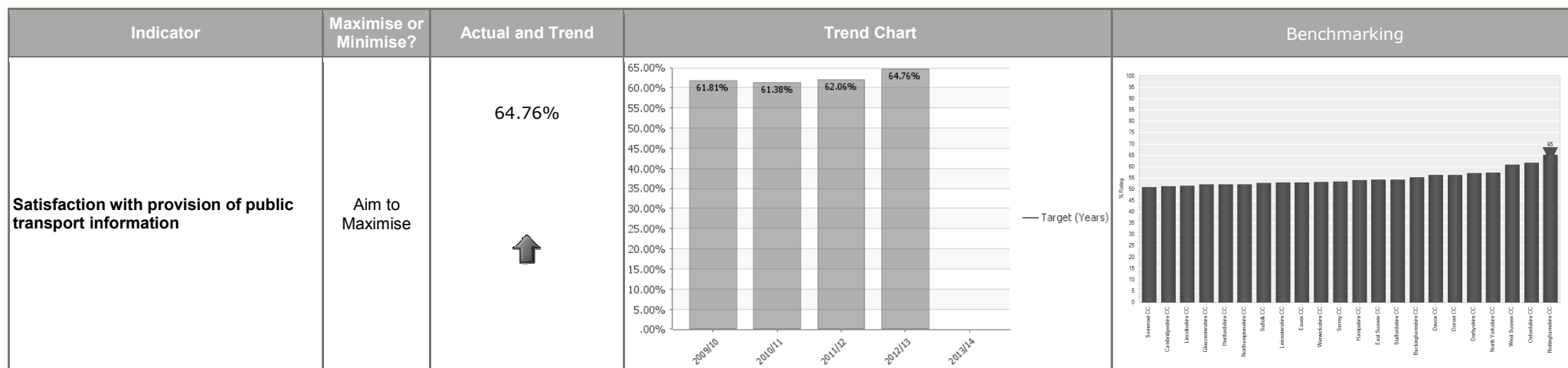
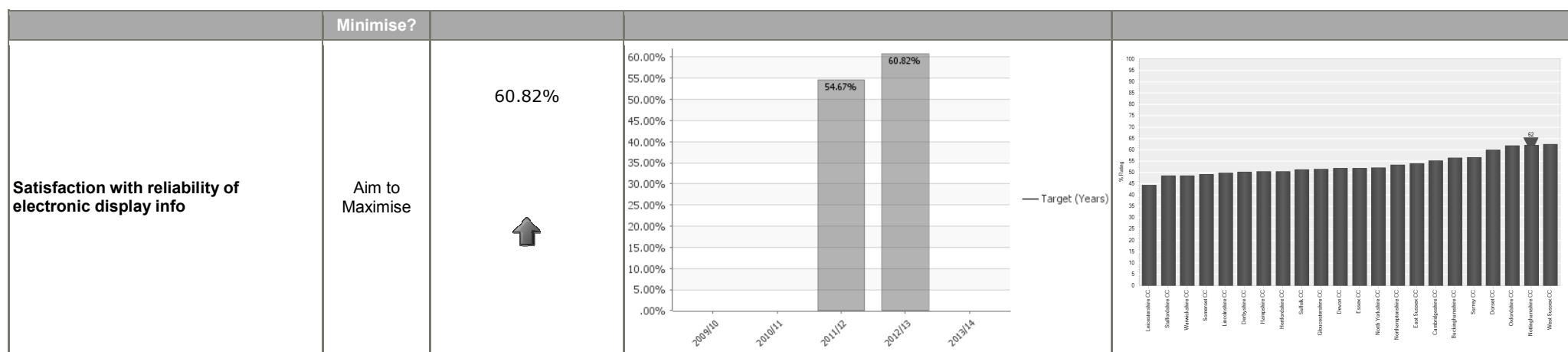




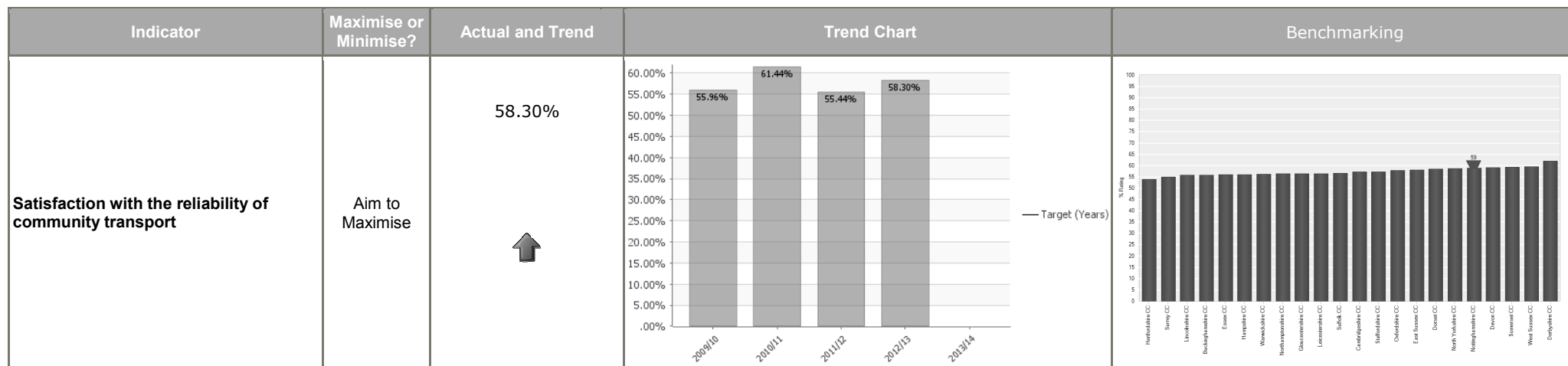
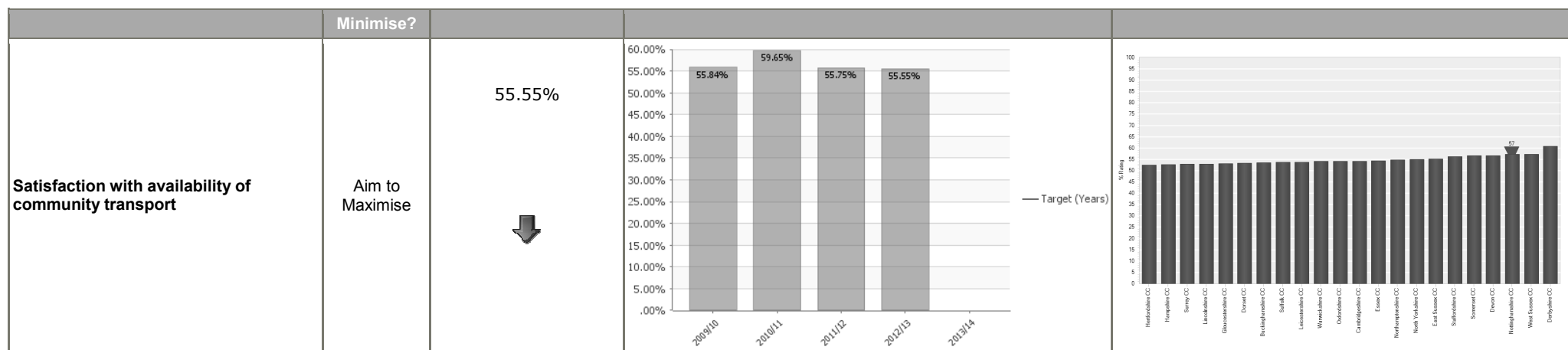
Indicator	Maximise or	Actual and Trend	Trend Chart	Benchmarking
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Indicator	Maximise or	Actual and Trend	Trend Chart	Benchmarking
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Indicator	Maximise or	Actual and Trend	Trend Chart	Benchmarking
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Bus Passenger Survey (BPS) – autumn 2012 results

Nottinghamshire County Council area

Contact: Murray Leader, Research Team, Passenger Focus
Fleetbank House, 2-6 Salisbury Square, London, EC4Y 8JX
Tel: 0300 123 0843 Email: murray.leader@passengerfocus.org.uk

Introduction (1)

Overview of methodology

The survey has been designed to provide results that are representative of bus passenger journeys made within each area i.e. at the level of a transport authority, or a bus rapid transit system's services.

The sampling method is 'systematic' derived from the list of the area's bus services and the times that they run (sourced from ITO World Ltd which makes available the data used on Traveline). The bus service/start times selected from the sampling process formed the start point for a three-hour shift, during which field workers made as many return trips as possible on that selected service. They discuss the survey with the boarders of that bus service and give all passengers the chance to participate; those wishing to do so were given a self-completion questionnaire to complete after their journey, together with a reply-paid envelope.

Fieldwork was conducted between 23 September and 12 December 2012 (excluding the half term holiday period). Services available for selection were those running between 6am to 10pm, seven days of the week; only school bus services were systematically excluded. The survey was conducted among passengers aged 16 or over.

The response data were weighted in two stages. The first stage was to weight to the age and gender profile of bus passengers within each area; as there is no available data at area level on the age/gender profile of passengers this was estimated by recording the profile of passengers during each fieldwork shift. The second stage of weighting was at area level to ensure that in the final data each participating area (within the survey) was represented proportionately to its total annual journey volumes.

Passenger Focus was supported by GfK NOP Ltd in conducting the autumn 2012 survey. There is an accompanying methodology document that provides more detail on the survey process, available at www.passengerfocus.org.uk.

Introduction (2)

Interpreting results and significant changes

Throughout the report, behavioural results are based on all survey respondents, and passengers' opinion ratings are based on those respondents that gave an opinion. All results are based on weighted values. In the report the numbers in brackets shown after the question/category text are the actual numbers of passenger responses generating the answer value shown.

For ease of use BPS data are reported rounded to whole numbers i.e. without decimal places. However, please note that summing two rounded data values (e.g. very and fairly satisfied) can produce a total up to one percent in difference to the true value of that sum. As an example: a very satisfied score of 45.4 per cent and fairly satisfied score of 35.3 per cent would be stated individually as 45 per cent and 35 per cent respectively, but the sum of the rounded individual numbers is 80 per cent; the true rounded sum is 81 per cent. As the most popular summations are 'all satisfied' and 'all dissatisfied' these totals have been provided calculated on the un-rounded underlying values.

Percentages quoted at 'grouped area' level i.e. PTEs, unitary authorities or two tier authorities are the aggregate scores achieved across all the areas surveyed in that group; please note that how much each individual area counts towards generating the aggregate score for that area group is in proportion to the number of passenger journeys made annually in that area.

The number of survey responses received for Nottinghamshire County Council area was 466. The base sizes for charts and/or any sub groups within the charts can be obtained from the BPS online analysis tool on our website (www.passengerfocus.org.uk)

Waiver

Passenger Focus has taken care to ensure that the information contained in the BPS is correct. However, no warranty, express or implied, is given as to its accuracy and Passenger Focus does not accept any liability for error or omission.

Passenger Focus is not responsible for how the information is used, how it is interpreted or what reliance is placed on it. Passenger Focus does not guarantee that the information contained in BPS is fit for any particular purpose.

Passenger profile

Age	Nott'shire		Two tier		Total	
	2012	2011	2012	2011	2012	2011
16 to 34	39%	-	41%	36%	42%	40%
35 to 59	36%	-	30%	31%	33%	33%
Over 60	25%	-	29%	33%	25%	27%

Access to private transport

	Nott'shire		Two tier		Total	
	2012	2011	2012	2011	2012	2011
Easy	28%	-	29%	28%	24%	26%
Moderate	37%	-	37%	39%	37%	39%
Limited/None	35%	-	34%	34%	39%	36%

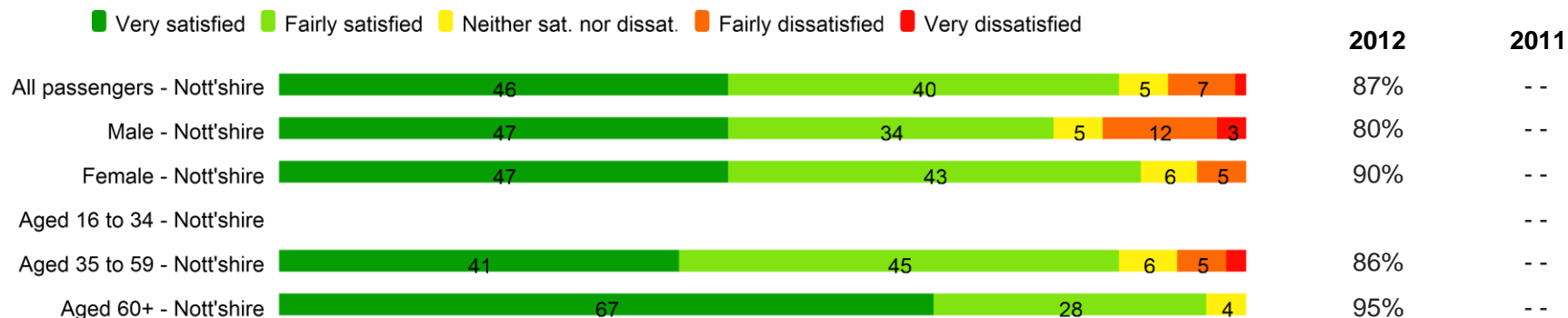
Has a disability

	Nott'shire		Two tier		Total	
	2012	2011	2012	2011	2012	2011
Yes	19%	-	23%	23%	21%	21%

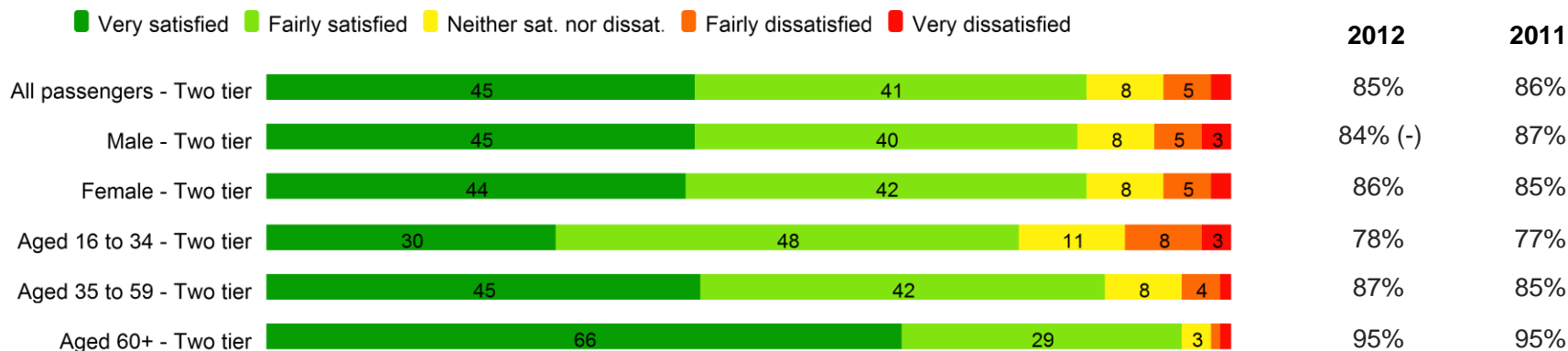
Ticket type

	Nott'shire		Two tier		Total	
	2012	2011	2012	2011	2012	2011
Free pass holders	29%	-	36%	38%	32%	31%
Fare-payers	71%	-	64%	62%	68%	69%

Overall satisfaction (1)



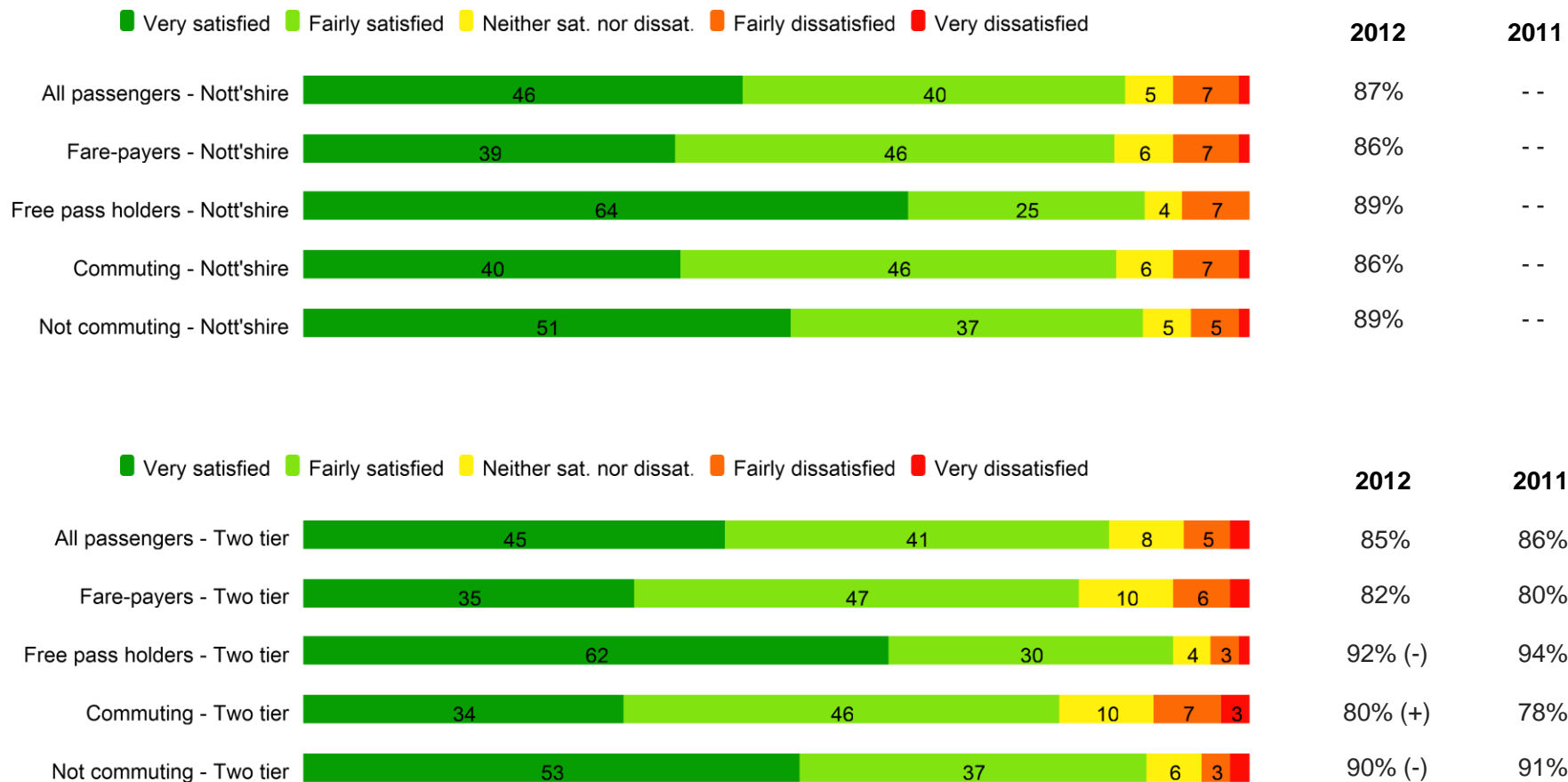
Base size too low to chart



Q. Overall, taking everything into account from start to end of this bus journey, how satisfied were you with your bus journey today?

Base: All who gave a rating for this question

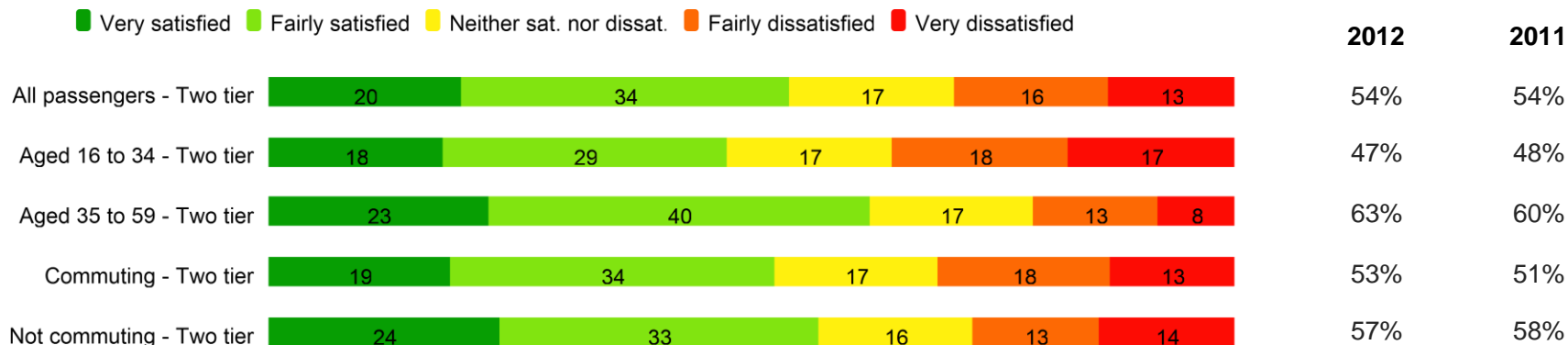
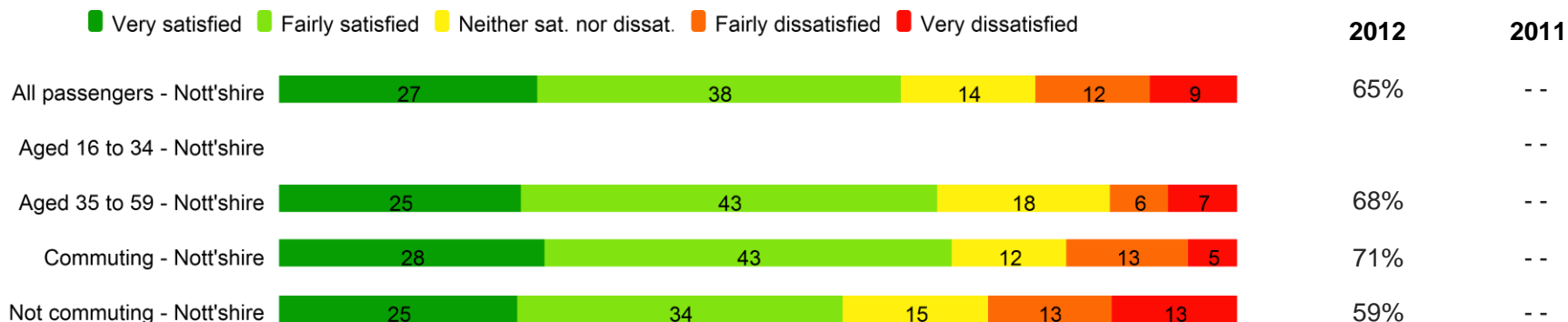
Overall satisfaction (2)



Q. Overall, taking everything into account from start to end of this bus journey, how satisfied were you with your bus journey today?

Base: All who gave a rating for this question

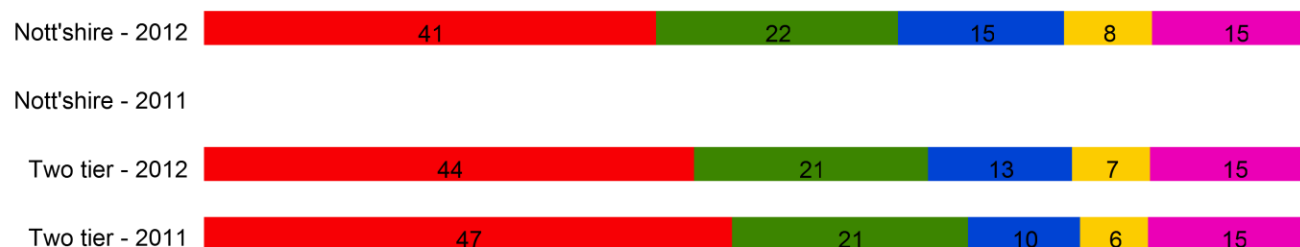
Value for money (fare-payers only)



Q. How satisfied were you with the value for money of your journey?
 Base: All fare paying passengers who gave a rating for this question

What influences value for money rating

■ Cost for distance travelled ■ Cost bus versus other transport ■ Fare compared to everyday items ■ Comfort/quality for the fare paid
■ Other reason

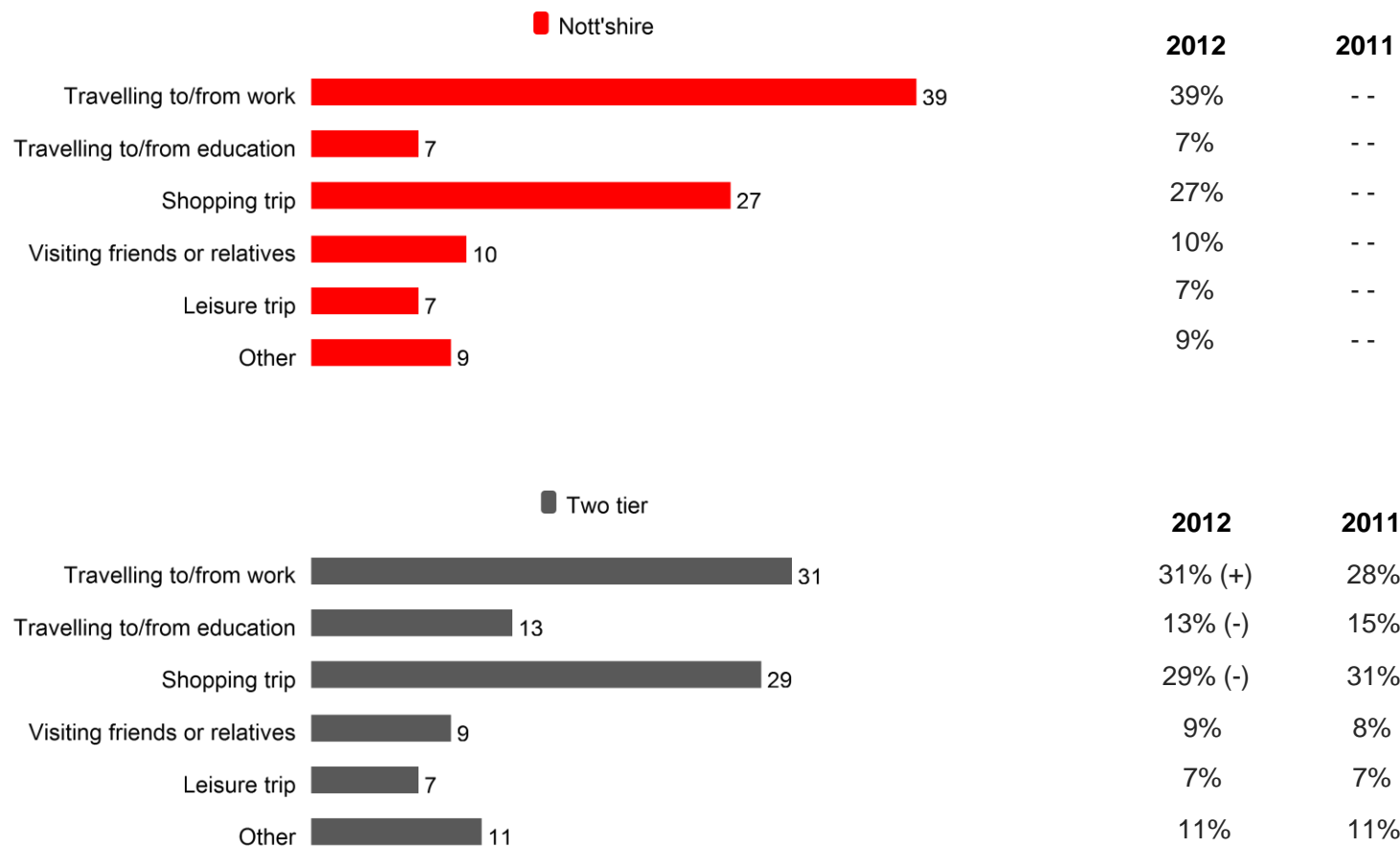


Base size too low to chart

Q. What had the biggest influence on the 'value for money' rating you gave in the previous question?

Base: Fare-payers who gave a rating for value for money and answered this question

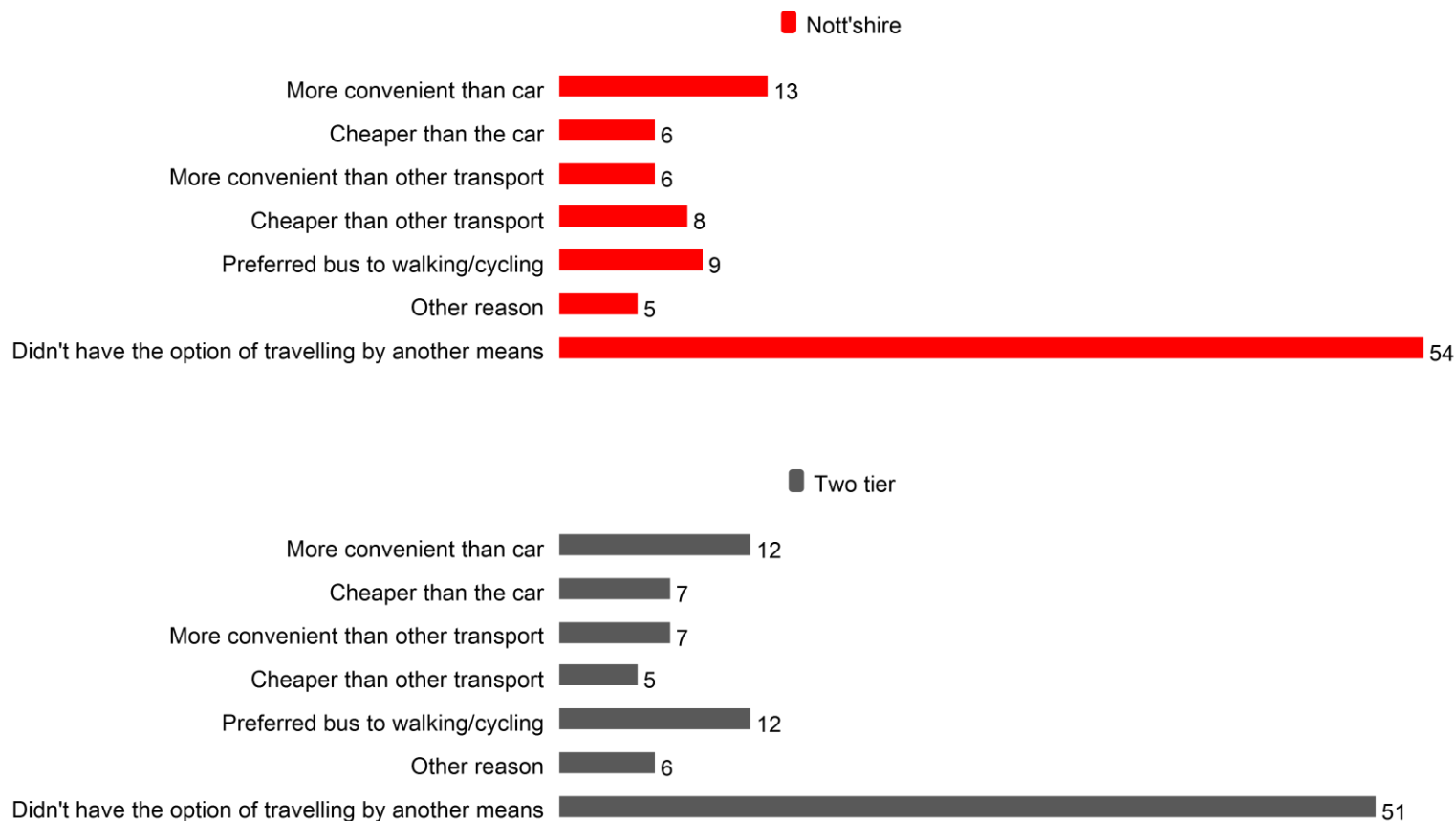
Journey purpose



Q7. What is the main purpose of your bus journey today?

Base: All who answered this question

Reason for choosing the bus

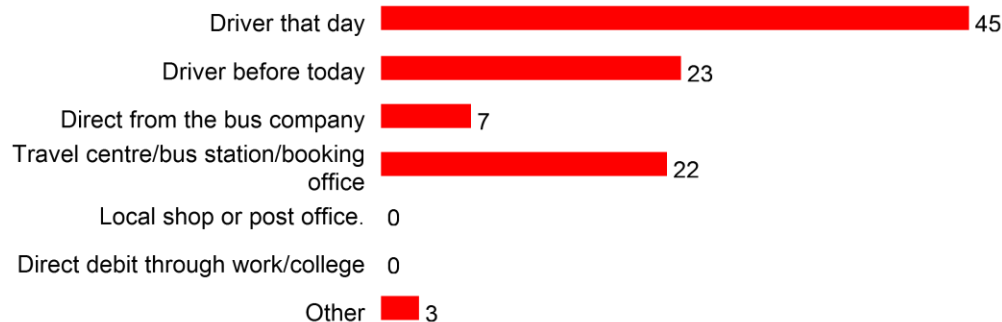


Q. What was the main reason you chose the bus for this journey?

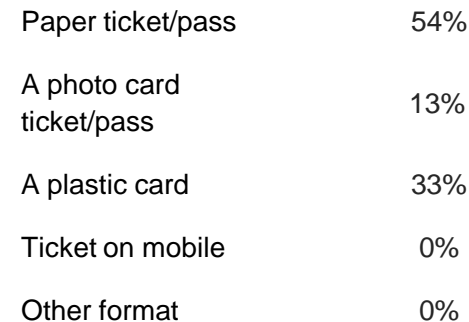
Base: All who answered this question

Method of buying ticket (fare payers only) and ticket format (all passengers)

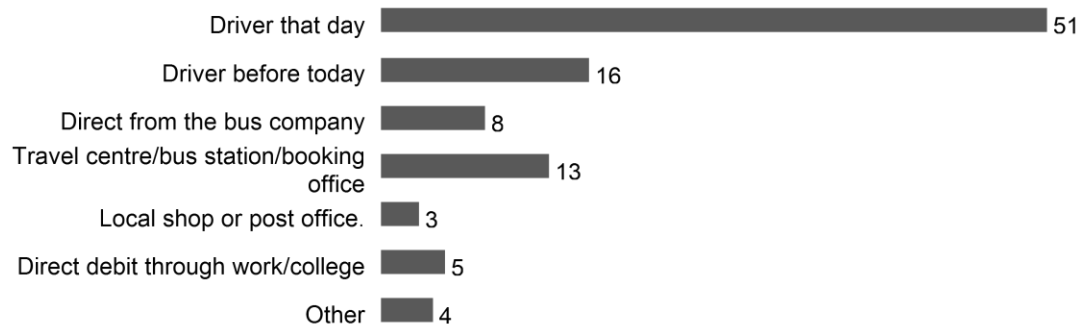
■ Nott'shire



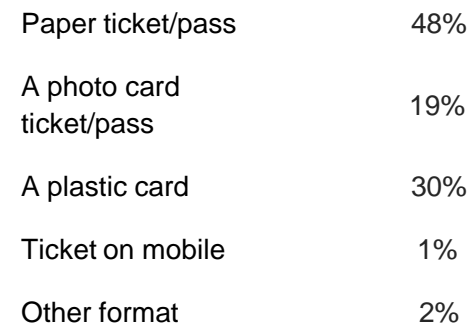
■ Nott'shire



■ Two tier



■ Two tier



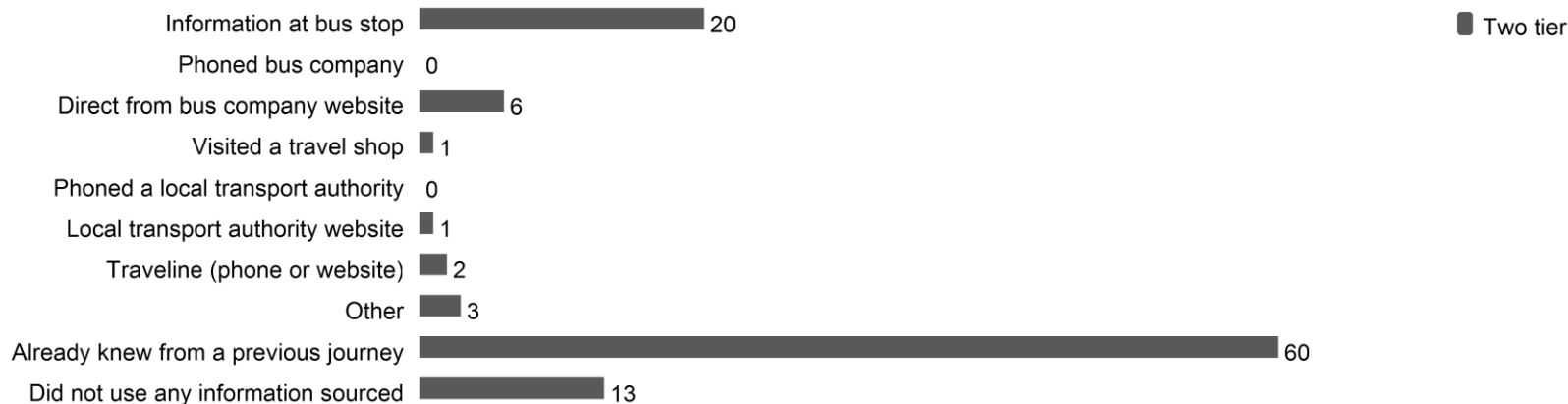
Q. How did you buy that ticket or pass?

Base: All who answered this question - fare payers only

Q. In what format was your ticket?

Base: All who answered this question - (all passengers)

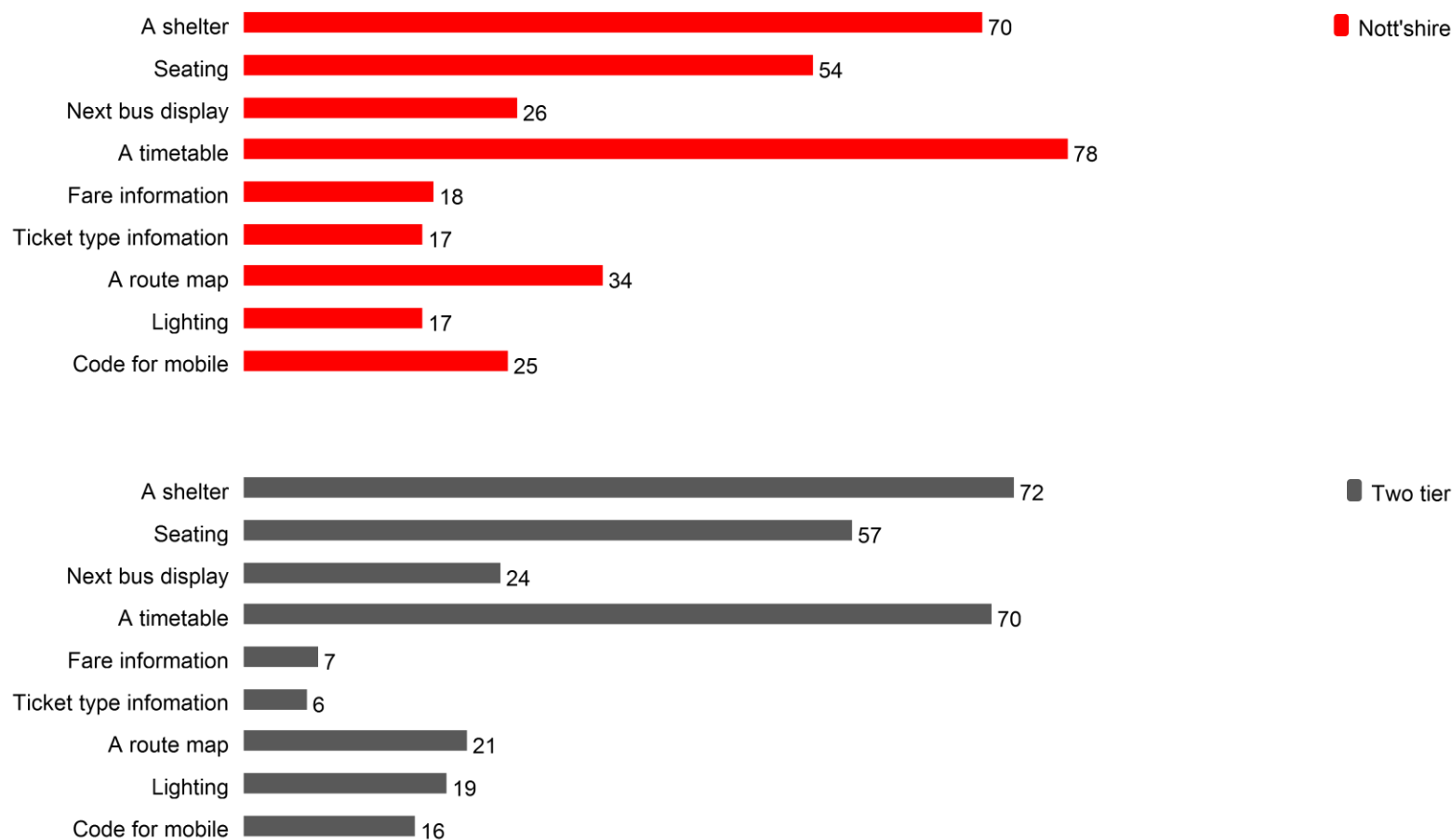
Information sources used to plan journey



Q. What information sources did you use to help plan your journey? (Please tick all that apply)

Base: All respondents

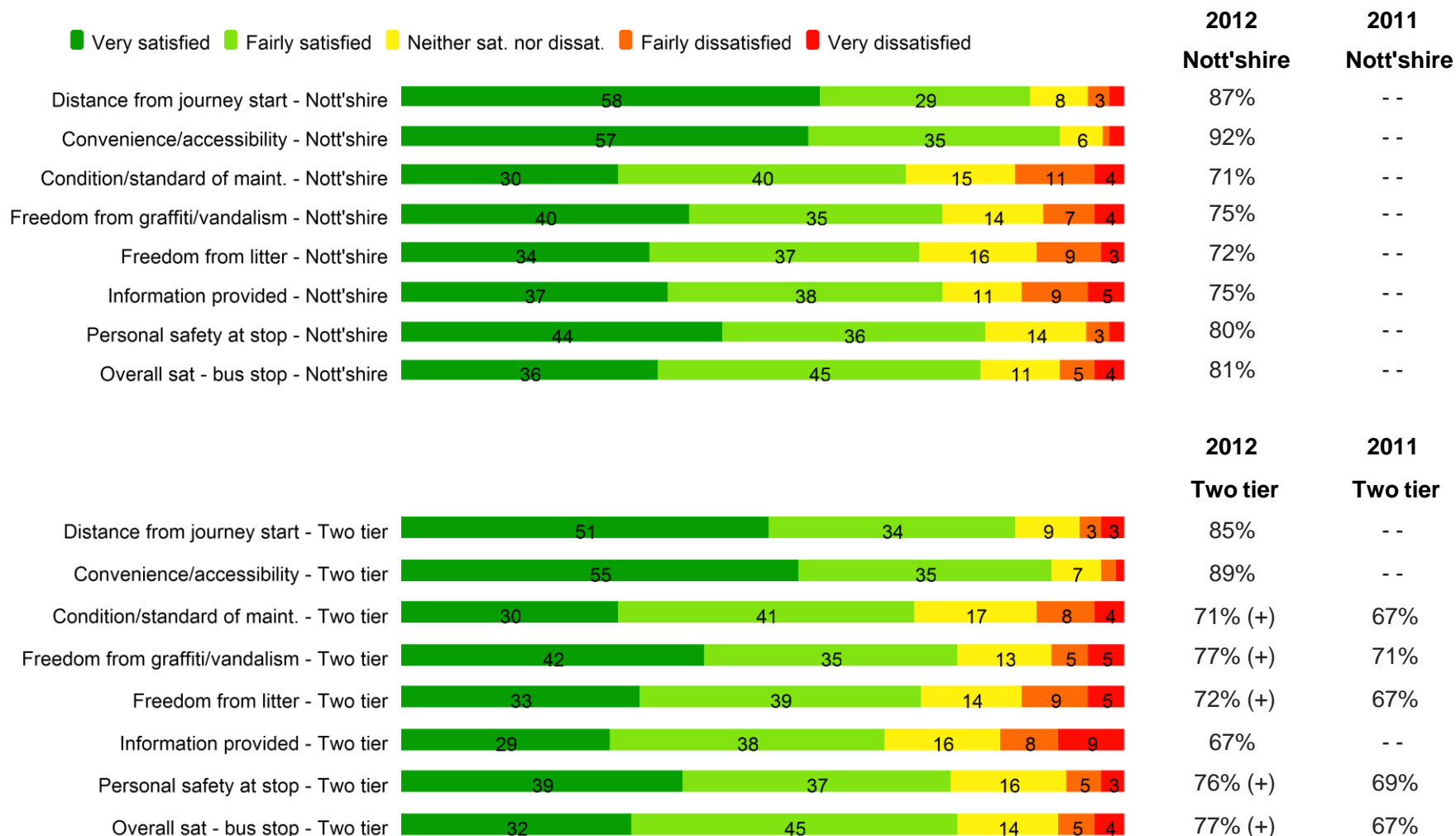
Presence of bus stop facilities



Q. Which of the following were provided at the stop where you caught the bus (Please tick all that apply)

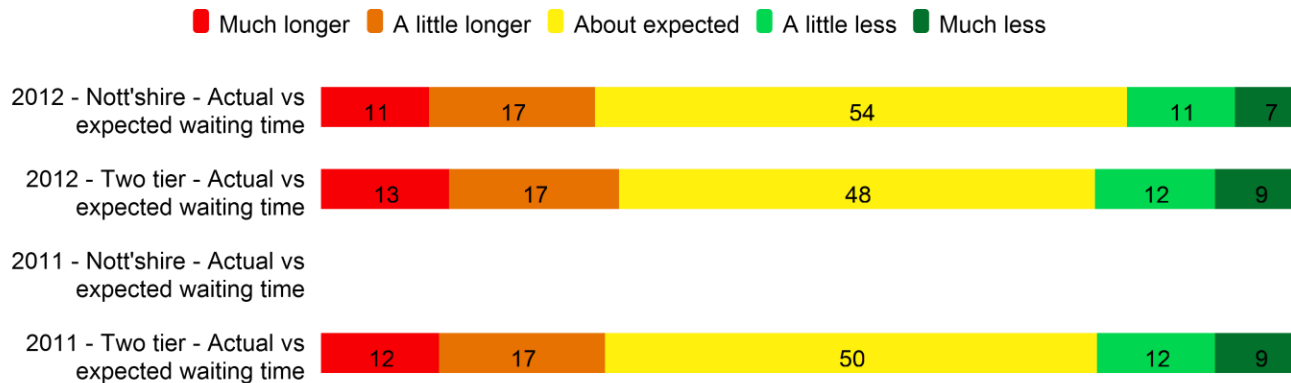
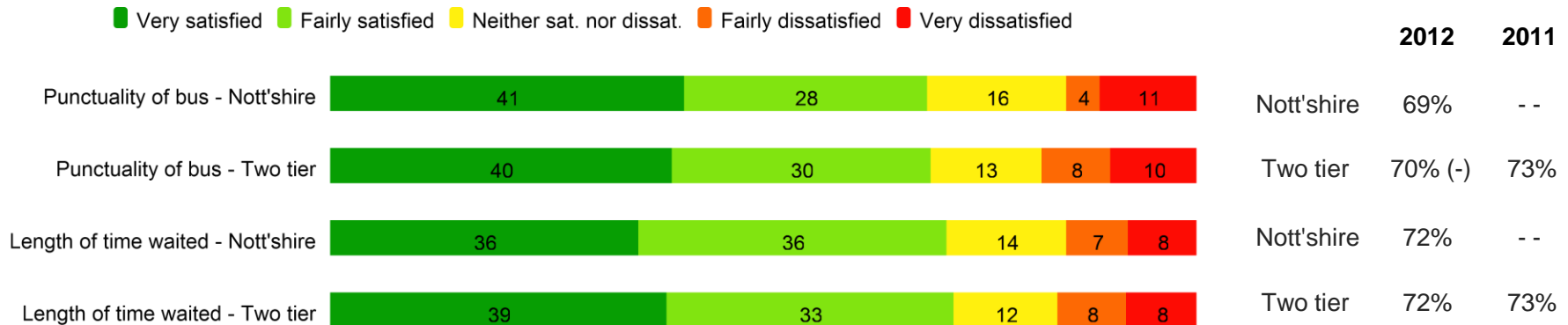
Base: All respondents

Satisfaction with the bus stop



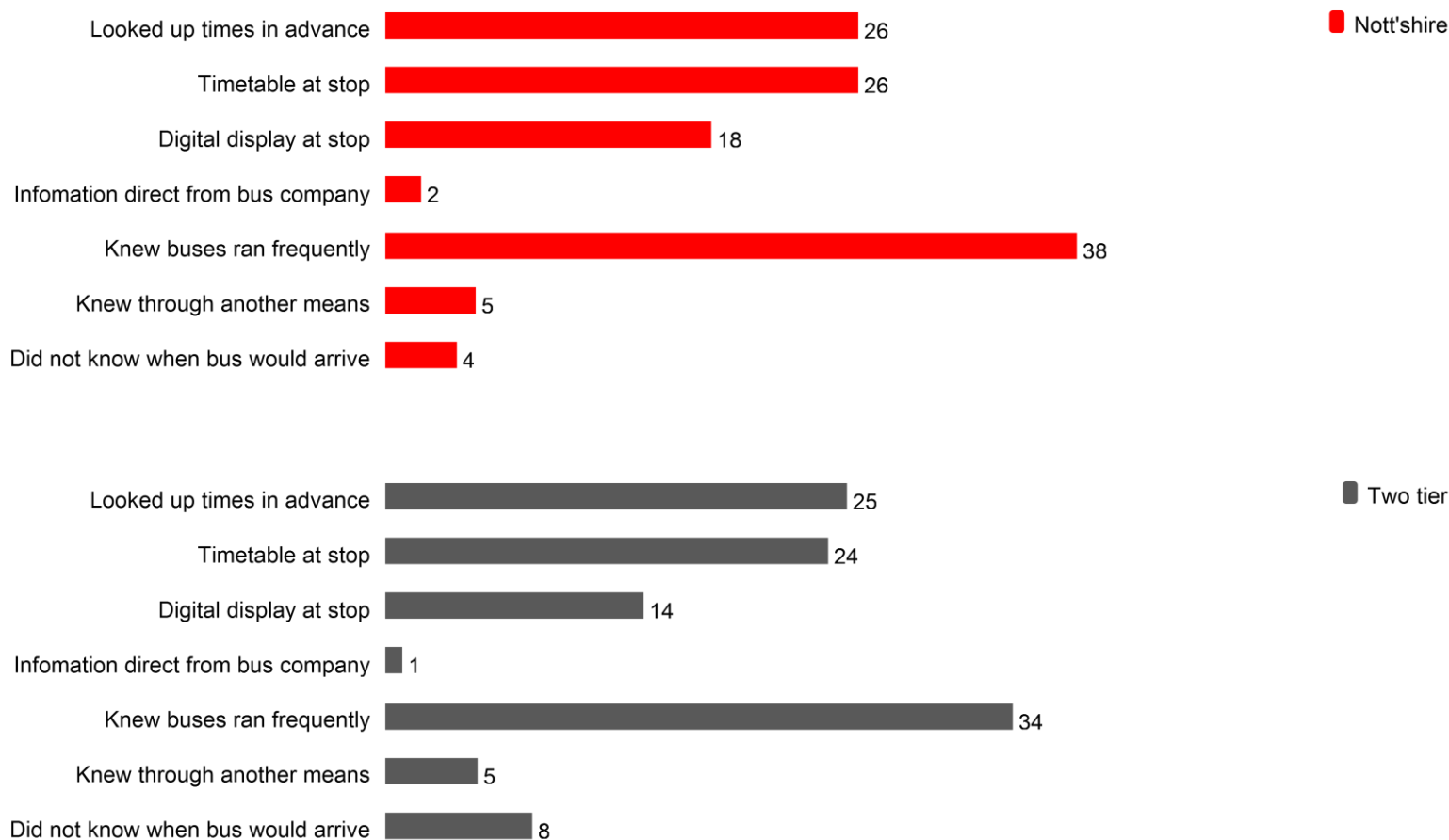
Q. Thinking about the bus stop itself, how satisfied were with the following: & Q. Overall, how satisfied were you with the bus stop
 Base: All who gave a rating for these questions

Satisfaction with wait time and how actual wait time compared to expected wait time



Top chart: Q. How satisfied were you with each of the following? Lower chart: Q. Thinking about the time you waited for the bus today, was [] than expected
 Base: All who gave a rating for these questions

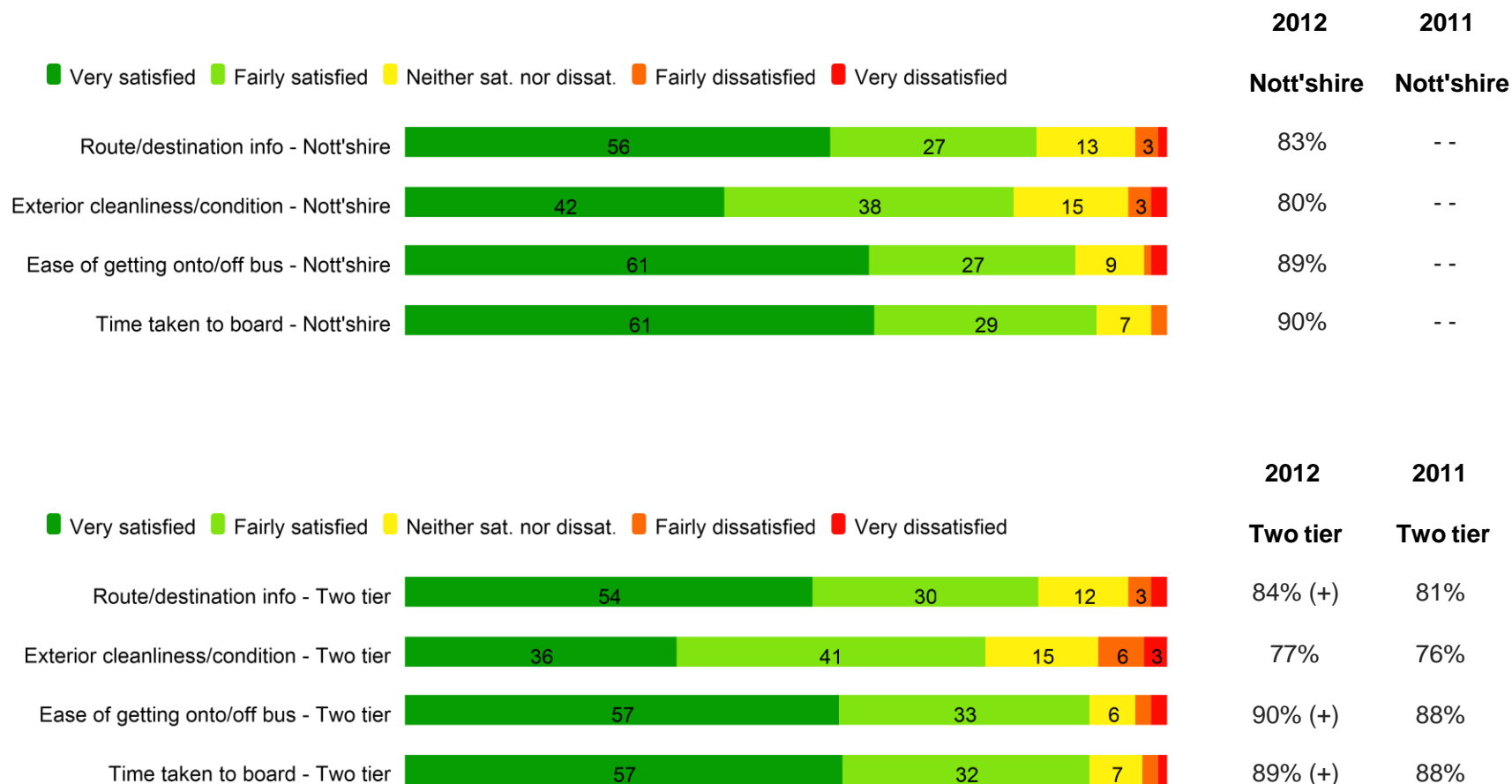
How passengers estimated bus arrival time



Q. How did you know when the bus was meant to arrive (More than one response permissible)

Base: All respondents

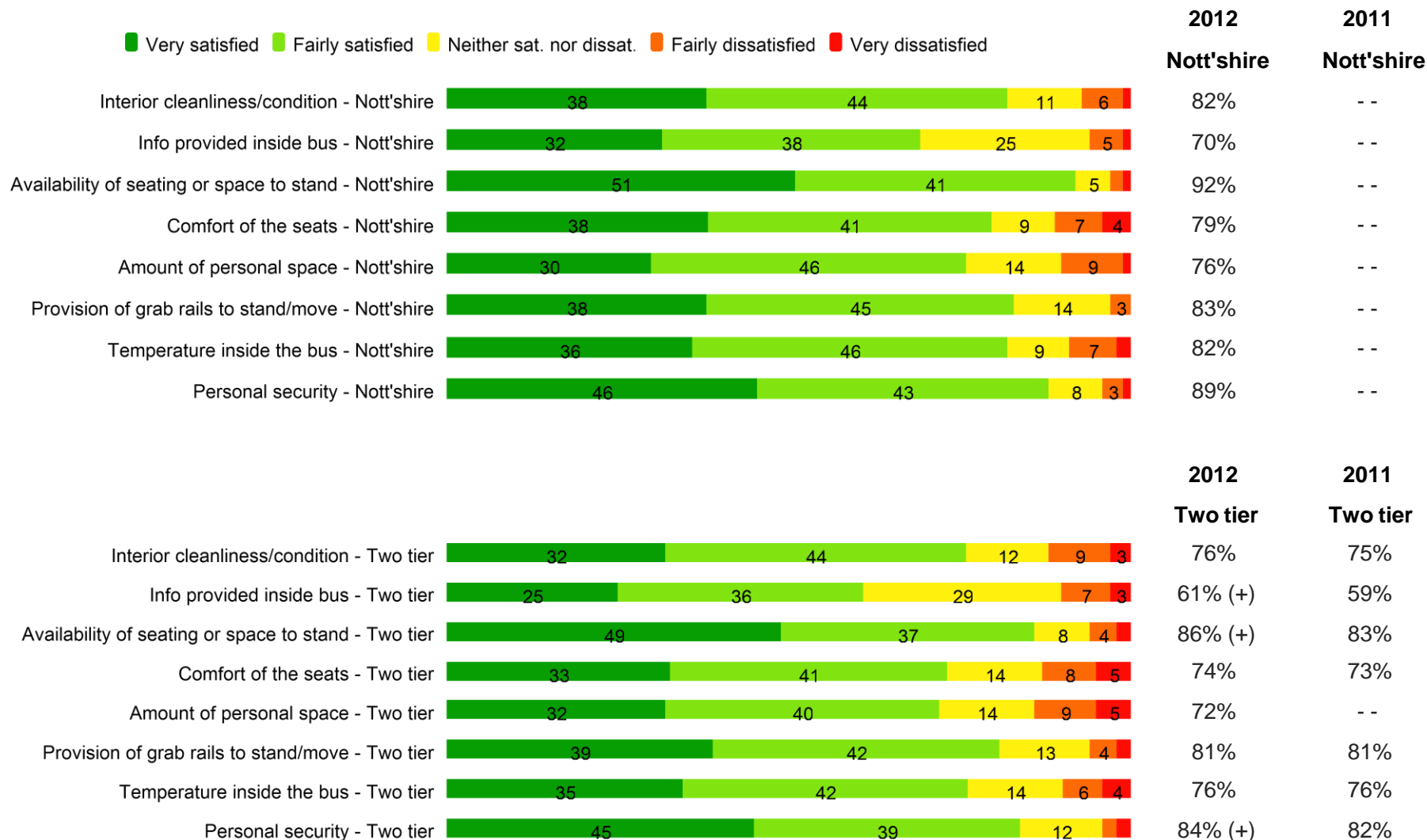
Bus satisfaction - arrival



Q. Thinking about when the bus arrived, please indicate how satisfied you were with each of the following:
 Base: All who gave a rating for each question

Satisfaction on the bus

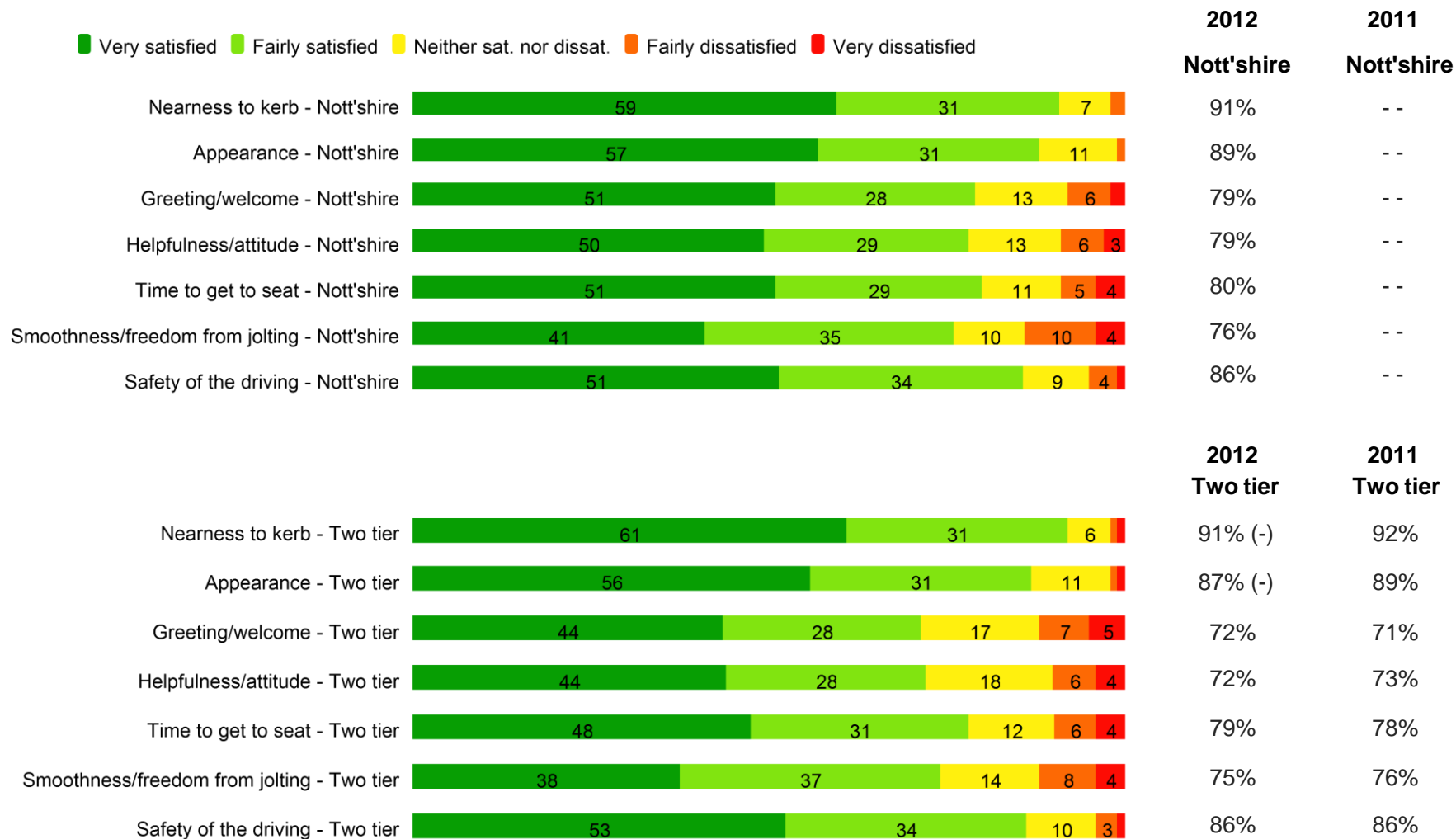
■ Very satisfied
 ■ Fairly satisfied
 ■ Neither sat. nor dissat.
 ■ Fairly dissatisfied
 ■ Very dissatisfied



Q. Thinking about whilst you were on the bus, please indicate how satisfied were with each of the following

Base: All who gave a rating for each question

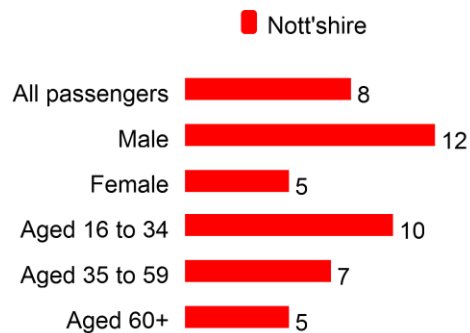
Satisfaction - with the bus driver



Q. Thinking about the driver, please indicate how satisfied were with each of the following:
 Base: All who gave a rating for each question

Incidence (%) of experiencing anti-social behaviour

2012



Filter: Year = 2012



Filter: Year = 2012

2011



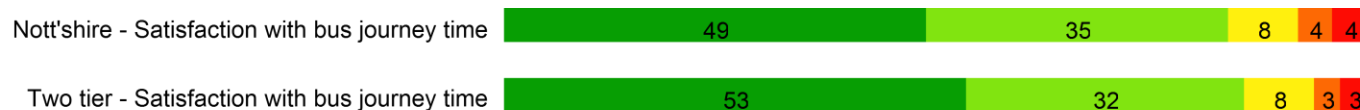
Filter: Year = 2011

Q. Did other passengers' behaviour give you cause to worry or make you feel uncomfortable during your journey?

Base: All respondents

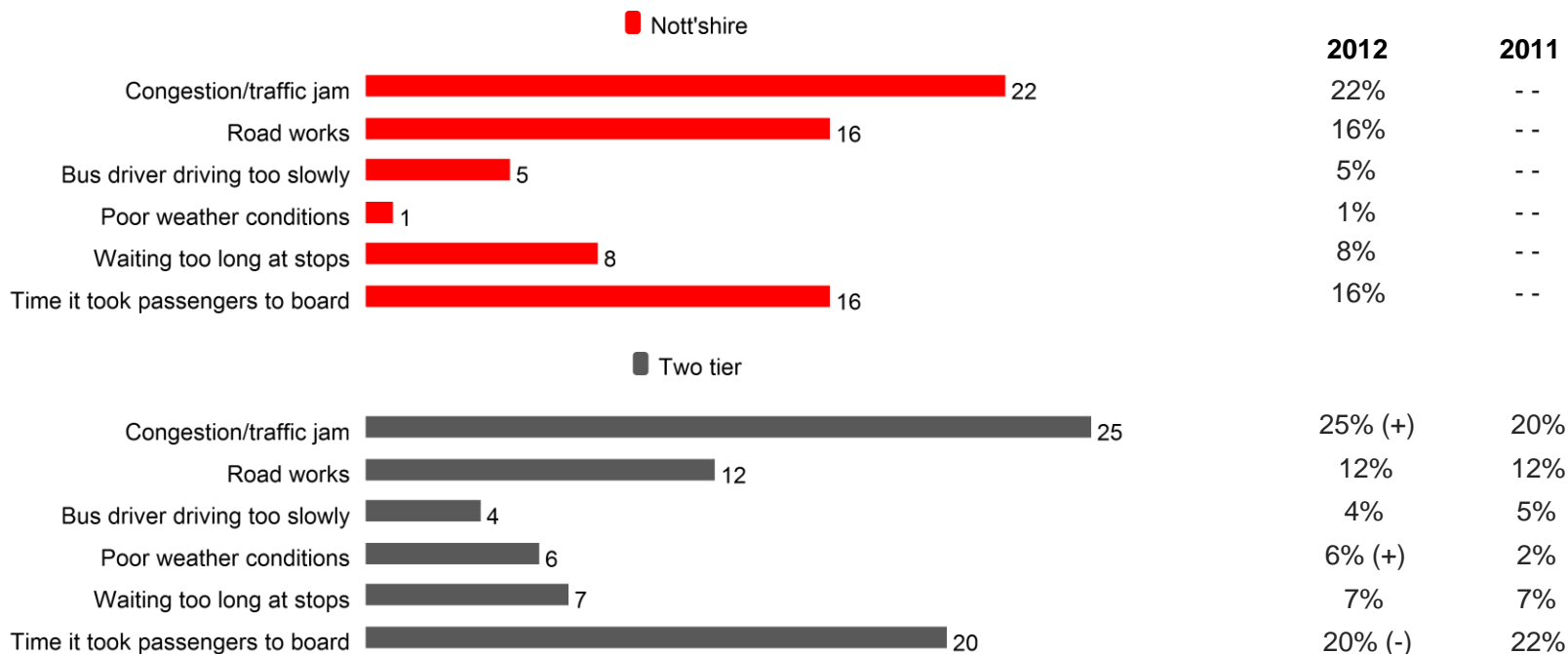
Satisfaction with on-bus journey time and factors affecting journey length

■ Very satisfied
 ■ Fairly satisfied
 ■ Neither sat. nor dissat.
 ■ Fairly dissatisfied
 ■ Very dissatisfied



Q. How satisfied were you with the length of time your journey on the bus took?

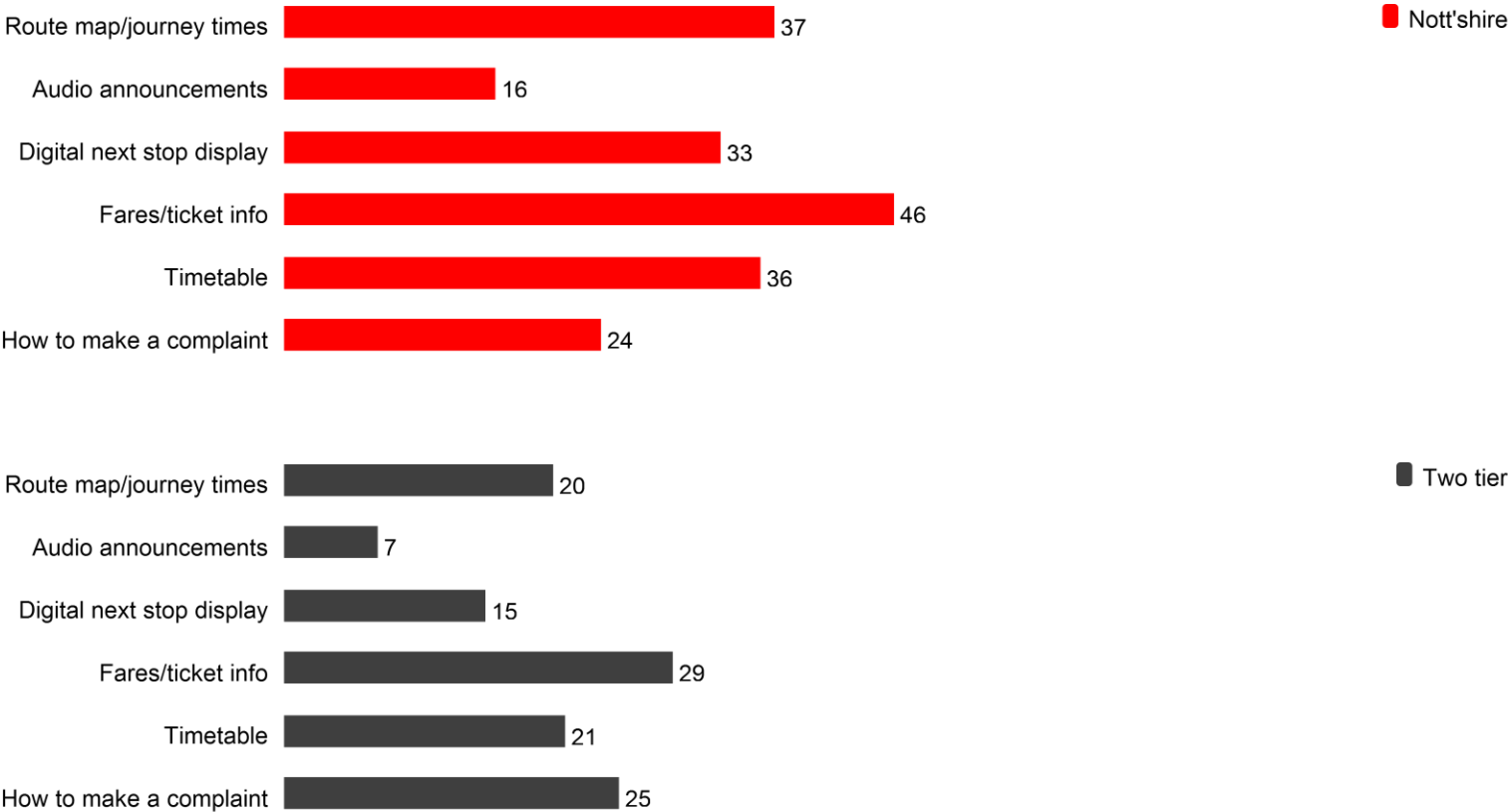
Base: All who gave a rating for this question



Q. Was the length of your journey affected by any of the following? (More than one response permissible)

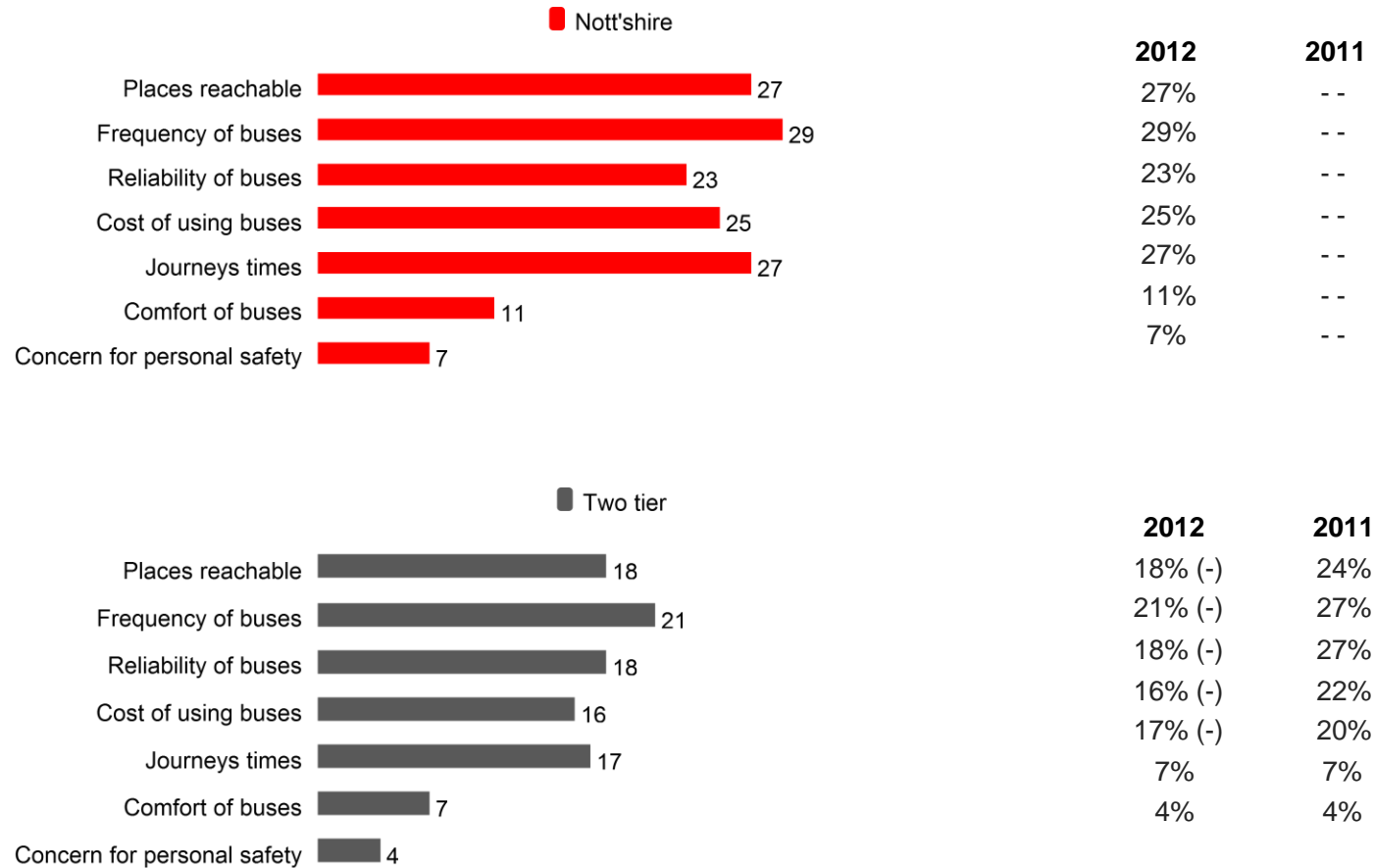
Base: All respondents

Availability of information inside the bus



Q. Were any of these items of information present on the bus?
Base: All survey respondents
NOTE: The yes proportion is calculation based on those answering compared to whole survey

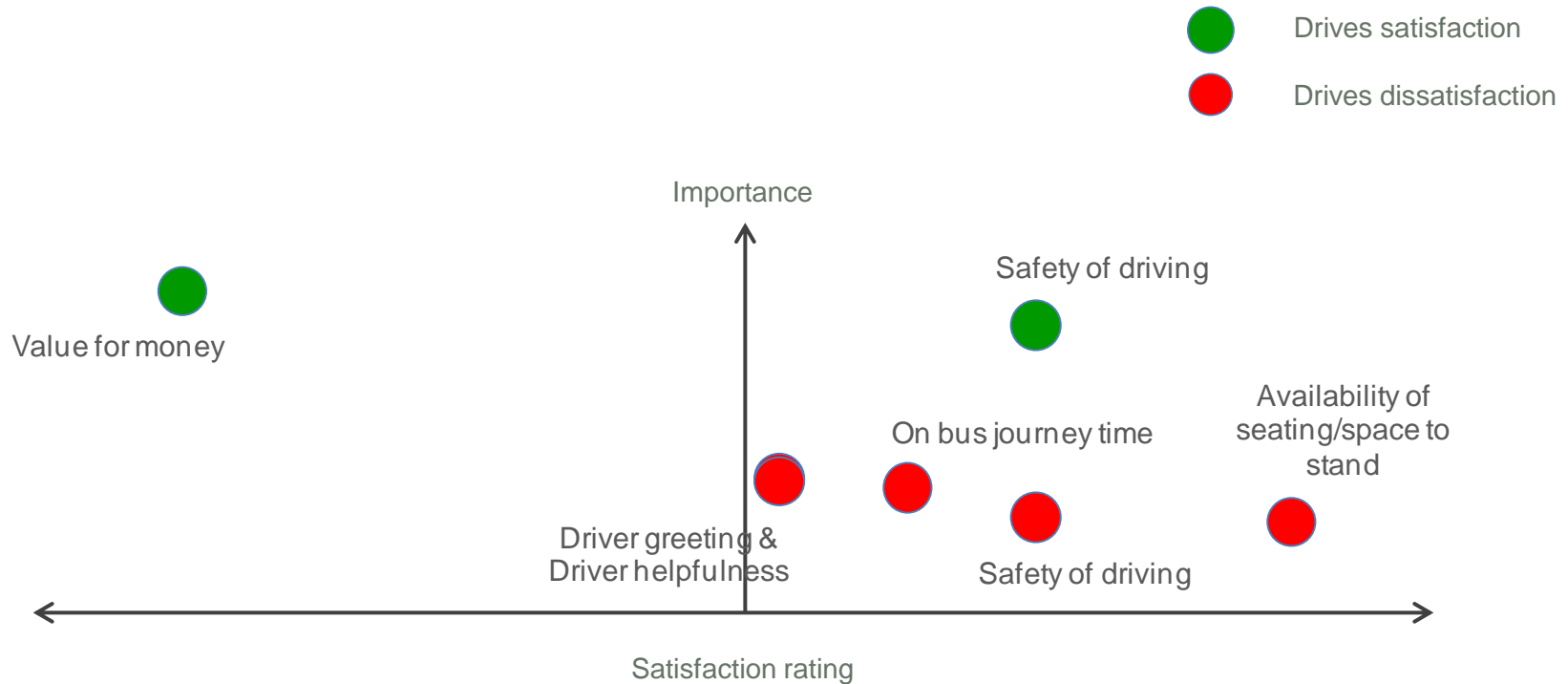
Factors frequently preventing more journeys being made



Q. Have any of the following frequently stopped you making journeys by bus? (More than one answer permissible)

Base: All survey respondents

Key drivers of satisfaction and dissatisfaction



The chart plot values are generated from a regression technique which identifies key drivers of dissatisfaction and key enhancers on the vertical axis, and for each attribute their corresponding satisfaction rating on the horizontal axis. Chart results are based on fare payers only so passengers' value for money rating could be included in the range of attributes considered. The charts can only be read at an individual area level. Comparison of positions of the plot points between any area and another should not be made, as both axes are bespoke to each area. Further detail on the statistical procedure deployed is available on request.

4 July 2013**Agenda Item:****REPORT OF THE SERVICE DIRECTOR OF TRANSPORT, PROPERTY AND
ENVIRONMENT****DEPARTMENT FOR TRANSPORT 'DOOR TO DOOR' STRATEGY****Purpose of the Report**

1. To advise Committee on the Government's vision to increase the use of sustainable transport for door-to-door journeys and initiatives introduced by Nottinghamshire County Council to promote the attractiveness of public transport services.

Information and Advice

2. In March 2013 the Government published 'Door to Door - A Strategy for Improving Sustainable Transport Integration'. This strategy brings together, for the first time, the many areas of work within the Department for Transport that contribute to delivering more convenient and efficient door-to-door journeys by sustainable transport. It focuses on four core areas which need to be addressed so that people can be confident in choosing sustainable transport:
 - accurate, accessible and reliable information about the different transport options for their journeys;
 - convenient and affordable tickets, for an entire journey;
 - regular and straightforward connections at all stages of the journey and between different modes of transport; and
 - safe, comfortable transport facilities.
3. The County Council has an excellent track record of investment in public transport measures including Retford, Newark and Mansfield bus stations, bus stop improvements, high quality paper and electronic information and smartcard development. This has ensured Nottinghamshire County Council has high passenger satisfaction levels and bucked the national trend of declining public transport usage. This is supported by the high level of public consultation described in the Performance report.
4. Continued investment in public transport measures was recently supported during the TITAN project consultation and roadshow events and will be considered as the transport networks are reviewed and new services are planned for 2014 and beyond.

5. This Door to Door strategy document will be used to inform the emerging plans for passenger transport related to Information, Infrastructure, connectivity and ticketing which includes the provision of the following improvements;
- **Bus Stops & Shelters:** Improvements to bus stops, shelters and related facilities ensuring they are well lit, have CCTV where appropriate and are accessible to all users. A number of these improvements have been implemented in the Mansfield Statutory Quality Bus Partnership area.
 - **Information Provision:** Real time information, clear paper based on/off bus materials, development of promotional tools and web based information including new technologies allowing for easily accessible, accurate and reliable information. The rollout of real time continues in the Nottingham conurbation and is being implemented in Mansfield and Worksop.
 - **Connectivity to Other Modes of Transport:** Interchange facilities to improve the transfer between modes including bus or cycling to tram/train. The County Council continues to support this investment with plans to build a further bus station in Worksop.
 - **Improved Journey Experience:** Development of bus priority measures including bus lanes and traffic light priority as trialled in West Bridgford and on bus CCTV to make the journey experience more reliable, quicker and safer.
 - **Integrated Ticketing:** The development of multi-operator ticketing for appropriate areas within the county allowing for affordable journeys and smart ticketing solutions to make journeys more convenient. Some progress has been made in this area on the revised bus network for the Newark and Sherwood area where tickets are accepted by all bus operators on services 54/91.
 - **Bus Quality Partnerships:** Working with bus operators in the North Nottinghamshire Bus Quality Partnership and Greater Nottingham Bus Partnership (lead by the City) ensures that collegiate decisions are made on all the above initiatives thus bringing benefits to the County, City, operators and passengers

Outcomes

6. Despite an encouraging overall passenger satisfaction rate of 87% through the Passenger Focus Survey (March 2013), there is room for improvement with the County Council having a realistic aim of becoming the top two-tier transport authority in the Country.
7. The use of this guidance will help contribute to increasing public transport patronage.

8. Utilising the guidance set out within DfT's Door to Door strategy also helps to meet goals set out within the County's third Local Transport Plan, particularly with regards to accessibility, congestion management and CO2 reductions.
9. Adoption of this guidance by the County Council will also strengthen bids for further funding from the DfT and other external sources i.e. European Regional Development Fund (ERDF).
10. The County Council has joined Nottingham City Councils', Public Transport Integration Board (PTIB), at Member and officer level to ensure that joint working will help promote and fund public transport initiatives in the Greater Nottingham area. This is particularly important at the present time as major work on roads and tram are ongoing around the area as described in another report on this agenda. The Chair and Vice Chair of this Committee will attend the PTIB.

Statutory and Policy Implications

11. This report has been compiled after consideration of implications in respect of finance, the public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Implications for Service Users

12. The continued development of the initiatives contained in this report will support service users to access key services and facilities including education and employment thus improving their quality of life.

Financial Implications

13. The implementation of the initiatives described in this report will be funded from existing funding streams (LTP and existing revenue budgets) and where appropriate from emerging external funding opportunities i.e. Clean Bus Technology Fund . Partnership funding from bus operators also contributes to meeting local and national objectives.

Equalities Implications

14. Passenger transport plays an important role in enhancing equality of opportunity for all sectors of society including the young people, older people, job seekers and the disabled. Equality Impact Assessments for particular projects will be carried out as required. The introduction of measures contained in this report will enable greater access to these groups to public transport services.

Implications for Sustainability and the Environment

15. The interventions will help to promote alternative ways of travel, resulting in an overall reduction in mileage and travel and reduced CO² emissions.

RECOMMENDATION/S

It is recommended that the Committee:

- 1) Welcomes the DfT guidance as set out in the report which once adopted will guide the on-going development of public transport within Nottinghamshire.
- 2) Notes that the Chair and Vice Chair aim to attend Nottingham City Councils' Public Transport Integration Board.

Mark Hudson
Group Manager Transport and Travel Services

For any enquiries about this report please contact: Mark Hudson

Constitutional Comments (SB 24/06/13)

16. The proposals in this report are within the remit of the Transport and Highways Committee.

Financial Comments (DK 25/06/13)

17. The financial implications are contained within the report

Background Papers and Published Documents

Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

Nottinghamshire Third Local Transport Plan – 2011

Department for Transport Door to Door Strategy
(www.gov.uk/government/publications/door-to-door-strategy) – March 2013

Passenger Focus – Bus Passenger Survey – March 2013

Electoral Division(s) and Member(s) Affected

All

4 July 2013**Agenda Item:****REPORT OF THE SERVICE DIRECTOR OF TRANSPORT, PROPERTY AND
ENVIRONMENT****FLEET MANAGEMENT SERVICES: MANAGEMENT STRUCTURE****Purpose of the Report**

1. To seek Committee approval to introduce a new Management Structure for an integrated Fleet Management Service.

Background

2. Until 6th May 2013 fleet management and maintenance services for the County Councils' vehicles and plant/equipment were provided by two service teams:
 - I. Transport and Travel Services (TTS): Fleet Management and Compliance
This team provides fleet management services for the corporate fleet, including purchase/disposal of vehicles and plant, licensing, tax, insurance, compliance, fuel cards, permits to drive and training. This team is based at Rushcliffe Borough Council's (RBC) Abbey Road Depot. The team also manages the operational bus/minibus fleet which at present mainly provides journeys to and from adult day centres.
 - II. Highway Operations: Fleet Management and Maintenance
This team provides fleet management services on a trading basis for Highway Operations and a full maintenance service for all County Council vehicles and plant. The team and maintenance services are based at the Bilsthorpe Highways Depot with an additional maintenance facility at the Retford depot.
3. From 6th May the Fleet Management and Maintenance Team was transferred from Highways to TTS (phase 1). The rationale for this change was its underlying synergies, opportunities for service integration and resultant cost savings and improvements that will help to improve viability of these services going forward. A project review of the total service provision has commenced which will merge the management structure, processes and operations. The split of roles and responsibilities under these arrangements has led to duplication, poor customer service and lost opportunities for improving efficiency.

4. The County Council owns and operates 538 vehicles ranging from small vans to winter gritters and 1242 items of plant and equipment.

Proposals

5. The current position provides an opportunity to improve service delivery and reduce costs by merging the two teams into a single Countywide Service thus making optimum use of all the available resources.
6. The project has begun with initial discussions with staff who have shown their support for the merger, Fleet Management staff from TTS will relocate from the RBC, Abbey Road depot to Bilsthorpe by July this year. Work on the review of the overall service has commenced which includes business operations, strategic positioning, a new service delivery model to develop the services in order to improve both service delivery and value for money to client departments.
7. In order to achieve the changes it is considered necessary to implement a new management structure for Fleet Management services (phase 2). The other changes will be reported back to the Committee for approval towards the latter part of this calendar year once the service review has been completed in full consultation with front line staff and trade unions (phase 3).
8. Copies of the existing structures are appended 1 and 2. A proposed management structure is appended at 3 which can be in place by August 2013. To accommodate this change the fleet operations service (shadowed grey in appendices 1 and 4) currently provided by the Fleet Management and Compliance team will be transferred to TTS Passenger Operations Team (North), see Appendix 4.
9. Members are aware of the future budget pressures facing the County Council. The review of this service area will result in a lean single service and reduce costs through the introduction of a more effective operating model which will improve service efficiency and customer satisfaction.

Reasons for Recommendation

10. To ensure that an efficient and effective Fleet Management Service is provided across the County Council and to any external customers.

Statutory and Policy Implications

11. This report has been compiled after consideration of implications in respect of finance, the public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Implications for Service Users

12. The new arrangements will provide a high quality efficient and reliable service increasing customer satisfaction levels.

Human Resource Implications

13. The proposed structure will reduce the number of management posts by two (Team Manager, Band E and Assistant Fleet Maintenance Manager, Band A), a summary of these changes is shown at Appendix 5. Staff and trade unions have been informed of the rationale for change and will be appropriately consulted on the proposed new structure. Feedback from staff and trade unions on the consultation process will be presented in the Committee.
14. The HR implications will be considered through the consultation process in drawing up the new structure and job descriptions. Appointments to the posts in the new structure will progress in line with the corporate enabling process. Confirmation of grades within the structure will be confirmed through the job evaluation process.

Financial Implications

15. The new management structure (phase 2) will generate efficiency savings of approximately £97K per year. It is anticipated that phase 3 will identify further significant efficiencies within the Fleet Maintenance and Operations services.

RECOMMENDATIONS

It is recommended that:

- 1) The proposed new structure for Fleet Management Services be approved;
- 2) The Fleet operations transfer to the Team Manager, Transport Operations (North) be approved.

Name of Report Author: Mark Hudson

Title of Report Author: Group Manager, Transport and Travel services

For any enquiries about this report please contact: Mark Hudson, Tel 74519

Constitutional Comments (KK 12/06/13)

16. The proposals in this report are within the remit of the Transport and Highways Committee.

Financial Comments (DJK 17/06/13)

17. The financial implications are contained within the report.

HR Comments (AN 12/06/13)

18. HR comments are contained in the body of the report.

Background Papers

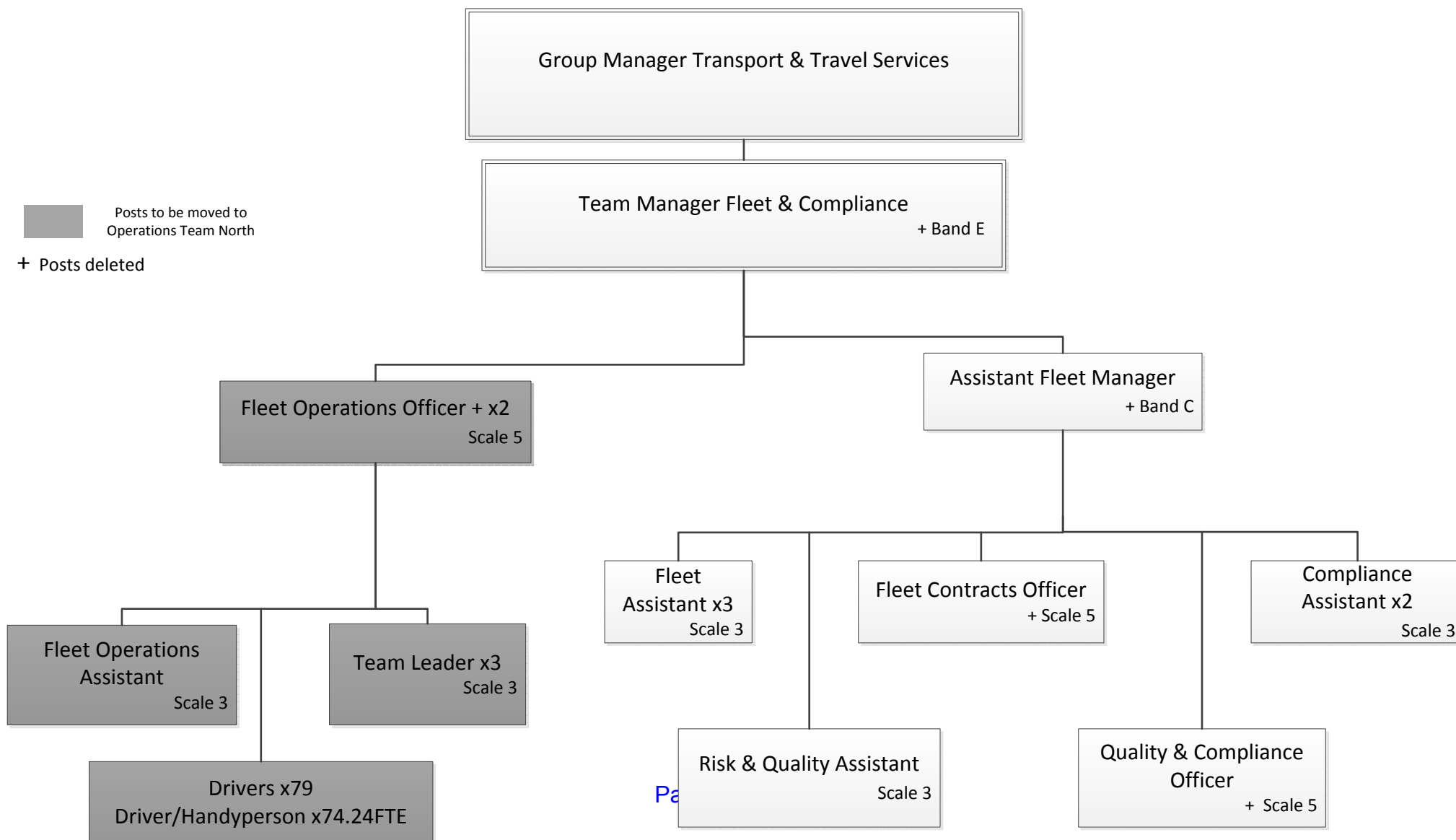
Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

Fleet management Service Project Plan

Electoral Divisions Affected

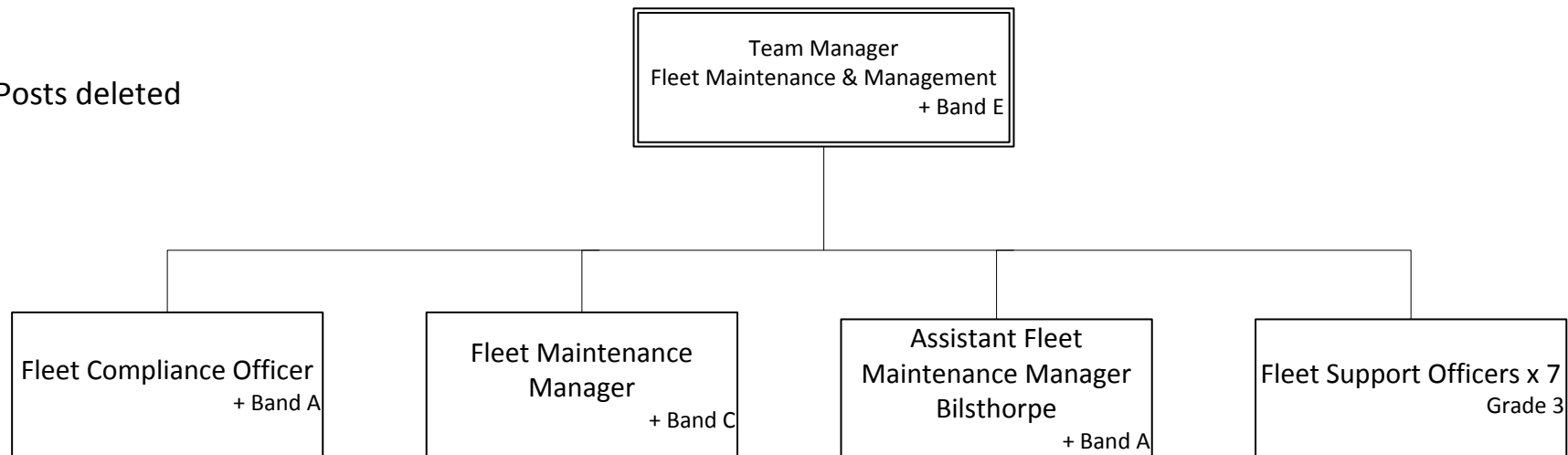
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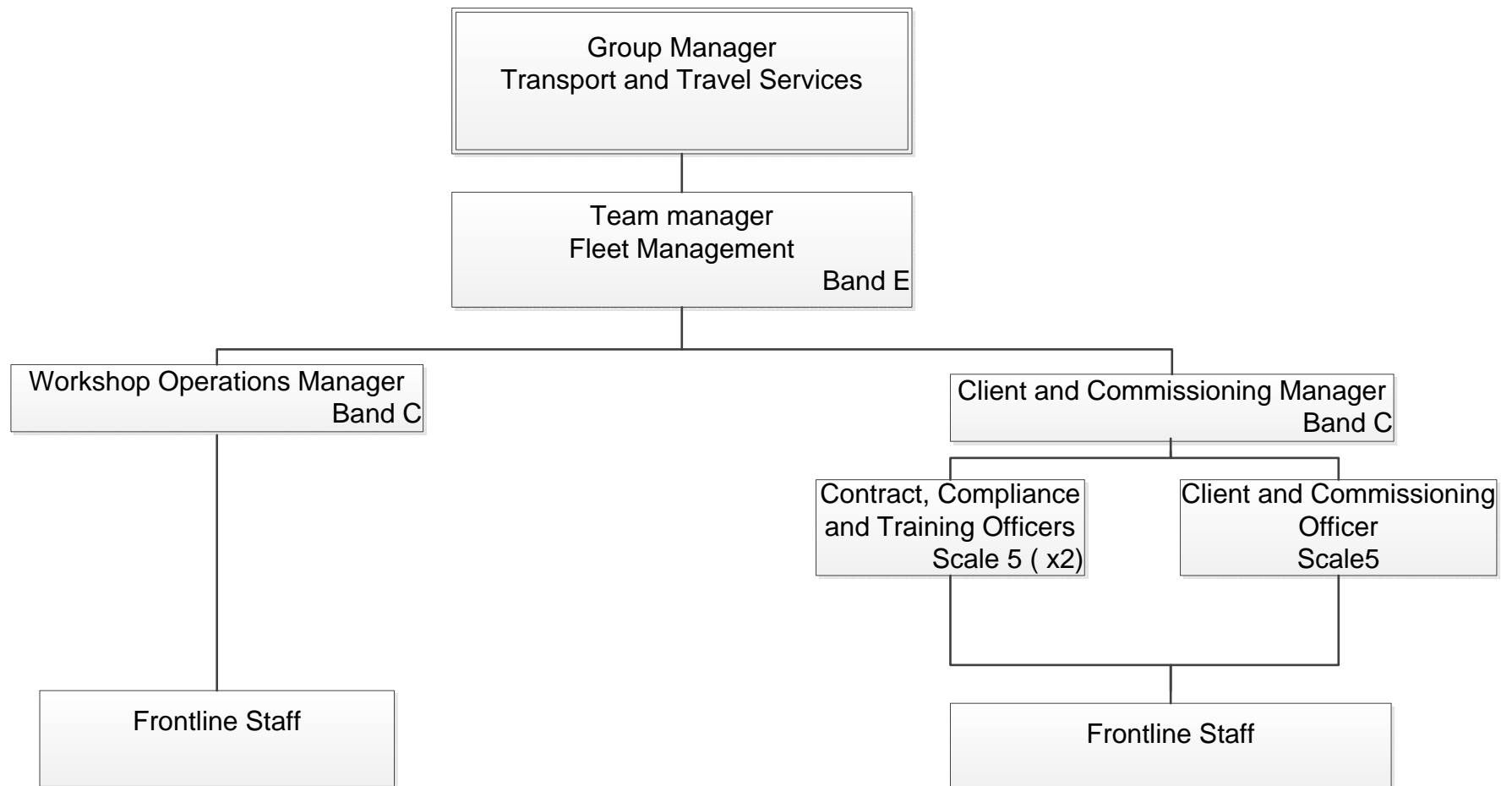
Fleet Management & Compliance – Current structure



Fleet Maintenance and Management – Current Structure

+ Posts deleted

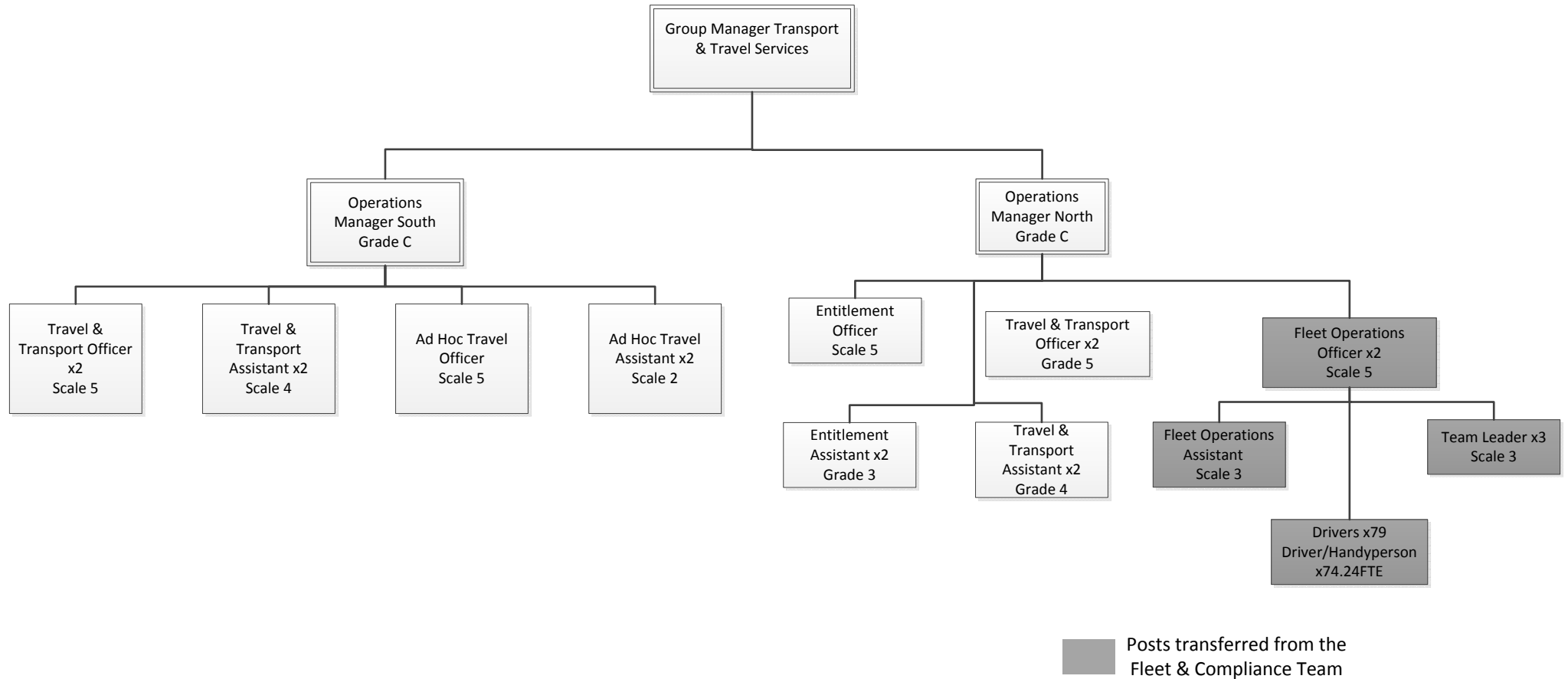




**Grades are indicative and subject to
Evaluation**

Passenger Transport Operations – Proposed Structure

Appendix 4



Fleet Management Services - Summary of Proposed Changes to Structure Charts

Appendix 5

Current Establishment	Grade	FTE		Proposed Establishment	Indicative Grade	FTE	Change
Team Manager Fleet & Compliance	E	1				0	-1
Team Manager Fleet Maintenance & Management	E	1				0	-1
				Team Manager Fleet Management	E	1	1
Assistant Fleet Manager	C	1		Client & Commissioning Manager	C	1	
Fleet Maintenance Manager	C	1		Workshop Operations Manager	C	1	
Assistant Fleet Maintenance Manager	A	1				0	-1
Fleet Compliance Officer	A	1		Contract Compliance & Training Officer	5	2	
Fleet Contracts Officer	5	1					
Quality & Compliance Officer	5	1		Client & Commissioning Officer	5	1	
Total posts 8				Total Posts 6 -2			



4th July 2013

Agenda Item:

**REPORT OF THE CHAIRMAN OF THE TRANSPORT & HIGHWAYS
COMMITTEE**

**RESPONSE TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE
COUNTY COUNCIL ON 28TH FEBRUARY 2013, 25TH APRIL 2013 AND 16TH
MAY 2013.**

Purpose of the Report

The purpose of this report is to recommend to Committee responses to the issues raised in petitions presented to the Chairman of the County Council at the Council meetings on 28th February 2013, 25th April 2013 and 16th May:

- A. Petition requesting increase of on street parking limit on Outram Street, Sutton in Ashfield(Ref:2013/11)
- B. Petition requesting implementation of parking controls around Bargain Booze, Sutton in Ashfield (Ref:2013/016)
- C. Petition regarding speed limit on A60 between Carlton in Lindrick and Langold (Ref:2013/18)
- D. Petition requesting resurfacing of Derbyshire Drive, Selston (Ref:2013/022)
- E. Petition regarding weight restrictions along Landmere Lane, West Bridgford (Ref:2013/023)
- F. Petition regarding bus stops in Rosemary Centre area, Mansfield (Ref:2013/024)
- G. Petition regarding waiting time on Nottingham Road, Hilltop, Eastwood (Ref 2013/25)

A. Petition requesting increase of on street parking limit on Outram Street, Sutton in Ashfield(Ref:2013/11)

1. A 2170 signature petition was presented to the 28th Feb meeting of the County Council by Councillor Michelle Gent. The petition is from local residents, business owners and shoppers on Outram Street, Sutton In Ashfield.
2. When this restriction was first introduced consideration was given to different views of those businesses that want a one hour restriction (such as a hairdresser) because their customers stay for longer periods and those (such as a newsagent) that want a quicker turnaround with 30 minutes waiting. The length of time of the restriction does have an effect on the number of vehicles that can legitimately park in the spaces (on average doubling the length of time will halve the number of vehicles). It is therefore recommended that the businesses be consulted on the change of time and if there is sufficient support then the Traffic Regulation Order be modified.

B. Petition requesting implementation of parking controls around Bargain Booze, Sutton in Ashfield (Ref:2013/016)

3. A 650 signature petition was presented to the 25th April 2013 meeting of the County Council by Councillor Michelle Gent. The petition is from residents of the area and shoppers using Bargain Booze.
4. There are currently no parking restrictions on this road and numerous visits to assess the level of parking have revealed a regular turnover of vehicles and rarely found all parking spaces full. Nearby streets have recently had restrictions applied (Church Street resident's parking scheme) but there appears to have been little displaced parking.
5. It is therefore recommended that the parking restrictions on Church Street remain unchanged but that the situation is monitored and the petitioners informed accordingly.

C. Petition regarding speed limit on A60 between Carlton in Lindrick and Langold (Ref:2013/18)

6. A 432 signature petition was presented to the 25th April meeting of the County Council by Councillor Sheila Place. The petition states that the current 30mph speed limit along the above length of road is too low and that the 40mph limit it replaced was preferred. It also states that the central refuges are dangerous and too many and that the filling in of the three bus stops was unnecessary.

7. This Speed Limit was lowered as part of the Countywide A and B roads Speed Limit Review. The length of the A60 reviewed was from Rotherham Baulk in North Carlton to Labernum Road in Langold. The Limit is located within two County Divisions, Blyth and Harworth (Councillor Place) and Worksop NE and Carlton (Councillor Rhodes).

8. During the development of the scheme consideration was given to retaining the existing 40mph limit along the undeveloped eastern part of the route though this was not of sufficient length to support a stand-alone limit. A collision problem was identified on the partially built up section of road which the new speed limit is expected to contribute towards reducing.

9. It is too early to conclusively determine accident savings though in the 3 years 10 months prior to the scheme there were 1 fatal, 3 serious and 3 slight injury accidents along this length of the A60 and during the 1 year 5 months afterwards there has been 1 slight injury accident. However, this is increasing evidence that the overall speed limit reduction and associated measures has achieved accident savings and this would need to be taken into full consideration in considering any changes.

10. This matter has been discussed on site with Councillor Place who agrees that the short length of undeveloped road in her Division is not long enough to impose a lower limit. It is proposed that the petitioners are informed accordingly.

D. Petition requesting resurfacing of Derbyshire Drive, Selston (Ref:2013/022)

11. A 30 signature petition was presented to the 16th May meeting of the County Council by Councillor Gail Turner requesting that Derbyshire Drive be resurfaced.

12. Derbyshire Drive's road surface is in a poor condition and surface dressing would not be cost effective. The resurfacing programme for the current year is fully committed so Derbyshire Drive will be considered for next year's programme. In the meantime, the road will be regularly inspected and made safe where necessary. It is recommended that the petitioners be informed accordingly.

E. Petition regarding weight restrictions along Landmere Lane, West Bridgford (Ref:2013/023)

13. A petition of 111 names requesting a weight restriction on Landmere Lane in West Bridgford was presented to Full Council on 16/5/13 by Councillor Gordon Wheeler and cited the grounds of noise, disturbance, environmental intrusion, damage to property from vibration and safety.

14. Landmere Lane will be assessed for a weight restriction in terms of the percentage of heavy goods vehicles (HGVs) using the route, accidents involving HGVs, environmental issues, the presence of schools/health centres, road geometry, carriageway condition and pedestrian/cycling activity. It will then be considered for inclusion in the annual weight restriction programme and it is recommended that the petitioners be informed accordingly.

F. Petition regarding bus stops in Rosemary Centre area, Mansfield (Ref:2013/024)

15. A 42 signature petition was presented to full Council on 16th May, by Councillor

Stephen Garner, requesting bus stops to serve the Rosemary Centre.

16. A bus stop has been provided on Quaker Way for outbound bus services from the new bus station. A new bus stop for inbound bus services, stopping on Rosemary Street, will be installed in the near future.

G. Petition regarding waiting time on Nottingham Road, Hilltop, Eastwood (Ref 2013/25)

17. A 267 signature petition requesting to change the current waiting time of 30mins to one hour to assist customers and help regain trade to the businesses on Hilltop Eastwood was presented to the 16th May meeting of the County Council by Councillor Keith Longdon

18. When this restriction was first introduced consideration was given to different views of those businesses (such as a hairdresser) that wanted a one hour restriction and those (such as a newsagent) that wanted 30 minutes waiting. The length of time of the restriction does have an effect on the number of vehicles that can legitimately park in the spaces (on average doubling the length of time will halve the number of vehicles). It is therefore recommended that the businesses be consulted on the change of time and if there is sufficient support then the Traffic Regulation Order be modified.

Reason for Recommendation

19. To recommend responses to issues raised in petitions presented to the County Council on 28th February, 25th April 2013 and 16th May 2013.

Statutory and Policy Implications

20. This report has been compiled after consideration of implications in respect of finance, the public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATION/S

1) It is RECOMMENDED that the proposed actions be approved, the petitioners be informed accordingly and a report be presented to Full Council for the actions to be noted.

For any enquiries about this report please contact: Peter Barker

Background Papers

None

Electoral Division(s)

Sutton in Ashfield Central, Blyth and Harworth, Selston, West Bridgford West, Mansfield South, Eastwood.

4 July 2013**Agenda Item:****REPORT OF CORPORATE DIRECTOR, POLICY, PLANNING AND
CORPORATE SERVICES****WORK PROGRAMME****Purpose of the Report**

1. To consider the Committee's work programme for 2013.

Information and Advice

2. The County Council requires each committee to maintain a work programme. The work programme will assist the management of the committee's agenda, the scheduling of the committee's business and forward planning. The work programme will be updated and reviewed at each pre-agenda meeting and committee meeting. Any member of the committee is able to suggest items for possible inclusion.
3. The attached work programme has been drafted in consultation with the Chairman and Vice-Chairman, and includes items which can be anticipated at the present time. Other items will be added to the programme as they are identified.
4. As part of the transparency introduced by the new committee arrangements, committees are expected to review day to day operational decisions made by officers using their delegated powers. It is anticipated that the committee will wish to commission periodic reports on such decisions. The committee is therefore requested to identify activities on which it would like to receive reports for inclusion in the work programme. It may be that the presentations about activities in the committee's remit will help to inform this.

Other Options Considered

5. None.

Reason/s for Recommendation/s

6. To assist the committee in preparing its work programme.

Statutory and Policy Implications

7. This report has been compiled after consideration of implications in respect of finance, equal opportunities, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATION/S

- 1) That the committee's work programme be noted, and consideration be given to any changes which the committee wishes to make.

Jayne Francis-Ward

Corporate Director, Policy, Planning and Corporate Services

For any enquiries about this report please contact: David Forster, x 73552

Constitutional Comments (SLB 2/1/2013)

1. The Committee has authority to consider the matters set out in this report by virtue of its terms of reference.

Financial Comments (MA 2/1/2013)

2. There are no direct financial implications arising from the contents of this report. Any future reports to Committee on operational activities and officer working groups, will contain relevant financial information and comments.

Background Papers

None.

Electoral Division(s) and Member(s) Affected

All

TRANSPORT & HIGHWAYS COMMITTEE - WORK PROGRAMME

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information ?</u>	<u>Lead Officer</u>	<u>Report Author</u>
5 Sept 2013				
Bus Services Operators' Grant	Update	Info.	Mark Hudson	Mark Hudson
Road Safety	Progress Report	Info.	Andy Warrington	Andy Warrington
Fleet Services	Progress Report	Info.	Mark Hudson	Mark Hudson
TITAN Project	Progress Report	Info.	Mark Hudson	Mark Hudson
Local Flood Risk Management Strategy	Update	Info.	Andy Warrington	Andy Wallace
Passenger Transport Implementation Plan	Progress Report	Info.	Mark Hudson	Pete Mathieson
Petitions - ongoing investigation/consultation:	Response	Decision	Various	Various
Vehicles on Great North Road	Response	Decision	Various	Various
Weight Restrictions in Sutton, Grassthorpe, Normanton, and Ragnall	Response	Decision	Various	Various
Extend Speed Limit towards MARR	Response	Decision	Various	Various
Residents Parking Scheme – Millgate, Newark	Response	Decision	Various	Various
Traffic calming – Bleasby Road	Response	Decision	Various	Various
Extend Speed Limit – Boat Lane	Response	Decision	Various	Various
Footpath – South Parade to	Response	Decision	Various	Various

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information ?</u>	<u>Lead Officer</u>	<u>Report Author</u>
Blyth Road, Worksop				
Westwood Infant School	Response	Decision	Various	Various
Parking restrictions on Edwinstowe High Street	Response	Decision	Various	Various
31 Oct 2013				
Concessionary Travel Scheme	Proposals for 2014/15	Decision	Mark Hudson	Mary Roche
28 Nov 2013				
Fleet Services Review	Progress Report	Info.	Mark Hudson	Mark Hudson
Travel & Transport Services	Quarterly Performance Report	Info.	Mark Hudson	Lisa McLennaghan
9 Jan 2014				
Changes to Local Bus Network	Update Report	Info.	Mark Hudson	Pete Mathieson
13 Feb 2014				
Concessionary Travel Scheme	Final Scheme 2014/15	Decision	Mark Hudson	Mary Roche
20 Mar 2014				
Travel & Transport Services	Quarterly Performance Report	Info.	Mark Hudson	Lisa McLennaghan

