

## **Transport and Highways Committee**

**Wednesday, 21 May 2014 at 10:30**

**County Hall, County Hall, West Bridgford, Nottingham, NG2 7QP**

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### **AGENDA**

- 1 To note the appointment of the Chairman and Vice-Chairman by the County Council on 15 May 2014
- 2 To note the membership of the Committee 2014/15
- 3 minutes of the last meeting held on 24 April 2014 5 - 8
- 4 Apologies for Absence
- 5 Declarations of Interests by Members and Officers:- (see note below)  
(a) Disclosable Pecuniary Interests  
(b) Private Interests (pecuniary and non-pecuniary)
- 6 Changes to Local/Commercial Bus Services 9 - 34
- 7 Travel & Transport Fleet Management Service Business Plan 35 - 42
- 8 NET Financial Package Update 43 - 52
- 9 Hucknall Major Scheme Update 53 - 62
- 10 Highway aspects of the Alliance Boots Enterprise Zone 63 - 68
- 11 Section 38 Agreements Unadopted Highways 69 - 74

12	Fern Street Stoneyford Road Sutton and Lindleys Lane Kirkby Report	75 - 80
13	Almond Way College Way and Longfield Ave	81 - 88
14	Endsleigh Gardens and Muriel Road Beeston	89 - 100
15	Highways Quarterly Performance Report	101 - 106
16	Petitions Responses Report	107 - 108
17	Work Programme	109 - 114
18	EXCLUSION OF THE PUBLIC	

The Committee will be invited to resolve:-

“That the public be excluded for the remainder of the meeting on the grounds that the discussions are likely to involve disclosure of exempt information described in paragraph 3 of the Local Government (Access to Information) (Variation) Order 2006 and the public interest in maintaining the exemption outweighs the public interest in disclosing the information.”

### **Note**

If this is agreed, the public will have to leave the meeting during consideration of the following items.

19	Appendix - NET Financial package Update
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## NOTES:-

(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.

(4) 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.

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

(6) This agenda and its associated reports are available to view online via an online calendar -  
<http://www.nottinghamshire.gov.uk/dms/Meetings.aspx>

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**Nottinghamshire  
County Council**  
**minutes**

Meeting	Transport and Highways Committee
Date	24 April 2014 (commencing at 10.30 am)

**Membership**

Persons absent are marked with an 'A'

**COUNCILLORS**

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

Roy Allan  
Andrew Brown  
Richard Butler  
Ian Campbell  
Ken Rigby

Stephen Garner  
Colleen Harwood  
Richard Jackson  
Michael Payne

**ALSO IN ATTENDANCE**

Councillor Bruce Laughton  
Councillor Roger Jackson

**OFFICERS IN ATTENDANCE**

David Forster	- Planning Policy and Corporate Services
Tim Gregory	- Corporate Director Environment and Resources
Andrew Warrington	- Service Director Highways
Jas Hundal	- Service Director Transport, Property and Environment
Mary Roche	- Environment and Resources Department
Michelle Walsh	- Labour Group Researcher
Carl Bilbey	- Team Leader Conservative Group

**MINUTES OF THE LAST MEETING**

The minutes of the meeting held on 20 March 2014, having been circulated to all Members, were taken as read and were confirmed and signed by the Chairman.

**COMMITTEE MEMBERSHIP**

The Clerk to the Committee reported orally that Councillor Ken Rigby had been appointed to the Committee in place of Councillor Steve Carr for this meeting only.

## **APOLOGIES FOR ABSENCE**

None

## **DECLARATIONS OF INTEREST**

None

## **ORDER OF BUSINESS**

With the consent of the Committee the Chairman changed the order of business to bring forward Agenda item 10.

## **PETITIONS RESPONSES PRESENTED TO COUNCIL**

On a motion by Councillor Andrew Brown seconded by Councillor Michael Payne it was:-

### **RESOLVED 2014/032**

That subject to the additional recommendation set out below for petition A (Street Lighting at Kegworth) the proposed actions be approved and the petitioners informed accordingly and that a report be presented to Full Council for the actions to be noted.

Additional recommendation to the petition for Street Lighting Kegworth

“Once this scheme is agreed it will be completed without delay and funded from within the 2014/15 highways capital programme”

## **TRANSPORT AND TRAVEL SERVICES – PASSENGER FLEET OPERATIONS**

### **RESOLVED 2014/033**

1. That the proposals contained in the report for the future operation of Passenger Fleet Transport Operations and the introduction of a trading service be approved and
2. That the formal consultations commence with the drivers and their representatives be approved and a new operating model be introduced from August 2014.

## **DEPARTMENT FOR TRANSPORT CONSULTATION ON BUS REGISTRATION**

### **RESOLVED 2014/034**

That the consultation by the Department of Transport on bus registrations be noted and the response appended to the report approved.

## **SAVINGS ACHIEVED THROUGH THE USE OF THE HIGHWAY TERM SERVICES CONTRACT**

### **RESOLVED 2014/035**

That the forecasted savings of £2,046,000 and income of £208,210 for the financial year be noted.

## **ADDITIONAL FUNDING FOR HIGHWAY MAINTENANCE**

### **RESOLVED 2014/036**

That the Additional funding for Highway Maintenance be noted.

## **CIVIL PARKING ENFORCEMENT CONTRACT AWARD AND MANAGEMENT REVIEW**

### **RESOLVED 2014/037**

1. That the award of the Enforcement Contract to Company A as set out in the Exempt Appendix be approved and
2. That the Group Manager Legal Services and the Director Highways conclude negotiations over the new partnership agreements with the District and Borough Councils.

## **FLOOD RISK MANAGEMENT UPDATE APRIL 2014**

### **RESOLVED 2014/038**

That the bids for Flood and Coastal Risk Management Grant in Aid from central government be approved and the update noted.

## **WORK PROGRAMME**

### **RESOLVED 2014/039**

That the work programme be noted.

## **EXCLUSION OF THE PUBLIC**

### **RESOLVED: 2014/040**

That the public be excluded from the remainder of the meeting on the grounds that discussions are likely to involve the disclosure of exempt information described in paragraph 3 of the Local Government (Access to Information) (Variation) Order 2006 and the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

**CIVIL PARKING ENFORCEMENT CONTRACT AWARD AND MANAGEMENT  
REVIEW EXEMPT APPENDIX**

**RESOLVED: 2014/041**

That the information set out in the exempt appendix to the report be noted.

The meeting closed at 12.15 pm

**Chairman**

**21 May 2014****Agenda Item:3****REPORT OF THE SERVICE DIRECTOR TRANSPORT, PROPERTY AND  
ENVIRONMENT****IMPLEMENTATION OF APPROVED OUTLINE BUSINESS CASE B17 –  
LOCAL BUS SERVICES****Purpose of the Report**

1. To seek Committee approval of the actions needed to implement the approved Outline Business Case in respect of the County Council supported Local Bus Service network.

**Information and Advice**

2. The County Council has a duty (Transport Act, 1985) to consider local needs and to identify what supported bus services are necessary to fill gaps where there are no commercial services available.
3. Local bus services across the County are provided in two ways:
  - a. Commercial services which operate without funding support from the Council
  - b. Supported services which are funded or partially funded by the Council

All bus services must be registered, giving a minimum of 56 days' notice to the Traffic Commissioner, who administers and manages the local bus service registration and performance. Bus operators must also send copies of the new registrations, variations and cancellations at the same time to the County Council. On most occasions bus operators give the County Council advance notice of their intentions so that decisions on any intervention can be taken and the public notified at the earliest opportunity.

4. As part of the budget review programme, the expenditure on County Council supported Local Bus Services (LBS) was targeted to reduce by 30% (£1.8m), from £6m to £4.2m per annum. The outline business case for this, B17, was approved by Full Council on 27<sup>th</sup> February 2014.
5. To achieve these savings, a network of services has been re-designed and re-tendered, following wide public consultation. The list of re-tendered service

contracts to be awarded is available as background paper 'Schedule A Local Bus Service Awards' (available on the NCC website.)

6. In addition, a number of supported Local Bus Services have been identified for withdrawal of financial support. A list of these services is available as background paper 'Schedule B Local Bus Services Withdrawals' (available on the NCC website).
7. The recommended award of new contracts in Schedule A will deliver £1.1m of efficiency savings with a further £855k funding reduction in respect of the supported Local Bus Services in Schedule B. This gives a total saving of £1.96m thus exceeding the £1.8m budget reduction target.
8. It is intended to use the internal transport fleet to deliver some of the revised services across the County. This will contribute towards the overall savings target and will also help to deliver up to £330k savings on Adult Social Care transport.
9. The measures outlined above relate to two-thirds of the full value of current local bus support. The remaining expenditure largely supports commercially provided services, a list of which is available in background paper 'Schedule C Contracts to be Reviewed' (available on the NCC website). It is intended to continue with these contracts for the time being as they currently represent best value for the provision of key services across the County. The Committee should note that Schedule C includes the retention of some services identified from the public consultation exercise as being of high value and critical to meeting the needs of local communities who would otherwise be left with poor access to key services.
10. A further review of the remaining supported local bus service contracts is planned to start later this year. This involves significant support for a wide range of commercially operated services particularly in the north east Bassetlaw area. It is intended that a period of consultation with all stakeholders will be carried out and the outcomes brought to this Committee on 13<sup>th</sup> November 2014. It is anticipated that a revised network of services in this area will deliver a further £100k of efficiency savings with new services commencing in April 2015.

### **Reasons for Recommendations**

11. The recommendations are necessary to meet the efficiency targets agreed in the outline business case for local bus services. These measures meet the objectives of promoting public transport, reducing congestion, promoting economic recovery and offering travel choice.

### **Statutory and Policy Implications**

13. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working 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**

14. The provision of local bus services enables users to access key services, jobs, training and leisure. The arrangements detailed above have been made to ensure access to the key priorities of employment, education, health and essential shopping.

### **Financial Implications**

15. The £1.96m saving meets the requirement to reduce the 2014/15 local bus budget from £6m to £4.2m.

## **RECOMMENDATIONS**

It is recommended that Committee approve:

- 1) the award of local bus service contracts (Background Paper, Schedule A)
- 2) the withdrawal of financial support contracts (Background Paper, Schedule B)
- 3) the renewal of contracts (Background Paper, Schedule C)
- 4) Consultation on further network changes across the County. These measures meet the objectives of promoting public transport, reducing congestion, promoting economic recovery and offering travel choice.

**Mark Hudson,**  
**Group Manager, Transport and Travel Services**

**For any enquiries about this report please contact:**

**Mark Hudson, Group Manager, Transport and Travel Services**  
**Chris Ward, Team Manager North, Transport and Travel Services**

### **Constitutional Comments (SHB 09.05.14)**

16. This Report is for noting only so no Constitutional comments are required.

### **Financial Comments (TMR 09.05.14)**

17. The financial implications are set out in paragraph 15 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.

Schedule A Local Bus Service Awards

Schedule B Local Bus Services Withdrawals

Schedule C Contracts to be Reviewed

### **Electoral Divisions and Members Affected**

All

## Schedule A Local Bus Service Awards

Re-tendered services. The value of the current network covering these areas is £3m. The cost of replacement services is £1.87m

Contract	Area	Daily Price		Annual Cost
N/701/1/041	Bassetlaw	£385.00	M-F	£98,560.00
N/701/1/043	Bassetlaw	£149.75	M-S	£45,674.00
N/701/1/045	Bassetlaw	£152.25	M-S	£46,436.00
N/701/1/048	Bassetlaw	£255.00	M-S	£77,775.00
W/701/2/012	Mansfield	£1,253.00	M-S	£382,165.00
W/701/2/017	Mansfield	as above		as above
W/701/2/010	Mansfield	as above		as above
W/701/2/011	Mansfield	as above		as above
W701/2/014	Mansfield	as above		as above
W/701/4/021	Ashfield	£150.00	M-F	£38,400.00
W/701/4/022	Gedling	£110.00	M,T,T	£16,775.00
S/701/7/016	Gedling	£220.00	M-F	£56,320.00
W/701/7/017	Broxtowe/Gedling	£219.00	M-S	£66,795.00
S/701/8/028	Rushcliffe	£214.50	M-S	£65,423.00
S/701/8/031	Rushcliffe	£95.50	T,W,T,F	£19,558.00
S/701/8/025	Rushcliffe	£269.00	M-S	£82,045.00
S/701/8/032	min sub Rushcliffe	£524.00	M-S	£159,820.00
W/701/7/-15	Gedling	£400.00	M-S	£122,000.00
<b>Fleet Operations</b>	<b>Various</b>		<b>M-S</b>	<b>£600,000.00</b>
				<b>£1,877,746.00</b>



## Schedule B Contracts to be Withdrawn

### Withdrawal of support for these contracts

Contract Ref	Operator	Days	Area	Route No	Description	Annual Cost
201/3/226	STAGECOACH EAST MIDLANDS	Sunday and B/H	Mansfield, Nev	29,29A	Mansfield-Bilsthorne	£30,021.00
201/3/231	MARSHALLS	Sunday and B/H	Bassetlaw, Nev	37A, 39	Newark-Tuxford/Retford	£20,046.00
301/1/183	STAGECOACH EAST MIDLANDS	Monday to Friday	Bassetlaw	43	Support for 1333,1433,1533,1633,1738 Worksop-Manton re	£14,967.00
301/1/187	STAGECOACH EAST MIDLANDS	Monday to Saturday	Bassetlaw	44, 42	Evening Worksop-Manton services after 1815	£100,518.00
301/1/190	STAGECOACH EAST MIDLANDS	Monday to Saturday	Bassetlaw	4A,7	Evening Kilton-Shireoaks service from 1826	£31,829.00
301/1/218	STAGECOACH EAST MIDLANDS	Sunday and B/H	Bassetlaw	43	0505,2100 Worksop-Manton Wood-2204 Manton Wood-Wc	£5,622.00
301/2/190	STAGECOACH EAST MIDLANDS	Monday to Friday	Ashfield, Mans	1	0448 Sutton-Mans Woodhouse, 0509 return	£3,144.00
301/2/191	STAGECOACH EAST MIDLANDS	Monday to Friday	Ashfield, Mans	1	0445 Sutton-Huthwaite, 0510 Huthwaite -Woodhouse	£2,201.00
301/2/192	STAGECOACH EAST MIDLANDS	Monday to Friday	Mansfield	5	0600,0630Mansfield-Bull Farm	£3,463.00
301/2/193	STAGECOACH EAST MIDLANDS	Monday to Friday	Mansfield	7	0547,0607,0627 Mansfield-Ladybrook	£3,463.00
301/2/194	STAGECOACH EAST MIDLANDS	Monday to Friday	Mansfield, Nev	16	0510 Mansfield-Clipstone 0530 return	£2,828.00
301/2/195	STAGECOACH EAST MIDLANDS	Monday to Friday	M,N	16	0600 Mansfield-Clipstone 0620 return	£2,828.00
301/2/196	STAGECOACH EAST MIDLANDS	Monday to Saturday	Mansfield, Nev	16	0633 Mansfield-Clipstone 0655 return	£2,653.00
301/2/199	STAGECOACH EAST MIDLANDS	Monday to Friday	M	1	0545,0605 Mansfield -Woodhouse	£3,777.00
301/2/201	STAGECOACH EAST MIDLANDS	Monday to Saturday	Mansfield, Nev	27	2250 Mansfield - Bilsthorne	£6,447.00
301/2/214	STAGECOACH EAST MIDLANDS	Sunday and B/H	M	11	All journeys except 1045,1245 MV return	£13,561.00
301/2/215	STAGECOACH EAST MIDLANDS	Sunday and B/H	Mansfield	7, 16	0904 ex Ladybrook, 1057 return	£2,610.00
301/2/216	STAGECOACH EAST MIDLANDS	Sunday and B/H	Ashfield, Mans	140	Mansfield - Sutton, support for whole service	£18,310.00
301/2/217	STAGECOACH EAST MIDLANDS	Sunday and B/H	Mansfield, Nev	10A	Mansfield-Sherwood Visitor Centre, whole service	£22,418.00
301/2/220	STAGECOACH EAST MIDLANDS	Sunday and B/H	Mansfield	7	2217 Mansfield-Oak Tree	£745.00
301/2/221	STAGECOACH EAST MIDLANDS	Sunday and B/H	Mansfield, Nev	13, 15	2020 onwards Mansfield-Walesby	£6,555.00
301/3/064	STAGECOACH EAST MIDLANDS	Sunday and B/H	Mansfield, Nev	28A	0955,1155,2055 Mansfield-Blidworth return	£6,277.00
301/3/075	TRENTBARTON	Monday to Saturday	A	141	Enhances evening frequency	£51,212.55
301/4/200	STAGECOACH EAST MIDLANDS	Monday to Saturday	Ashfield, Mans	140	Evening service, 3 return trips	£27,251.00
303/1/020	STAGECOACH EAST MIDLANDS	Sunday and B/H	Bassetlaw	22	All journeys except 1330,1530,1730,1930 Worksop-Bircotes	£11,764.00
401/3/017	NCT	Sunday and B/H	G,N	100	Supports hourly frequency	£18,988.00
401/5/516	TRENTBARTON	Sunday and B/H	Broxtowe	20	Supports hourly frequency Nottm-Beeston-Stapleford	£6,241.00
401/8/100	TRENTBARTON	Monday to Saturday	Rushcliffe	RL	Nottm-E.Bridgford	£10,440.15
401/9/175	TRENTBARTON	Monday to Friday	Rushcliffe	L3	Nottm-E.Bridgford	£7,787.34
401/9/186	TRENTBARTON	Monday to Saturday	Rushcliffe	L2	2245 via E.Bridgford/Gunthorpe	£3,873.50
701/1/008A	STAGECOACH EAST MIDLANDS	Monday to Saturday	Bassetlaw	42, 43	Enhanced frequency on Retford-Worksop (ERDF Funding)	£187,593.00
701/1/008B	STAGECOACH EAST MIDLANDS	Sunday and B/H	Bassetlaw	7C, 43	Worksop-Shireoaks, Worksop-Retford	£14,979.00
701/1/013	STAGECOACH EAST MIDLANDS	Sunday and B/H	BA	21, 25	Extension of Sunday journeys to Harworth	£12,448.00
701/1/032	TM TRAVEL	Monday to Saturday	Bassetlaw, Nev	34,44	Tuxford-W Notts, Worksop-Retford incl Hallcroft	£90,874.00
701/3/008	STAGECOACH EAST MIDLANDS	Th,F,Sat	Newark	1,2,4,67	Provides evening town services	£29,582.00
702/3/001	MARSHALLS	Sunday and B/H	Newark, Rushc	90	Supports hourly frequency	£20,846.00
702/3/002	MARSHALLS	Monday to Saturday	Newark, Rushc	90	Evening frequency enhancement	£14,984.00
702/8/001	TRENTBARTON	Monday to Saturday	Rushcliffe	RC	Extension of service to the business park, 0700-1800	£42,099.00

**£855,245.54**







## Schedule C Contracts to be reviewed in 2014

### Contracts to be reviewed during 2014

201/3/179	MARSHALLS	Monday to Saturday	N	39B	Supports extension of service to Normanton, Grassthorpe	£46,924.25
201/3/241	STAGECOACH	Monday to Friday	N	1	0715,0745 to Balderton	£2,332.66
201/3/242	STAGECOACH	Monday to Friday	N	2	0645 to Coddington (see 201/3/241)	£1,323.19
201/3/243,247	STAGECOACH EAST MIDLA	Monday to Saturday	N	1	Newark Area	£20,547.00
201/3/244	STAGECOACH	Monday to Friday	N	1	0735 Newark to Lincoln Rd return trips(see 201/3/241)	£4,789.29
201/3/246	STAGECOACH	Monday to Friday	N	2	1805 Newark to Lincoln Rd return trips(see 201/3/241)	£1,783.65
201/3/248	MARSHALLS	Monday to Friday	N	39	Timetable now 1915 ex Newark service 37a	£12,123.76
201/3/250	MARSHALLS	Monday to Saturday	N	39	Support for route extension and frequency	£8,524.75
201/3/251	MARSHALLS	Monday to Saturday	N,BA	37	Support for peak hour additional capacity	£14,615.60
201/3/252	MARSHALLS	Monday to Saturday	N	37	Support for peak frequency	£9,924.70
201/3/254	STAGECOACH	Monday to Saturday	N	29	Support for off-peak Southwell to Newark	£30,597.60
301/1/178	STAGECOACH	Monday to Saturday	BA	22	0515 Worksop-Doncaster, 0609 Donc-Works	£22,335.15
301/1/180	STAGECOACH EAST MIDLA	Monday to Saturday	BA	21	Support for evening services after 1830	£41,351.90
301/1/182	STAGECOACH	Monday to Friday	BA	43	0706,0736 Wensleydale-Worksop	£5,234.00
301/1/185	STAGECOACH	Monday to Saturday	BA	65	Support for 0623,0643,0713 Worksop-Shireoaks returns	£11,248.40
301/1/216	STAGECOACH	Monday to Friday	BA	60B/C	0500 Bircotes-Worksop, 0510 Langold-Worksop	£13,722.72
301/1/217	STAGECOACH	Monday to Saturday	BA	43	All journeys except 0500,0510	£124,882.00
301/1/221	STAGECOACH	Monday to Saturday	BA	45	All journeys before 1830	£35,967.60
301/1/223	STAGECOACH	Monday to Saturday	BA	44	Extends all journeys to Kingston Close	£3,309.25
301/2/206	STAGECOACH EAST MIDLA	Monday to Saturday	M	11	Support for evening services after 1845	£22,222.00
301/3/066	TRENTBARTON	Monday to Saturday	A	141	Provides services for Linby, Papplewick	£30,725.70
301/3/068	STAGECOACH	Monday to Saturday	N	27	Extends service to Eakring	£17,961.45
401/3/018	NCT	Monday to Saturday	G,N	100	Support for evening hourly frequency	£46,116.00
401/7/408	TRENTBARTON	Monday to Friday	G	CC	0653 ex Oxton-Nottm	£4,829.77
401/7/409	TRENTBARTON	Monday to Friday	G	CC	1735 ex Nottm-Oxton	£3,218.16
401/7/411	TRENTBARTON	Saturday Only	G	CC	0723 ex Oxton-Nottm	£495.56
701/1/005-7	STAGECOACH	Monday to Saturday	BA	27,29,4A,23	Concession support for Retford-Bawtry RHA	£263,060.97
701/1/009	STAGECOACH	Monday to Sunday	BA	RHA	Support for 27,29, N.E Bassetlaw services	£160,921.00
701/1/010	STAGECOACH	Monday to Saturday	BA	21, 22, 25	Additional vehicle to replace service 31	£69,762.65
701/1/011	STAGECOACH	Monday to Saturday	BA	31	Concessions support for Worksop-Blyth	£101,951.46
701/1/012	STAGECOACH EAST MIDLA	Monday to Saturday	BA	21, 25	Extension of evening journeys to Harworth	£28,050.00
701/3/006	TRAVEL WRIGHT	Monday to Saturday	N	31, 14, 14A, 335	Bilsthorpe, Eakring Ollerton, 2 hourly Ollerton, Bothamsall, Elkesley to Retford	£86,254.00
701/3/010	TRAVEL WRIGHT	Monday to Saturday	N	32, 33, 35		£217,180.65
701/3/011	TRAVEL WRIGHT	Monday to Saturday	N	67 920	Semi fixed route for villages North of Collingham 0800-1800	£92,896.90
701/3/101	STAGECOACH	Monday to Saturday	N,R	54	Commuter time only service	£29,852.49
701/3/106	STAGECOACH	Monday to Saturday	N,R	54	Commuter time only service	£26,453.49
701/3/115	MARSHALLS	Monday to Saturday	R	54,54a,969	Commuter time service and off peak extension to service 91	£111,240.00
					Fiskerton, Hoveringham area to Southwell on 3 days, Kirklington, Mapplebeck area	
701/3/120	Cotswold	Monday to Friday	N	3,30,643	2 days += Norwell Primary	£59,619.45
701/3/130	TRAVEL WRIGHT	Monday to Saturday	N,BA	36	Laxton, Egmanon, Ollerton, Askham, Upton to Retford	£117,111.00
701/3/135	Cotswold	Monday to Saturday	N	40	Day Centre service and Fernwood, Barnby off peak shopper	£77,726.20

702/1/005	STAGECOACH		BA	96,97	Support for Retford - Gainsborough service frequency	£118,599.00
702/1/010	STAGECOACH	Monday to Saturday	Ba	S Arrow	Incl Dukeries school	£272,060.00
702/1/011	STAGECOACH	Sunday and B/H	Ba	S Arrow	Supports Sunday access to Sherwood visitor centre	£11,700.00
702/3/003	MARSHALLS	Monday to Saturday	N	37	Peak enhancements including school movements	£45,676.80
702/3/004	STAGECOACH	School Terms	N	28	Farndon-Newark-Southwell extension for schools	£25,555.13
704/8/001	SOAR VALLEY BUS	Monday to Friday	R	S V	Support for registered shopping routes	£15,764.43
						£2,468,541.73







## Stagecoach East Midlands

Contract to be withdrawn	201/3/226	Stagecoach East Midlands	Sunday and B/H	29,29A	Mansfield-Bilsthorpe
Contract to be withdrawn	201/3/243,247	Stagecoach East Midlands	Monday to Saturday	1	Newark Area
Contract to be withdrawn	301/1/180	Stagecoach East Midlands	Monday to Saturday	21	Support for evening services after 1830
Contract to be withdrawn	301/1/183	Stagecoach East Midlands	Monday to Friday	43	Support for 1333,1433,1533,1633,1738 Worksop-Manton returns
Contract to be withdrawn	301/1/187	Stagecoach East Midlands	Monday to Saturday	44, 42	Evening Worksop-Manton services after 1815
Contract to be withdrawn	301/1/190	Stagecoach East Midlands	Monday to Saturday	4A,7	Evening Kilton-Shireoaks service from 1826
Contract to be withdrawn	301/1/218	Stagecoach East Midlands	Sunday and B/H	43	0505,2100 Worksop-Manton Wood-2204 Manton Wood-Worksop
Contract to be withdrawn	301/2/190	Stagecoach East Midlands	Monday to Friday	1	0448 Sutton-Mans Woodhouse, 0509 return
Contract to be withdrawn	301/2/191	Stagecoach East Midlands	Monday to Friday	1	0445 Sutton-Huthwaite, 0510 Huthwaite -Woodhouse
Contract to be withdrawn	301/2/192	Stagecoach East Midlands	Monday to Friday	5	0600,0630Mansfield-Bull Farm
Contract to be withdrawn	301/2/193	Stagecoach East Midlands	Monday to Friday	7	0547,0607,0627 Mansfield-Ladybrook
Contract to be withdrawn	301/2/194	Stagecoach East Midlands	Monday to Friday	16	0510 Mansfield-Clipstone 0530 return
Contract to be withdrawn	301/2/195	Stagecoach East Midlands	Monday to Friday	16	0600 Mansfield-Clipstone 0620 return
Contract to be withdrawn	301/2/196	Stagecoach East Midlands	Monday to Saturday	16	0633 Mansfield-Clipstone 0655 return
Contract to be withdrawn	301/2/199	Stagecoach East Midlands	Monday to Friday	1	0545,0605 Mansfield -Woodhouse
Contract to be withdrawn	301/2/201	Stagecoach East Midlands	Monday to Saturday	27	2250 Mansfield - Bilsthorpe
Contract to be withdrawn	301/2/206	Stagecoach East Midlands	Monday to Saturday	11	Support for evening services after 1845
Contract to be withdrawn	301/2/214	Stagecoach East Midlands	Sunday and B/H	11	All journeys except 1045,1245 MV return
Contract to be withdrawn	301/2/215	Stagecoach East Midlands	Sunday and B/H	7, 16	0904 ex Ladybrook, 1057 return
Contract to be withdrawn	301/2/216	Stagecoach East Midlands	Sunday and B/H	140	Mansfield - Sutton, support for whole service
Contract to be withdrawn	301/2/217	Stagecoach East Midlands	Sunday and B/H	10A	Mansfield-Sherwood Visitor Centre, whole service
Contract to be withdrawn	301/2/220	Stagecoach East Midlands	Sunday and B/H	7	2217 Mansfield-Oak Tree
Contract to be withdrawn	301/2/221	Stagecoach East Midlands	Sunday and B/H	13, 15	2020 onwards Mansfield-Walesby
Contract to be withdrawn	301/3/064	Stagecoach East Midlands	Sunday and B/H	28A	0955,1155,2055 Mansfield-Blidworth return
Contract to be withdrawn	301/4/200	Stagecoach East Midlands	Monday to Saturday	140	Evening service, 3 return trips
Contract to be withdrawn	303/1/020	Stagecoach East Midlands	Sunday and B/H	22	All journeys except 1330,1530,1730,1930 Worksop-Bircotes
Contract to be withdrawn	701/1/008A	Stagecoach East Midlands	Monday to Saturday	42, 43	Enhanced frequency on Retford-Worksop (ERDF Funding)
Contract to be withdrawn	701/1/008B	Stagecoach East Midlands	Sunday and B/H	7C, 43	Worksop-Shireoaks, Worksop-Retford
Contract to be withdrawn	701/1/012	Stagecoach East Midlands	Monday to Saturday	21, 25	Extension of evening journeys to Harworth
Contract to be withdrawn	701/1/013	Stagecoach East Midlands	Sunday and B/H	21, 25	Extension of Sunday journeys to Harworth
Contract to be withdrawn	701/3/008	Stagecoach East Midlands	Th,F,Sat	1,2,4,67	Provides evening town services

Revised service to be procured	301/3/055	Stagecoach East Midlands	10
Revised service to be procured	701/1/004	Stagecoach East Midlands	MISS PHON
Revised service to be procured	701/1/009	Stagecoach East Midlands	30
Revised service to be procured	701/1/031	Stagecoach East Midlands	9
Revised service to be procured	901/9/016	Stagecoach East Midlands	55

Contracts to be reviewed	201/1/234	Stagecoach East Midlands	Monday to Saturday		96 Retford-Gainsborough
Contracts to be reviewed	201/1/235	Stagecoach East Midlands	Monday to Saturday		97,98,99 Various Misterton / Retford
Contracts to be reviewed	201/1/236	Stagecoach East Midlands	Monday to Saturday		97 West Stockwith Diversion
Contracts to be reviewed	201/3/241	Stagecoach East Midlands	Monday to Friday	1	0715,0745 to Balderton
Contracts to be reviewed	201/3/242	Stagecoach East Midlands	Monday to Friday	2	0645 to Coddington (see 201/3/241)
Contracts to be reviewed	201/3/244	Stagecoach East Midlands	Monday to Friday	1	0735 Newark to Lincoln Rd return trips(see 201/3/241)
Contracts to be reviewed	201/3/246	Stagecoach East Midlands	Monday to Friday	2	1805 Newark to Lincoln Rd return trips(see 201/3/241)
Contracts to be reviewed	201/3/254	Stagecoach East Midlands	Monday to Saturday	29	Support for off-peak Southwell to Newark
Contracts to be reviewed	301/1/178	Stagecoach East Midlands	Monday to Saturday	22	0515 Worksop-Doncaster, 0609 Donc-Works
Contracts to be reviewed	301/1/182	Stagecoach East Midlands	Monday to Friday	43	0706,0736 Wensleydale-Worksop
Contracts to be reviewed	301/1/185	Stagecoach East Midlands	Monday to Saturday	65	Support for 0623,0643,0713 Worksop-Shireoaks returns
Contracts to be reviewed	301/1/216	Stagecoach East Midlands	Monday to Friday	60B/C	0500 Bircotes-Worksop, 0510 Langold-Worksop
Contracts to be reviewed	301/1/217	Stagecoach East Midlands	Monday to Saturday	43	All journeys except 0500,0510
Contracts to be reviewed	301/1/221	Stagecoach East Midlands	Monday to Saturday	45	All journeys before 1830
Contracts to be reviewed	301/1/222	Stagecoach East Midlands	Monday to Saturday		44 Worksop-Bassetlaw Hosp
Contracts to be reviewed	301/1/223	Stagecoach East Midlands	Monday to Saturday	44	Extends all journeys to Kingston Close
Contracts to be reviewed	301/3/068	Stagecoach East Midlands	Monday to Saturday	27	Extends service to Eakring
Contracts to be reviewed	701/1/005-7	Stagecoach East Midlands	Monday to Saturday	27,29,4A,23	Concession support for Retford-Bawtry RHA
Contracts to be reviewed	701/1/010	Stagecoach East Midlands	Monday to Saturday	21, 22, 25	Additional vehicle to replace service 31
Contracts to be reviewed	701/1/011	Stagecoach East Midlands	Monday to Saturday	31	Concessions support for Worksop-Blyth
Contracts to be reviewed	702/1/002	Stagecoach East Midlands	Monday to Saturday		95
Contracts to be reviewed	702/1/003	Stagecoach East Midlands	Monday to Saturday		95 (peak)
Contracts to be reviewed	702/1/004	Stagecoach East Midlands	Monday to Saturday		95
Contracts to be reviewed	702/1/005	Stagecoach East Midlands	Monday to Saturday		96, 97, 697
Contracts to be reviewed	702/1/010	Stagecoach East Midlands	Monday to Saturday	S Arrow	Incl Dukeries school
Contracts to be reviewed	702/1/011	Stagecoach East Midlands	Sunday and B/H	S Arrow	Supports Sunday access to Sherwood visitor centre
Contracts to be reviewed	702/3/004	Stagecoach East Midlands	School Terms	28	Farndon-Newark-Southwell extension for schools

Contract ending 31/12/16	701/3/101	Stagecoach East Midlands	Monday to Saturday	54	Commuter time only service
Contract ending 31/12/16	701/3/106	Stagecoach East Midlands	Monday to Saturday	54	Commuter time only service

## Trentbarton

Contracts to be withdrawn	301/3/075	Trentbarton	Monday to Saturday
Contracts to be withdrawn	401/5/516	Trentbarton	Sunday and B/H
Contracts to be withdrawn	401/8/100	Trentbarton	Monday to Saturday
Contracts to be withdrawn	401/9/175	Trentbarton	Monday to Friday
Contracts to be withdrawn	401/9/186	Trentbarton	Monday to Saturday
Contracts to be withdrawn	702/8/001	Trentbarton	Monday to Saturday

Revised service to be procured	401/5/165	Trentbarton
Revised service to be procured	701/8/005-6	Trentbarton

Contracts to be reviewed	301/3/066	Trentbarton	Monday to Saturday
Contracts to be reviewed	401/7/408	Trentbarton	Monday to Friday
Contracts to be reviewed	401/7/409	Trentbarton	Monday to Friday
Contracts to be reviewed	401/7/411	Trentbarton	Saturday Only

141 Enhances evening frequency  
20 Supports hourly frequency Nottm-Beeston-Stapleford  
RL Nottm-E.Bridgford  
L3 Nottm-E.Bridgford  
L2 2245 via E.Bridgford/Gunthorpe  
RC Extension of service to the business park, 0700-1800

AMB  
22

141 Provides services for Linby, Papplewick  
CC 0653 ex Oxton-Nottm  
CC 1735 ex Nottm-Oxton  
CC 0723 ex Oxton-Nottm

## Marshalls

Contracts to be withdrawn	201/3/231	MARSHALLS	Sunday and B/H
Contracts to be withdrawn	702/3/001	MARSHALLS	Sunday and B/H
Contracts to be withdrawn	702/3/002	MARSHALLS	Monday to Saturday

Contracts to be reviewed	201/3/179	MARSHALLS	Monday to Saturday
Contracts to be reviewed	201/3/248	MARSHALLS	Monday to Friday
Contracts to be reviewed	201/3/250	MARSHALLS	Monday to Saturday
Contracts to be reviewed	201/3/251	MARSHALLS	Monday to Saturday
Contracts to be reviewed	201/3/252	MARSHALLS	Monday to Saturday
Contracts to be reviewed	702/3/003	MARSHALLS	Monday to Saturday
Contracts to be reviewed	701/3/115	MARSHALLS	Monday to Saturday

37A, 39	Newark-Tuxford/Retford
90	Supports hourly frequency
90	Evening frequency enhancement
39B	
39	Timetable now 1915 ex Newark service 37a
39	
37	
37	
37	Peak enhancements including school movements
54,54a,969	Commuter time service and off peak extension to service 91

## NCT

Contracts to be withdrawn	401/3/017	NCT	Sunday and B/H
Contracts to be withdrawn	401/3/018	NCT	Monday to Saturday
Revised service to be procured	901/9/001	NCT	

100	Supports hourly frequency	sun
100	Support for evening hourly frequency	eve

## TM Travel

Contracts to be withdrawn	701/1/032	TM TRAVEL	Monday to Saturday
Revised service to be procured	701/1/030	TM TRAVEL	
	701/1/033	TM TRAVEL	

34,44 Tuxford-W Notts, Worksop-Retford incl Hallcroft daily

8,83

89/90

**21<sup>st</sup> May 2014****Agenda Item:4****REPORT OF THE SERVICE DIRECTOR – TRANSPORT, PROPERTY &  
ENVIRONMENT****TRAVEL & TRANSPORT SERVICES – FLEET MANAGEMENT SERVICE  
BUSINESS PLAN.****Purpose of the Report**

1. To seek approval from Committee to progress with Business Planning proposals for Travel & Transport Services (TTS) Fleet Management service area.

**Background**

2. Fleet Management Services (FMS) cover all functions from the procurement of vehicles and plant right through to their disposal i.e. identify need, plan, buy, prepare for use, maintain, dispose.
3. The FMS team currently manage this process for approximately 500 NCC fleet vehicles and 1200 items of plant. In addition, some of these services are provided for external vehicles, such as a VOSA Authorised Testing service for heavy goods vehicles and MOT testing and vehicle maintenance services for externally owned vehicles.
4. The vehicle and plant maintenance element of this service area was transferred from the Highways Group to the TTS Group in May last year so this is a relatively new function within TTS. The integration of this into the wider fleet management function has been managed through a carefully thought out project plan which has been delivered in three phases. Progress reports on each phase were presented to this Committee in July and October 2013.
5. The service is now in the final phase of the project and this report outlines proposals to take it forward into the future in an efficient, effective and sustainable way.

**Progress since previous report**

6. Since reporting to Committee in October 2013, one of the three operating vehicle maintenance workshops across the county has closed down. Retford workshop closed at the end of March in line with the full closure of the site as a Highways Operations and Vehicle Maintenance depot. The vehicle maintenance staff, equipment and workload have been transferred mainly to the Bilsthorpe workshop. A small external contract with the Environment Agency has been lost due to the move.
7. Overall, the improvement work undertaken to date has resulted in a favourable turnaround of the financial situation in respect of this service. From a starting point of a recorded financial deficit, the outturn for 2013/14 is showing a financial surplus.
8. A full review of service needs, work volumes, operating procedures, procurement methodology, staffing requirements and workshop facilities has been undertaken.
9. A business plan, informed by this review and focusing on the fleet maintenance service area, has been developed and is outlined in the next part of this report. The business plan is based on growth and sustainability.

## **FMS Proposed Business Plan**

### Business Objectives:

10. To provide an efficient and seamless, end to end fleet management service from procurement through to the disposal of County Council operated vehicles whilst meeting the Council's duty of care obligations to provide a safe, legal and efficient fleet and associated support services. The service must be cost-effective and delivered within the available budget.

### Current Fleet Maintenance Situation

11. The service operates from one main site at Bilsthorpe and one subsidiary site at Gamston. In addition there is some mobile provision including an 'out of hours' breakdown service.
12. Bilsthorpe workshop is made up of thirteen bays which include facilities for:
  - MOT Testing for vehicle classes 4, 5 & 7
  - VOSA Authorised HGV Testing
  - Maintenance of all vehicle categories
  - Maintenance of all types of plant equipment

The thirteen bays are a mixture of heavy and light vehicle facilities which can be alternatively used as 16 bays for light vehicles, 3 bays for plant work and 2 vehicle testing lanes.

13. There are approximately 175 vehicles that are based in the south of the county which are taken to Bilsthorpe depot, located in the north of the county, for all

their testing, servicing and repair work. This is usually a two-hour round trip covering some 40 + miles.

14. Gamston workshop is small and only contains facilities to cater for minor running repairs.
15. The majority of work undertaken across the service is in respect of County Council operated vehicles and plant with a small amount of external work.
16. Management and support staff at Bilsthorpe perform duties across the whole Fleet Management Services spectrum.
17. With the closure of the Retford workshop and other recent changes, Bilsthorpe is now a very busy workshop and capacity is becoming an issue. Productivity levels have risen in recent months from 64% to 89%. Around 500 vehicles and 1200 items of plant are being regularly maintained and this may well increase as a result of new vehicle procurement actions currently being introduced by the corporate procurement team.
18. To give a flavour of what the volume of work looks like – 500 vehicles require around 1300 workshop visits a year on planned maintenance alone. Further unplanned repair work would account for over 3000 visits a year. These visits vary from quite minor repairs through to major work.
19. Current operational staffing levels are:  
5 Supervisors  
14 Technicians  
7 vacancies (being held pending review outcome and apprenticeship recruitment)
20. Much work has been done in recent months to attract more external business in order to increase revenue/reduce costs for the Council and to strengthen the sustainability of the service. Other Local Authorities in the area have been approached with a view to joint working and some marketing across the commercial, education, adult care and voluntary sector has been undertaken.

#### Future Business

21. The corporate procurement team is reviewing vehicle leasing and purchasing arrangements which may result in additional internal fleet maintenance work. Information provided by the procurement team already indicates that there will be an extra 50 Highways vehicles changing over from leased arrangements to owned vehicles therefore these will be maintained in-house rather than by the leasing company in future.
22. Recent marketing has identified the potential to bring in additional work from external organisations but there is currently insufficient workshop capacity to cope with this.  
Some of the interested parties require a service in the South of the county. An expansion plan has been developed, based on market research to date, and

this indicates a need for additional capacity both in the North and South of the county.

### Delivery Options

23. For the short to medium term, two options have been given serious consideration:

#### **Option 1 – Increase Capacity at Bilsthorpe and Gamston**

- Increasing capacity at Bilsthorpe through extending the operating week by 16 hours as this can be done within the scope of a standard working day (6.30am to 6.30pm) that will not generate additional staffing costs through pay enhancements
- Making improvements to the Gamston site and equipping it to operate two service bays which is the maximum possible in such a small workshop.

This option is not attractive due to the capital costs involved, the restrictions that exist – such as height clearance for ramp work due to asbestos in the roof area, and the limitations associated with only two service bays.

#### **Option 2 – Increase Capacity at Bilsthorpe and West Bridgford**

- Increasing capacity at Bilsthorpe through extending the operating week by 16 hours as this can be done within the scope of a standard working day (6.30am to 6.30pm) that will not generate additional staffing costs through pay enhancements
- Close the operating workshop at Gamston
- Establishing a strong base in the South of the county through extending a current leased area at the Abbey Road Depot, West Bridgford which is owned by Rushcliffe Borough Council.

The Lease is short term (to October 2017) and subject to annual review therefore there is no long term liability. The additional lease cost represents extremely good value for money and provides a ready-made plant and vehicle maintenance facility, including MOT testing. The lease cost is an all-in amount for rent, utilities etc, which also includes use of a 9 bay (or 4 HGV/1 light) workshop with separate plant workshop, all the equipment and the equipment maintenance. A Health and Safety inspection has been undertaken by NCC corporate Health and Safety staff and the report recommends the facility as being a suitable and safe environment with all facilities meeting the required standards.

This is the preferred option as it provides sufficient capacity, with low risk, to start and deliver the business expansion programme whilst more major changes are being considered by the Council for the future of services, including shared services with other Local Authorities.

### Staffing Levels

24. The proposed staffing levels to support the business expansion programme are:

	Yr 1	Yr 2	Yr 3	
<i>Current</i>				
Supervisors/Chargehands	4	4	4	5
Technicians	16	18	19	14
Apprentices	3	3	3	0
Vacancies	3	1	0	7
<b>Totals</b>	<b>26</b>	<b>26</b>	<b>26</b>	<b>26</b>

### Financial Impact

25. Whilst there will be an element of re-investment in the service to support new premises

costs prior to full implementation of the expansion programme, once the targets have been reached, there will be ongoing savings for the Council which will increase year on year until maximum capacity is reached. The first year of operation will incur a small additional cost of around £3,500. Savings will be realised mainly through the closure of the Gamston workshop and removing the need for southern based vehicles to travel all the way to Bilsthorpe for maintenance work.

Business growth in the following table has made an assumption of a 10% profit margin on new work and contains conservative estimates.

### Cost Matrix for Preferred Option (Using Financial Years)

	Year 1 2014/15 (Part Yr)	Year 2 2015/16	Year 3 2016/17
Extra Costs	£62,500	£75,000	£75,000
Savings	£36,750	£49,000	£52,750
Business Growth	£22,300	£50,000	£70,000
<b>Net Surplus</b>	<b>(£3,450)</b>	<b>£24,000</b>	<b>£47,750</b>

## Conclusion

26. Adopting the preferred option will provide a strong foundation for a sustainable in-house Fleet Management service. A sustainable service will lead to more secure employment for staff and, through the expansion plans there will be more capacity to take on young apprentices – an important feature of future workforce planning.
27. This will also provide a starting point for a collective, strategically positioned maintenance service across the county which could provide stronger, more cost-effective support across a range of public service organisations.

## **Reason for Recommendation**

28. To enable implementation of the FMS Business Plan.

## **Statutory and Policy Implications**

29. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working 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**

30. The recommended option for future delivery, whilst incurring a small extra cost in the first year, will thereafter generate savings for the County Council. The deficit in the first year can be offset against underspends elsewhere in Transport and Travel Services.

## **RECOMMENDATIONS**

- 1) To approve the implementation of the FMS Business Plan.

**Mark Hudson**  
**Group Manager, Transport and Travel Services**

**For any enquiries about this report please contact:**

**Mary Roche, Team Manager, Transport and Travel Services**

**Constitutional Comments (SG 13/5/2014)**

31. The Committee is the appropriate body to consider the contents of this report. By virtue of its Terms of Reference the Committee has responsibility for transport.

#### **Financial Comments (TMR 12/5/2014)**

32. The financial implications are set out in the report. Ongoing surpluses are indicative and require growth from external business which cannot be guaranteed.

#### **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.

None.

#### **Electoral Divisions and Members Affected**

All





**21<sup>st</sup> May 2014**

**Agenda Item:5**

## **REPORT OF SERVICE DIRECTOR, HIGHWAYS**

### **NOTTINGHAMSHIRE EXPRESS TRANSIT: NOTTINGHAM – TOTON FINANCIAL ASSISTANCE PACKAGE**

#### **Purpose of the Report**

1. To determine whether to consider requests for financial assistance from businesses located beyond the defined Financial Assistance Package (FAP) area where it is considered that NET extension works have had an adverse impact upon business and a fall in income as a result can be demonstrated.

#### **Background**

2. A FAP is currently in operation for small businesses along Chilwell Road to assist in dealing with difficult trading conditions during the NET Phase 2 construction works. The scheme is discretionary and does not fall within the national compensation code which applies to schemes such as NET.
3. The terms of the FAP were set out in a report to County Council at its meeting of 22nd February 2007 and were based upon consultation with local traders and applying knowledge of the scheme which was used during construction of NET line 1 in Hyson Green. The details of the scheme were included as part of the Public Inquiry held in November 2007. The FAP is available to businesses operating within a defined geographical area where it is considered the impact of the works will have a significant detrimental effect upon trading conditions.
4. At the County Council meeting of 24<sup>th</sup> September 2009 the authority resolved that the policy on NET Phase Two be changed to ceasing to be a Promoter of the project and, as a consequence, no longer meet the costs of the Chilwell FAP.
5. At the County Council Meeting of 27th January 2011 the authority determined to complete the necessary legal settlement deed to withdraw its support for the NET Line 2 and 3 extensions and as such no longer be joint promoter of the project. However, it was agreed at Full Council that despite the withdrawal of County Council support for the project it would enter into a 50% funding arrangement with Nottingham City Council to continue to support an agreed FAP designed to support local traders in the Chilwell High Road area during the construction phase of the Tram. This is an exceptional arrangement which acknowledges that

the scale of the works which will be immediately adjacent to the businesses in this area is significant and will create very difficult trading conditions during the period they are in situ.

6. The FAP came into effect on 14th January 2013 following the start of significant utility diversion work on Chilwell Road. The road was closed to through traffic in March 2013 with that position originally expected to remain for 12 months. The closure of the road was accompanied by a number of parking, logistical and marketing initiatives and the provision of a 'Shoplark' bus to encourage people to continue to visit the area and to support the businesses.
7. Since the road was closed, traders on Chilwell Road have expressed considerable concern about the difficult trading conditions. Following representations from traders' representatives the City and County Councils agreed to remove the annual cap of £13,500 from the scheme and to set up a separate hardship fund to be allocated to traders who could demonstrate a genuine threat to their business as a result of the works. A fund of £50,000 was made available jointly by the City and County, and the fund is administered by Broxtowe Borough Council. A further £25,000 from each authority has subsequently been approved to assist traders further as work continues. These funding levels were agreed at the Transport and Highways Committee meetings on 31<sup>st</sup> October 2013 and 20<sup>th</sup> March 2014.
8. The current programme shows that the main works at Chilwell Road/High Road will be substantially completed during July 2014. Most of the utility works are now complete and with effective management and appropriate resource levels for the remaining works to be undertaken directly by the main contractor, Taylor Woodrow Alston (TWA), it is considered possible to complete these works in this timescale.
9. At the meeting of the County Council on 16<sup>th</sup> January 2014 it was resolved that the County Council recognises the huge social, economic and environmental benefits the tram brings to the City of Nottingham and the areas of Nottinghamshire it serves. Also that the County Council will, in principle, support the future development of the tram by working in partnership with the District and Borough Councils and Nottingham City Council.

### **Payments made under the Financial Assistance Package.**

10. Up to 28<sup>th</sup> April 2014 30 businesses within the defined area have made successful requests for assistance under the terms of the FAP with the average award per business being £8236. The total payments made under through the FAP scheme as of 28<sup>th</sup> April 2014 is £247,085 this being funded on a 50:50 basis between the County and City Councils.
11. The scheme is administered by Bruton Knowles Property Consultants on behalf of the County and City Councils, applicants are required to provide robust evidence of the fall of income by supplying full accounts.

12. Financial assistance is available to all traders and businesses with a frontage onto Chilwell High Road / Chilwell Road, between the junctions with Middle Street and Bridge Avenue. The area of assistance also includes roads that access from Chilwell High Road / Chilwell Road which do not have alternative access. The area is as defined and shown on the attached drawing – Financial Assistance Area (Chilwell Road, Chilwell High Road).
13. The eligibility rules are similar to those that applied to the scheme for the Hyson Green shopping area during the construction of NET Line One. To qualify, businesses need to have a turnover of less than £500,000, which reflects the fact that larger businesses are considered to be better able to cope with the disruption. The scheme provides a contribution to loss of gross profit of between 50% and 70% depending on the size of the business, with the smallest businesses receiving the highest contribution. The scheme operates whilst significant construction works are taking place in the vicinity of the business, and for a 'recovery' period afterwards of one third of the time of the construction works.

### **Businesses outside of the Financial Assistance Package Area**

14. Representations have been received from traders outside of the defined FAP area that the impact on trade is not restricted to within the area alone. In light of these the County Council and City Council have agreed to consider applications for financial assistance from businesses outside of the previously defined area. Any such application, in order to be considered eligible to be included in the FAP, will be required to demonstrate that significant works have had a direct impact upon business and a resultant fall in income can be demonstrated. Should a business be considered eligible then the FAP criteria will apply to the application during the period of the works which have had the direct impact upon income.
15. The sentence below provides guidance for anyone outside of the FAP area considering making a claim:

*If you consider the works close to your premises have been significant with an adverse impact upon business and can demonstrate a fall in income as a direct result of the work then you are entitled to make a claim for financial assistance which will be considered in line with the agreed assessment method.*

16. The decision to consider applications from beyond the defined FAP area for assistance is intended to assist those businesses outside of the area that have been directly impacted upon by significant works, road closures or the removal of nearby parking and is not intended to support all local traders. An initial assessment will be carried out by officers within the Highway Division and if considered eligible requests for assistance will be referred to Bruton Knowles to liaise with the applicant and assess against the established FAP criteria.

### **Reasons for Recommendations**

17. It is recognised that the period during the NET extension construction is a worrying one for some local business proprietors due to the works. It is also recognised that a number of local businesses outside of the defined FAP area have been very directly impacted upon by the roadworks.
18. Whilst appreciating the challenging period which traders are facing, the introduction of the tram system and other improvements currently taking place will contribute to a regenerated and revitalised Beeston town centre from which it is hoped all local business can prosper.

## **Statutory and Policy Implications**

19. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

## **Financial Comments**

20. Any additional costs incurred through considering requests for assistance from traders outside of the defined FAP area are currently unfunded. A capital bid will be submitted to the Corporate Asset Management Group to request the necessary funding. The exempt appendix to this report seeks to give an indication of potential costs associated with extending the FAP area based on various numbers of financial assistance awards being made at the average payment made to date within the previously defined area.

## **RECOMMENDATION**

It is **RECOMMENDED** that:

the opportunity to claim for loss of income to businesses as a direct result of the tram construction work be extended to traders from outside the Financial Assistance Package area under the eligibility terms set out in paragraphs 13 to 15.

**Andy Warrington**  
**Service Director (Highways)**

**For any enquiries about this report please contact:**

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**Mike Barnett**  
**Team Manager (Major Projects and Improvements)**

### **Constitutional Comments (SHB)**

21. Committee have the power to decide the recommendation.

### **Financial Implications (GB 8/5/14 )**

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

### **. Electoral Division and Members Affected**

Beeston North  
Beeston South & Attenborough  
Chilwell & Toton



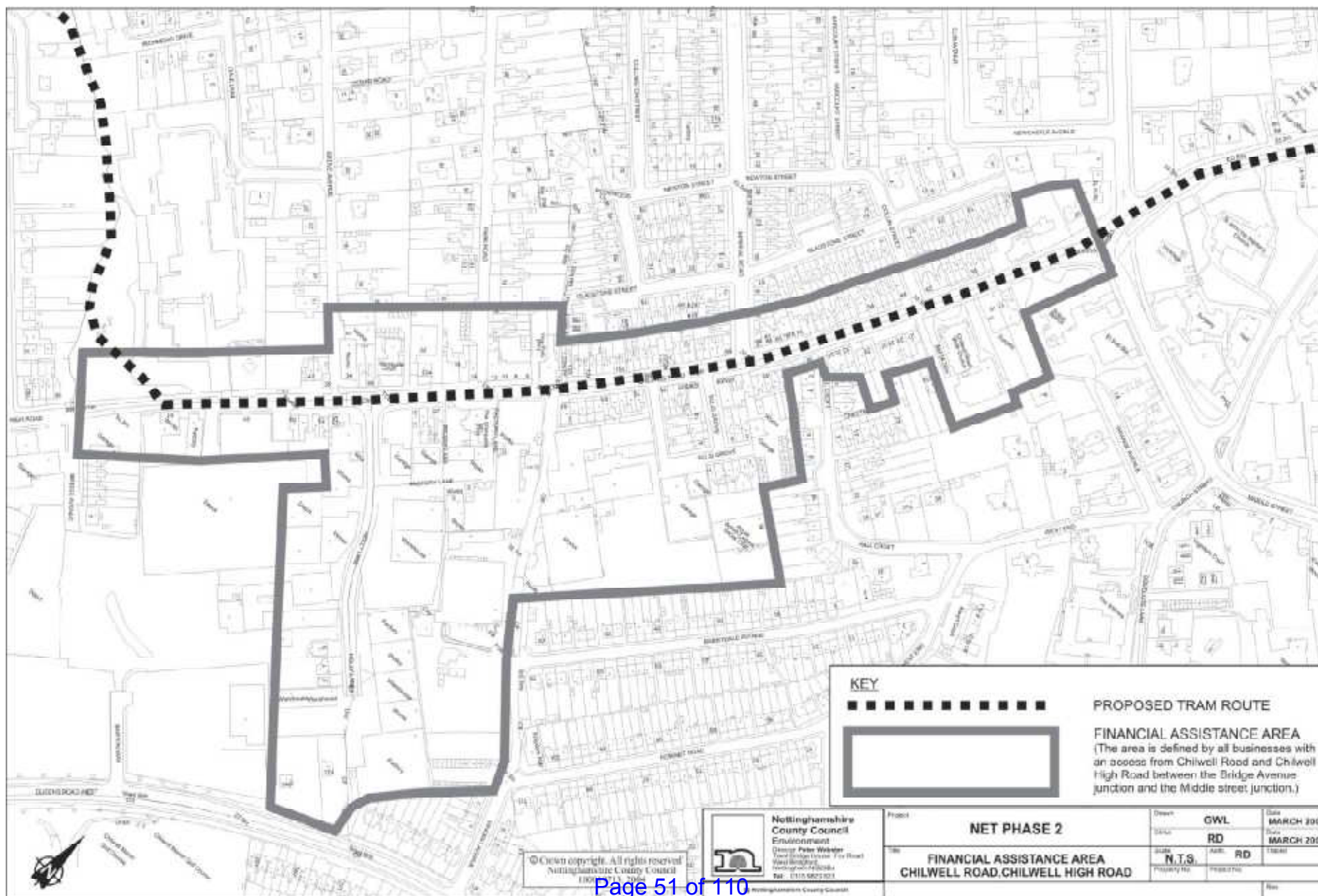
**CLAIMS TO DATE WITHIN DEFINED FAP AREA**

Business within FAP area	Awards made	Total	Average
80	30	£247,085	£8,236.16

**POTENTIAL FINANCIAL IMPACT OF EXTENDING THE FAP AREA**

Businesses beyond existing areas	Awards made	Total	Average
370	15	£123,540	£8,236.16
370	50	£411,800	£8,236.16
370	100	£823,600	£8,236.16
370	137	£1,235,400	£8,236.16
370	150	£1,128,332	£8,236.16
370	300	£2,470,800	£8,236.16







**21<sup>st</sup> May 2014****Agenda Item:6****REPORT OF SERVICE DIRECTOR, HIGHWAYS****HUCKNALL TOWN CENTRE IMPROVEMENT SCHEME – UPDATE AND  
COMPULSORY PURCHASE ORDERS (HIGHWAYS ACT 1980)****Purpose of the Report**

1. To seek approval to compulsorily acquire land and property to deliver the Hucknall Town Centre Improvement Scheme under sections 239, 240 and 246 of the Highways Act 1980, section 40 of the Road Traffic Regulation Act (RTRA) 1984, and the Acquisition of Land Act 1981.
2. To provide an update on recent progress on the scheme and to set out the next steps.

**Reason for the Report**

3. On January 9<sup>th</sup> 2014, Transport and Highways Committee gave approval to *'compulsorily acquire land and properties under section 239 of the Highways Act 1980 in order to deliver the Hucknall Town Centre Scheme'*.
4. The orders for the scheme have now been prepared, however it has been confirmed that the land will need to be acquired under sections 240 and 246 of the Highways Act 1980, as well as section 239. This report therefore seeks approval to acquire under all these sections of the Highways Act 1980 in addition to section 40 of the RTRA 1984 and the Acquisition of Land Act 1981.
5. In addition this report will provide an update to the Committee on recent progress on the scheme and the next steps being completed by highways.

**Scheme Details**

6. A scheme to construct a new road between Station Road and Annesley Road has been safeguarded for a number of years. The new road will enable part of the High Street (Baker Street to Watnall Road) to be pedestrianised and with improved junctions will reduce traffic congestion in the town and accommodate vehicular trips from proposed housing developments in and around the town. Pedestrianising the High Street will help to stimulate and regenerate the town by attracting inward investment.
7. The new road is 450m in length and has a design speed of 30mph. It lies approximately 90m to the north-east of the High Street and the layout is shown

on drawing H/JH13379/28 Rev A (Appendix 1). The road has been designed by the County Council's in-house Highway Design and Landscape Design teams.

8. Numerous alternative options for the road alignment have been tested and rejected and these have been the subject of previous reports. The current alignment is considered to be the best arrangement to deliver the stated objectives whilst minimising land take.

## **Update on Land Acquisition**

9. Several plots of land required to deliver the road scheme have been acquired via negotiation over a number of years. A further four plots were acquired in 2013, with the acquisition of one more plot expected to complete in the near future.
10. There are six further plots to be acquired and discussions are advanced with most of the land owners (see Appendix 2). Whilst every endeavour will be made to acquire lands via negotiation, in order to ensure scheme delivery it is standard practice that Compulsory Purchase Order (CPO) powers are progressed simultaneously with land acquisition.
11. The land acquired will be for highway purposes to construct the new road and its connections, to divert watercourses and provide parking space and landscaping. Plots 1, 2 and 3 are required to provide a new connecting road from Albert Street to the new road and to provide a short diversion to the Baker Lane brook. Plots 4 and 5 are required to provide the bus link which will connect from the new road to the High Street. Plot 6 is required to provide the new road and areas of associated landscaping.

## **Update On Scheme Design**

12. As Members will be aware flood events in the area have been subject of much concern and were subject to representation at the Planning and Licensing Committee on 10<sup>th</sup> December 2013 where approval for the scheme was granted.
13. The scheme submitted to the planning authority proved that the new road did not make flooding worse; however a commitment was given that during the detailed design stage, every effort would be made to incorporate suggestions from the ongoing Flood Study for the town to provide an improvement. As a result, and since planning approval was granted, the County Council's design group have progressed the drainage design working closely with the Flood Risk Management team and also in partnership with the Environment Agency and Severn Trent Water. Subject to further modelling tests, the design group are confident that a scheme can be designed that will now offer an improvement to the flooding issues experienced in the Thoresby Dale area.
14. In order to offer improvement to the flooding issues it is proposed that a series of oversized pipes under the new road are installed, that will act to divert flood waters away from the Thoresby Dale area. These pipes will have connections to the existing Severn Trent system and Baker Lane Brook and will enable highway surface water and flood waters to be contained and released at a slower rate into

the brook downstream of Thoresby Dale at a point adjacent to the tram / train car park. This proposal is subject to further modelling tests and agreements from the Environment Agency and Severn Trent and necessary planning approvals. The flooding improvements in the town centre (of which the scheme forms a part) have been estimated to cost in the order of £0.76m and a bid has been made by County Council's Flood Risk Management Team to the Environment Agency for Flood and Coastal Risk Management Grant in Aid (GiA), with a decision expected in December 2014. This information was included as part of a more detailed report titled 'Flood Risk Management Update April 2014' that was approved at Transport and Highways Committee on 24<sup>th</sup> April 2014.

15. In order to progress the design of the road scheme it is necessary to include these flood mitigation improvements into the design so that additional funding can be sought. The new road scheme offers a unique opportunity to combine works, and therefore the designs will be progressed in tandem and generate significant economies of scale.
16. Vegetation clearance works have recently been undertaken to the scrub land bordered by Baker Street, Mill Yard, Baker Brook and Titchfield Street. This has removed trees and scrub vegetation allowing a better appreciation of the site and the chance to undertake further surveys including archaeological investigations.

## **Finance**

17. The estimated cost of the scheme is £12.4m. Department for Transport (DfT) have provisionally allocated £8.49m. Ashfield District Council has allocated £1.35m and NCC the remainder (which is largely the value of the land acquired before 2013). The DfT allocation is provisional and as such all costs incurred prior to Full Approval are done so at risk. For clarification, the scheme estimate does not include the costs of the additional flood alleviation works referred to in paragraphs 9 and 10 above, which it is anticipated will be funded separately from the external Flood Defence Grant funding pot.
18. A contractor will be appointed shortly from the Midlands Highway Alliance Framework and a target price will be prepared. A report to explain any variance from the estimate will be taken to Transport and Highway Committee later in the year if required.
19. The costs of acquiring land are contained within the scheme budget, including provision for legal costs associated with the CPO process.

## **Next Steps**

20. Archaeological investigation work will be carried out in May / June 2014. This is being undertaken early in order to plan and programme for any mitigation measures identified following the study.
21. A set of terraced houses (27-33 Titchfield Street) that were acquired some years ago are structurally unsound and will be demolished later this year.

22. Negotiations to acquire land will continue and the CPO will be processed in tandem.
23. Detailed design of the full road scheme will continue, including drainage and flood alleviation design.
24. County Council officers recently attended a very encouraging meeting held with the 'I Love Hucknall' group. This meeting proposed an idea to remove traffic on the High Street on one Saturday in August to promote the group, the scheme and demonstrate how this section of road may operate once the new road is open and a section of High Street pedestrianised. This will be progressed with the group and Ashfield District Council in order to promote the town. The County Council will process the necessary orders and liaise with bus operators and police. In addition, the intention is for officers from the County Council to attend the day to provide information / advice and promote the scheme and benefits for the town.
25. A contractor will be allocated via the Midlands Highway Alliance - Medium Scheme Framework (2) in June 2014 to allow early contractor involvement and to work up a target price for the scheme.
26. A Major Scheme Business Case submission will be prepared and submitted to the DfT later in 2014 in order to seek Full Approval sign off (this will be subject to land acquisition and/or an uncontested CPO).

## **Other Options Considered**

27. Alternative options and alignments for the proposed scheme have been considered and rejected. These options have been assessed and reported to the Department for Transport as part of the Major Scheme Business Case process. In addition, they have more recently been submitted as part of the planning application for the scheme which was approved in December 2013.
28. Additional design work undertaken in 2012 further reduced the amount of third party land required for the scheme. The scheme is now considered to be the best available option to deliver the pedestrianisation of the High Street and provide the new road for the town, whilst minimising land take.

## **Environmental and Sustainability Implications**

29. The new road will assist with attempts to reduce traffic congestion within the town centre and the associated noise and air pollution from vehicles. New and amended cycle and walking facilities are to be provided as part of the scheme offering alternative transport modes. Dedicated bus links with quality shelters will offer improve facilities for bus passengers in the town. Walk and cycle routes between the town centre and the tram/ rail stop will be significantly improved as a result of the proposed scheme.

## **Reasons for Recommendation**

30. In order to deliver the scheme within DfT funding deadlines it is prudent to seek compulsory purchase of land and properties in addition to seeking to reach agreement via negotiation. The benefits of delivering the improvement scheme are considered to outweigh the impacts on individual property owners.

## **Statutory and Policy Implications**

31. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working 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**

32. The costs of acquiring land either via negotiation or via compulsory purchase are contained within the scheme budget.

## **Crime and Disorder implications**

33. Nottinghamshire Police has raised no objection to the planning application for the Hucknall Town Centre Improvement Scheme.

## **RECOMMENDATIONS**

It is RECOMMENDED that Committee confirms its approval to:

Compulsorily acquire land, properties and businesses to deliver the Hucknall Town Centre Improvement Scheme under sections 239, 240 and 246 of the Highways Act 1980 and section 40 of the Road Traffic Regulation Act 1984, and the Acquisition of Land Act 1981.

**Andrew Warrington**  
**Service Director (Highways)**

### **Name of Report Author**

Mike Barnett

### **Title of Report Author**

Team Manager (Major Projects and Improvements)

### **For any enquiries about this report please contact:**

Paul Horn – Principal Project Manager Tel: 0115 9774281

### **Constitutional Comments (SLB 30/04/14)**

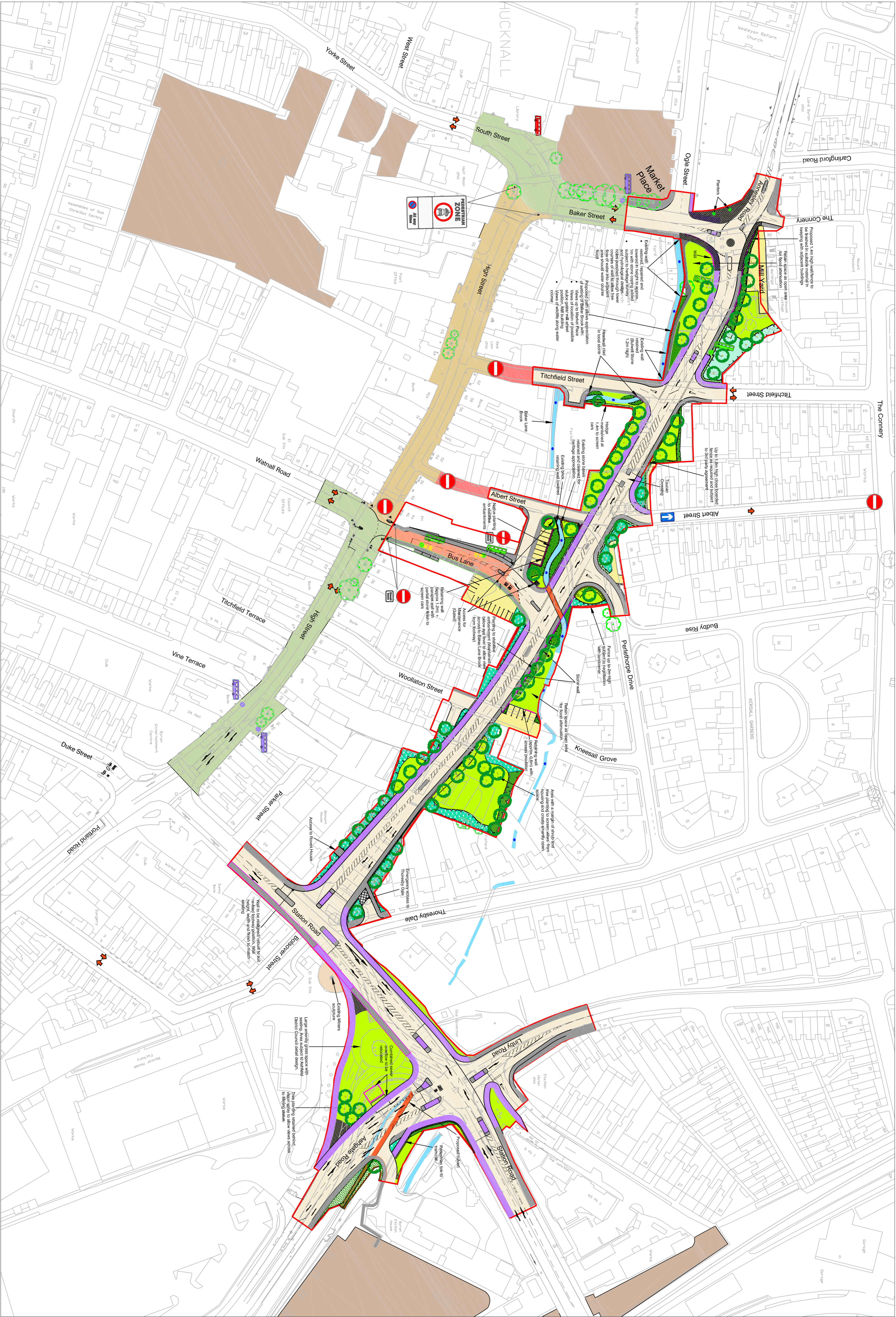
34. Committee have the power to decide the Recommendation

### **Financial Comments (GB 30/04/14)**

35. The financial implications are set out in paragraph 32 of the report.

### **Electoral Division(s) and Member(s) Affected**

Hucknall Councillors Alice Grice, John Wilmott and John Wilkinson



KEY

- Proposed Carriageway
- Existing Trees Retained
- Proposed Footway
- Proposed Tree Planting on site
- Proposed Unsegregated Cycleway/footway
- Proposed Ornamental Shrub Planting
- Proposed Bus only link
- Proposed Semi-Native Shrub Planting
- Proposed Shared Access/Private Parking
- Proposed Native Shrub Planting
- Existing Car Parking (To be Retained)
- Proposed Native Marginal Planting
- Watercourse
- Proposed Hedge Planting
- Pedestrians Only Area
- Proposed Grassed Areas
- Area of Highway Improvement
- Proposed Paved Area
- Pedestrian/Cycle Route Connection
- 1.6m wide Crushed Stone Path with Stone Edge Trim
- Emergency Access Point
- Proposed Walls
- Existing Bus Stops not Retained
- Existing Walls
- Existing Bus Stops to be Retained
- Proposed 1.8m Close Boarded Fence
- Proposed Bus Stops
- Proposed 1.4m Wooden Post and Rail Fence
- Proposed Direction of Traffic Flow
- Proposed Interpretation Point
- Direction of Water Flow
- Planning Boundary

- NOTES
- These design proposals are subject to detailed hydrological design and heritage survey, restoration and management plan.

HUCKNALL TOWN CENTRE, HIGH ROAD.

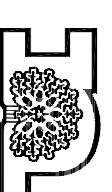
**Design Statement - Aims & Objectives**

The primary objective of the Landscaping is to mitigate the visual intrusion of the scheme on the surrounding properties.

In addition to this mitigation it is proposed that the planting is designed to improve the overall landscape character of the area, creating a green corridor in scale with the surrounding residential property.

It is also proposed that the scheme enhances the ecological value of the area.

This will be implemented by the planting of over 100 standard and/or heavy standard trees with associated shrub and hedge planting and adjoining grassed verges and amenity areas.



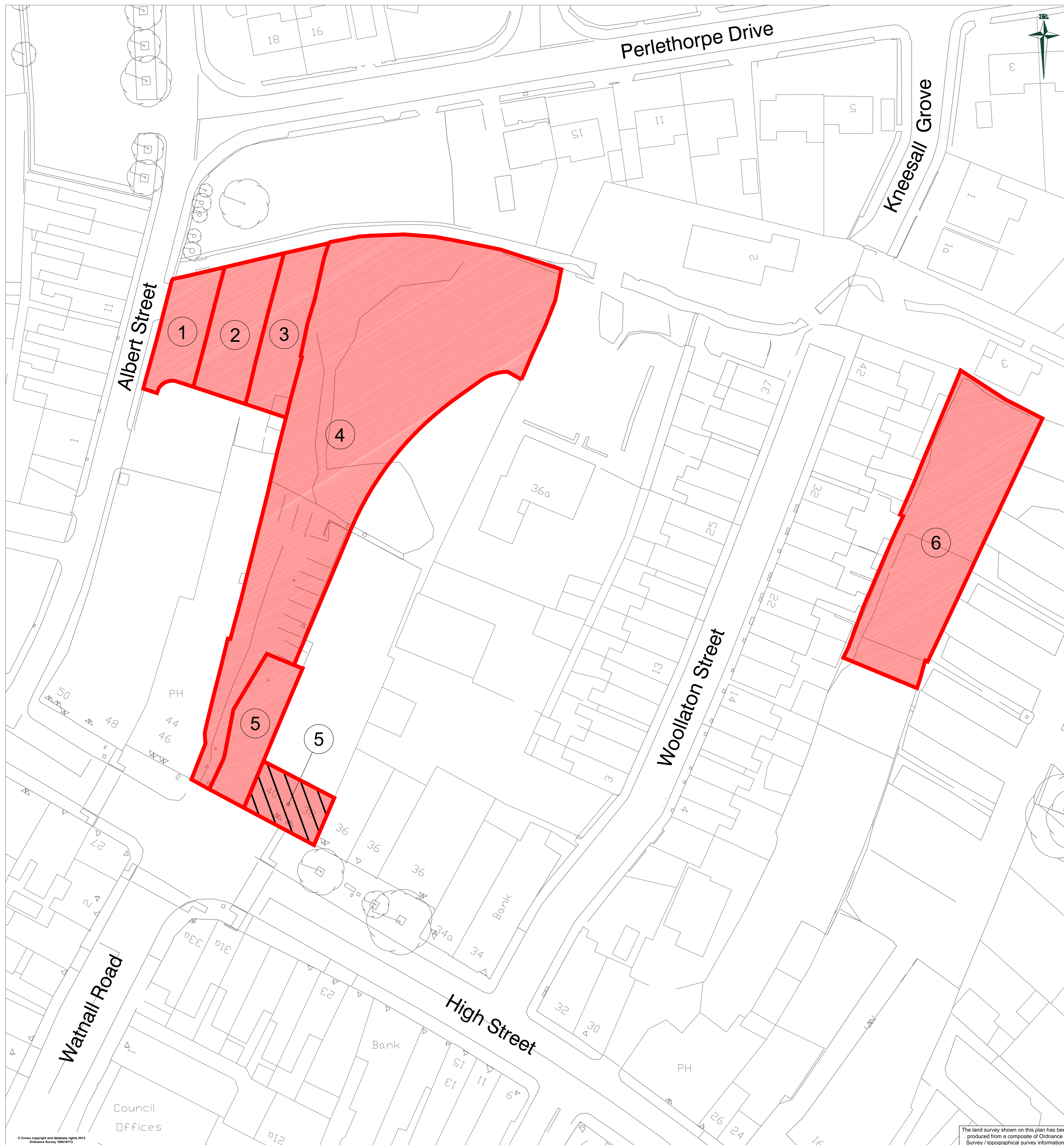
Nottinghamshire

County Council

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

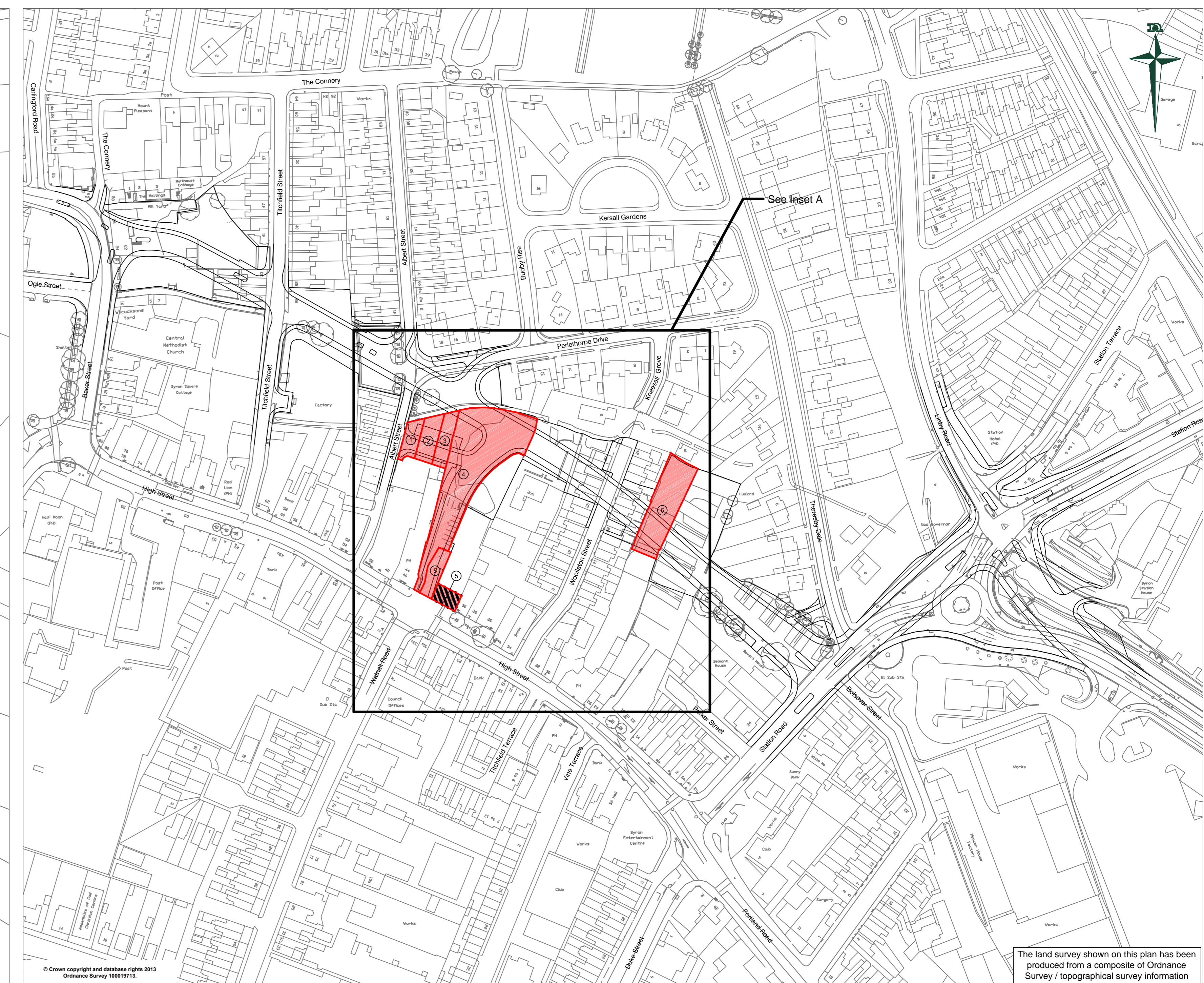


**MAP REFERRED TO IN THE NOTTINGHAMSHIRE COUNTY COUNCIL (HUCKNALL TOWN CENTRE IMPROVEMENT SCHEME) COMPULSORY PURCHASE ORDER 2014**



### Compulsory Purchase Order Inset A (without Proposed Highway Alignment)

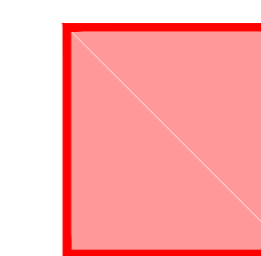
1:250



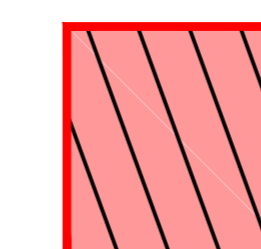
### Compulsory Purchase Order Plan (with Proposed Highway Alignment)

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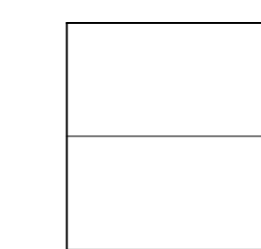
## KEY



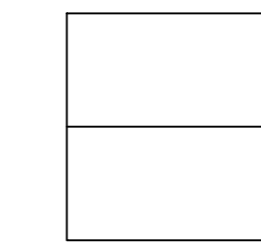
Land to be acquired



First floor only land to be acquired



Existing Highway Alignment



### Proposed Highway Alignment

## NOTES

1. Numbers shown refer to individual land plots as contained within the Nottinghamshire County Council (Hucknall Town Centre Improvement Scheme) Compulsory Purchase Order 2014.

Rev	Description	Drawn	Chkd	Auth	Date
Status					
Project					

**Hucknall Town Centre  
Improvement Scheme**

Property No.	Project No.
	JH113379

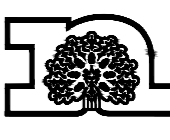
Title

**Compulsory Purchase  
Order Plan**

Scale	Drawn	JWB	Date
<b>AS SHOWN @A0</b>	Chkd		01/14
	Auth		Date
		Traced	

Drawing No. Rev

**H/JH113379/CPO**



**Nottinghamshire  
County Council**

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

*@Nottinghamshire County Council*



**21 May 2014****Agenda Item:7****REPORT OF SERVICE DIRECTOR, HIGHWAYS****HIGHWAY ASPECTS OF THE ALLIANCE BOOTS ENTERPRISE ZONE****Purpose of the Report**

1. To provide information relating to the highway aspects of the potential development of the Alliance Boots Enterprise Zone in Beeston.

**Information and Advice**

2. In March 2011, the Alliance Boots site in Beeston was awarded Enterprise Zone status by the Government. The Alliance Boots Enterprise Zone was subsequently expanded to include three nearby smaller sites to form the Nottingham Enterprise Zone (NEZ). The NEZ comprises part of the Alliance Boots site in Beeston, Beeston Business Park, the Nottingham Science Park and the MediPark site (at Queen's Medical Centre) which together make up 286 acres (116 hectares).
3. Enterprise Zones are nationally designated areas with incentives to encourage the creation of new businesses, which will contribute to the growth of local and national economies.
4. The NEZ is a partnership between the Department for Communities and Local Government, Nottingham City Council, the D2N2 Local Enterprise Partnership (the LEP for Derby, Derbyshire, Nottingham and Nottinghamshire) and the County Council.
5. The Alliance Boots site is the major part of the NEZ and consists of 113 hectares which will eventually provide employment development with up to 200,000m<sup>2</sup> of new floor space, housing development of up to 675 new homes (with a potential for additional new homes on adjacent Severn Trent Water land) and about 21 hectares of green spaces.
6. The site lies within both the City and County boundaries and at the moment work is being undertaken by the NEZ partnership on the necessary planning applications to the relevant Local Planning Authorities that will comprise two components:
  - An outline application for the entire Alliance Boots site in Beeston, which will define the potential overall land use distribution

- A detailed application for a new public highway (and associated infrastructure modifications) connecting Thane Road with Humber Road South
7. The link road, as detailed in the plan in Appendix A, is planned (subject to planning permission being given) for construction at the commencement of the project which is likely to be late 2014/early 2015. It will provide access to all parts of the site from both the east and west and is a key part of the overall project. The link road will involve the construction of a new road bridge over the Beeston Canal at Thane Road and alterations to the roundabout at Humber Road outside the western entrance to the Alliance Boots site. Once constructed the road will be adopted by both the City and County Councils up to the respective administrative boundaries.
  8. It is recognised that the new road may be seen by some motorists as an alternative route to the existing routes on University Boulevard and the A6005 Queens Road East. Consideration has therefore been given as to how this can be prevented, but options to deter motorists from using the new link road instead of University Boulevard or the A6005 are, however, limited. This is because part of the funding package for the project involves State Aid and the link road cannot therefore be constructed in such a way that it favours Alliance Boots in their operations and the road must be open to all road users without any restrictions, such as the road being constructed with two dead ends.

### **20mph speed limit**

9. To ensure that the new link road through the Alliance Boots Enterprise Zone both safely serves its purpose in allowing access to all parts of the site, and deters through traffic whilst being available to all road users it is proposed that it will be subject to a 20mph speed limit and incorporate traffic management measures to reinforce this limit.
10. In addition to the above, the road will also incorporate cycling provision and it will form part of the planned Nottingham City Council Southside Growth Corridor transport improvements which will provide enhanced public transport services from the Racecourse Park and Ride site near Daleside Road in Colwick through to Beeston.

### **Other Options Considered**

11. Other options considered are set out within this report.

### **Reason/s for Recommendation/s**

12. The development of the Alliance Boots site is an important opportunity to provide new jobs and development opportunities in line with the County Council's Strategic Plan 2014 – 2018 and the new link road cannot, due to funding restrictions, be constructed as anything other than a link road between Thane Road and Humber Road.

13. The creation of the new road will be subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, design and consultation and planning permission.

## **Statutory and Policy Implications**

14. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working 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**

15. The construction of the link road with a 20mph speed limit for the Enterprise Zone will cost approximately £6.1Million and this will be funded through the D2N2 LEP.

## **RECOMMENDATION/S**

- 1) Note the proposed new link road through the Alliance Boots Enterprise Zone.
- 2) Approve the proposed 20mph speed limits adjacent to the City boundary on the new link road in Beeston.

## **Report Author**

Clive Wood Team Highway Development Control Team Manager

## **For any enquiries about this report please contact:**

Clive Wood Highway Development Control Team Manager

## **Constitutional Comments (SHB.23.04.14)**

16. Committee have power to decide the Recommendations.

**Financial Comments (TMR 28/04/2014)**

17. The financial implications are set out in paragraph 15 of the report.

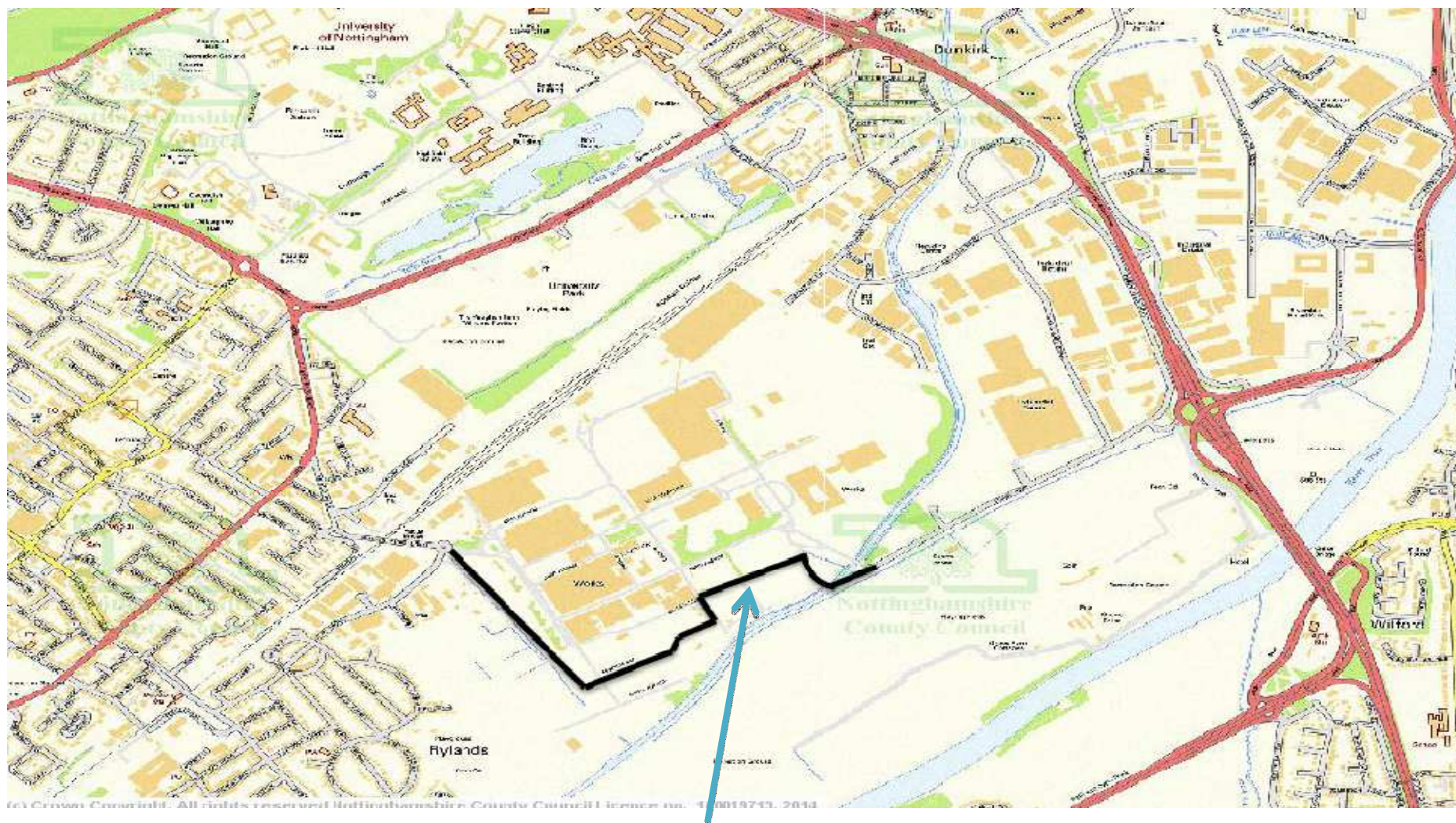
**Background Papers and Published Documents**

- DfT Circular 01/2013 Setting Local Speed Limits

**Electoral Division(s) and Member(s) Affected**

- Beeston South and Attenborough

## Appendix A



Proposed route of link road joining Thane Road with Humber Road shown in black



**21 May 2014****Agenda Item:8****REPORT OF SERVICE DIRECTOR, HIGHWAYS****SECTION 38 AGREEMENTS – UN-ADOPTED HIGHWAYS****Purpose of the Report**

1. To seek approval to trial the services of a specialist consultant to complete works in connection with selected outstanding Section 38 agreements so that highways within developments can be adopted by the Highway Authority without having to use public funds.

**Information and Advice**

2. The Council has powers as a Highway Authority under the Section 38 of the Highways Act 1980 to enter into agreements with developers (or other persons) to adopt highways that they build as part of their developments for future maintenance at public expense.
3. The key tests for the adoption of a highway include that it must be of sufficient public utility, constructed to agreed standards, maintained for a period of 12 months by the developer, and be used as a highway during that period.
4. Adoption of a highway would include cycle-ways, footways, verges, service strips, street lighting and highway drains where no public sewer was provided.
5. Legislation requires developers to bear the costs of the construction and maintenance of the highway and other appropriate matters. A bond is deposited to cover the cost of bringing the road up to an adoptable standard should a developer become insolvent or is otherwise unable to meet their obligations.
6. Most residents in buying a new property seek the assurance via their conveyancing solicitors that the highways will eventually be adopted through a Section 38 agreement. The existence of a Section 38 agreement and Bond is revealed on Local Land Charges Searches which are part of the conveyancing process.
7. It is prudent for the Highway Authority not to adopt a highway until a development is completed. This ensures that wear or damage through the use of the road by construction traffic is not rectified at the public expense but at that of the developers.

8. The time taken for a highway to become legally adopted and maintainable by public expense is dependent upon the developer and how long it takes for a development to be completed to the stage that the highway is of a standard that is suitable to adopt. In some cases a small development may only take a matter of months to complete and the highways may then be ready to adopt. In other cases with much larger developments it can be several years before the developer has the highways ready for adoption. In addition the economic climate can have an impact on the speed with which developments are brought to the stage when the highway is ready for adoption. Since 2008 a number of developments have in effect been 'mothballed' by developers with little or no building activity on them. As a result there are some 100 plus developments in the County where the highways have remained un-adopted for over 6 years. Fortunately with the upturn in the housing market developers are now returning to these sites and are beginning to complete their developments and the highways are being adopted.
9. In a number of instances though developers have either unfortunately ceased to trade before bringing the highways in their developments to an adoptable standard or have failed to construct the highway to a standard that is reasonable for the Highway Authority to adopt. This has resulted in concerns being raised by Members and residents who highlight that lives are blighted for those living on developments where they were informed that the highways would be adopted but through no fault of theirs they remain un-adopted.
10. The County Council in its role as the Highway Authority has recognised this important issue and has committed resources over recent years to addressing the issues of outstanding Section 38 agreements and progress has been made.
11. There are however instances when it is difficult for the Highway Authority to make progress on such matters particularly when a developer has ceased to trade, sold on their site or business, or as in one case, the Authority is involved in having to deal with a developer who is in jail. In addition with older developments the original reasonably calculated amount for the bond can be eroded by inflation meaning that there is insufficient funding in the bond for the Highway Authority to complete the necessary works to the developer's highway to bring it to adoptable standards.
12. In order to avoid such situations in the future when it is deemed that developers are failing in their obligations under the Section 38 Agreement the Highway Authority will ensure that it makes earlier contact with Bond providers to call in the sums available enabling the Council to self-resolve the outstanding issues.
13. For those existing developments where the value of a bond is insufficient to cover the necessary works or there are particular legal complexities in dealing with a developer the Highway Authority has limited options. It can enter into lengthy legal procedures with no guarantee of success, it can utilise the bond and add any additional funding necessary from existing highway maintenance funding to complete the necessary works or it can leave the highway as un-adopted. None of these options is of long-term benefit to the Authority or residents.

14. Another option open is the use of a specialist consultant to complete works on behalf of developers utilising the Bond monies. Such consultants offer their services at no cost to the County Council and arrange for the completion of works on outstanding Section 38 Agreements without having to use any public funding.
15. Such consultants are already employed by a number of other Highway Authorities including Durham, Shropshire and Worcestershire County Councils who have all reported favourably on them.
16. The consultants have expertise and experience in dealing with outstanding Section 38 Agreements that the Highway Authority would have difficulty in completing. This enables them to bring most outstanding agreements to a satisfactory conclusion with the eventual adoption of the highway and all at no public cost. The consultants cover their costs through the efficiencies that they gain in their management and procurement processes.
17. In exploring the use of such consultants in Nottinghamshire the Highway Authority has recently been approached by Bellavail Indemnity Management Services (IMS) who offer such a service. They have worked for a number of other Local Authorities and have successfully dealt with over 300 outstanding agreements over the past 6 years. In order to ascertain if the services offered by such consultants is of benefit to the County Council it is proposed to carry out a trial with Bellavail (IMS) whereby they are requested to bring a small number of sites (approximately 10 to 20) to a satisfactory state whereby the highways can be adopted. Upon completion of the trial it is proposed that the results be reported back to Committee. If the trial is deemed to be successful and the service offered is still required then a proposal will also be presented to enter into a formal agreement through normal procurement processes.

### **Other Options Considered**

18. In considering the use of specialist consultants it has been ascertained that the County Council does not have sufficient resources and expertise available to deal with all of the outstanding Section 38 agreements.

### **Reason/s for Recommendation/s**

19. Without the use of specialist consultants it is likely that some long standing issues with un-adopted roads on developments will continue unresolved potentially blighting the lives of residents.
20. By having a small initial trial the County Council will be able to determine the usefulness of the service offered without going to the expense of entering into a full procurement agreement (although this will be necessary should the trial prove successful and the County Council wishes to continue with the service).

### **Statutory and Policy Implications**

21. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS

Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working 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**

22. The use of a specialist consultant will have no financial impact on the County Council. The financial value of the bonds involved in the trial will be in the region of £150,000 to £200,000.

### **RECOMMENDATION/S**

- 1) Approval be given to ascertain if the services offered by specialist consultants for bringing outstanding Section 38 agreements to a successful conclusion is of benefit to the County Council.
- 2) Approval be given for a trial with Bellavail (IMS) whereby they are requested to bring a small number of sites (approximately 10 to 20) to a satisfactory state whereby the highways can be adopted. Upon completion of the trial it is proposed that the results be reported back to Committee and if the trial is deemed to be successful and the service offered is still required then a proposal will also be presented to enter into a formal agreement through normal procurement processes.

**Andrew Warrington**  
**Service Director (Highways)**

**For any enquiries about this report please contact:**

Clive Wood,  
Team Manager Highway Development Control

### **Constitutional Comments [SHB 23/04/2014]**

23. Committee have power to decide the Recommendation.

### **Financial Comments [TMR 28/04/2014]**

24. The financial implications are set out in paragraph 22.

### **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.

- None

**Electoral Division(s) and Member(s) Affected**

- All



**21<sup>st</sup> May 2014****Agenda Item:9****REPORT OF SERVICE DIRECTOR, HIGHWAYS****THE NOTTINGHAMSHIRE COUNTY COUNCIL (FERN STREET /  
STONEFYORD ROAD, SUTTON-IN-ASHFIELD AND LINDLEYS LANE,  
KIRKBY-IN-ASHFIELD) (PROHIBITION OF WAITING) TRAFFIC  
REGULATION ORDER 2014 (4130)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider the objections received in respect of the Lindleys Lane, Kirkby-in-Ashfield element of the above Traffic Regulation Order and whether the order is to be made as advertised.

**Information and Advice**

1. Lindleys Lane is an unclassified road in Kirkby-in-Ashfield with the only point of access off B6020 Urban Road / Station Street close to the town centre and the offices for Ashfield District Council. The road serves a residential area and also a small print factory, the southern end of the road is also being developed with new residential accommodation. At the northern end close to the junction with Urban Road there is also a vehicular access to the car park of a local supermarket.
2. The local member, Councillor Rachel Madden, has received complaints from residents of Lindleys Lane regarding restricted visibility that is experienced when turning in or out of the junction with Urban Road / Station Street due to parked vehicles. As a result of the issues raised, the County Council has consulted on proposals to restrict parking for a short section of Lindleys Lane close to the Urban Road junction. The restriction will allow vehicles clear access turning into Lindleys Lane from the B6020, provide turning vehicles additional visibility turning out onto the B6020 and enable turning traffic to wait in the correct traffic lane without blocking vehicles turning into the road.
3. The Lindleys Lane junction is 90 degrees at its junction with Urban Road / Station Street and both roads are straight and level at this location. There have been no accidents involving injury reported at the junction. The south side of Station Street has waiting restrictions but also has laybys providing limited waiting parking places for the town centre area (Monday to Saturday, 8am – 6pm).

4. The proposal, which can be seen on the enclosed drawing no. NJG/Lind, was consulted on and publicly advertised between July and August 2013. Three objections were received, two from members of the public and one from an Ashfield District Council Councillor. Four comments in support of the proposals were received from members of the public.

## Objections Received

5. Objection 1

A resident suggests that the proposal will not have any effect and that a mini-roundabout is needed to slow down traffic on Urban Road and Station Street to make it easier for drivers to exit Lindleys Lane.

Response

The proposals are designed to keep the section of Lindleys Lane near to the Urban Road / Station Street junction clear of parked vehicles to aid visibility and remove conflict between turning vehicles. Whilst a mini-roundabout at this junction may be viable this is outside the scope of the proposals and accident data suggests that a larger scale improvement at the junction is not required.

6. Objections 2 and 3

A local resident is concerned about the migration of parking causing residents further problems and says that they already suffer from indiscriminate parking by people working in Kirkby. The objector suggests that Lindleys Lane be made subject to a Residents Only parking scheme.

Ashfield District Council member for Kirkby Central, Councillor Cheryl Butler, is also concerned that the proposal will move parking farther down Lindleys Lane causing more problems for residents.

Response

Due to the proximity of this section of Lindleys Lane to the town centre it is possible that parking by local workers / visitors may occur and be displaced farther down the road. However, limited waiting parking bays are available close to the junction with Urban Road / Station Street together with additional off street parking facilities elsewhere in the town centre.

The introduction of a residents' parking scheme is outside the scope of these proposals, but may be subject to future consideration.

In addition to the inclusion on a future works programme any residents' parking scheme proposals are also subject to questionnaires to local residents with the criteria for the introduction being 35% of questionnaires returned with 65% of these in favour of a scheme. Furthermore it is the County Council's policy that a charge should be made for permits issued for use in residents' parking schemes. The charge is to cover the administration and management of the permit scheme and the direct costs of the permits. Parking permits would cost £25 each and will usually be valid for 12 months, with 100% discount concessions for Blue Badge Holders and residents 75 years old and over.

## **Other Options Considered**

7. Various lengths of restriction were considered though it was felt that those represented by the proposal most suited the solution to the problems being experienced.

## **Comments from Local Members**

8. The local County Councillor, Rachel Madden, initially requested that restrictions were considered and supports the proposals. However, the Councillor has expressed concern about the possible impact on residents and has asked for consideration of the part of the road fronting properties numbered 2 to 14 being made Residents' Only Parking. As stated the request for a Residents' Parking Scheme may be considered for inclusion in a future year's capital programme.

## **Reasons for Recommendations**

9. The waiting restrictions are being proposed to prevent congestion and to improve visibility at the junction of Lindleys Lane and Station Street / Urban Road.

## **Statutory and Policy Implications**

14. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working 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**

15. The scheme is being funded by the 2014/15 Traffic Management Revenue budget – Ashfield, the cost of implementing the scheme will be in the region of £1,000.

## **Crime and Disorder Implications**

16. Nottinghamshire Police made no comments on the proposals.

## **RECOMMENDATION/S**

It is recommended that

The Nottinghamshire County Council (Fern Street / Stoneyford Road, Sutton-In-Ashfield and Lindleys Lane, Kirkby-In-Ashfield) (Prohibition of Waiting) Traffic Regulation Order 2014 (4130) is made as advertised and the objectors informed accordingly.

**Andrew Warrington**  
**Service Director (Highways)**

**Name of Report Author**

Mike Barnett

**Title of Report Author**

Team Manager (Major Projects and Improvements)

**For any enquiries about this report please contact:**

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

**Constitutional Comments (SLB 30/04/2014)**

17. Committee have power to decide the Recommendation.

**Financial Comments (TMR 28/04/2014)**

18. The financial implications are set out in paragraph 15 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.

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 Bevercotes House, Ollerton.

**Electoral Division(s) and Member(s) Affected**

Kirkby-in-Ashfield South ED

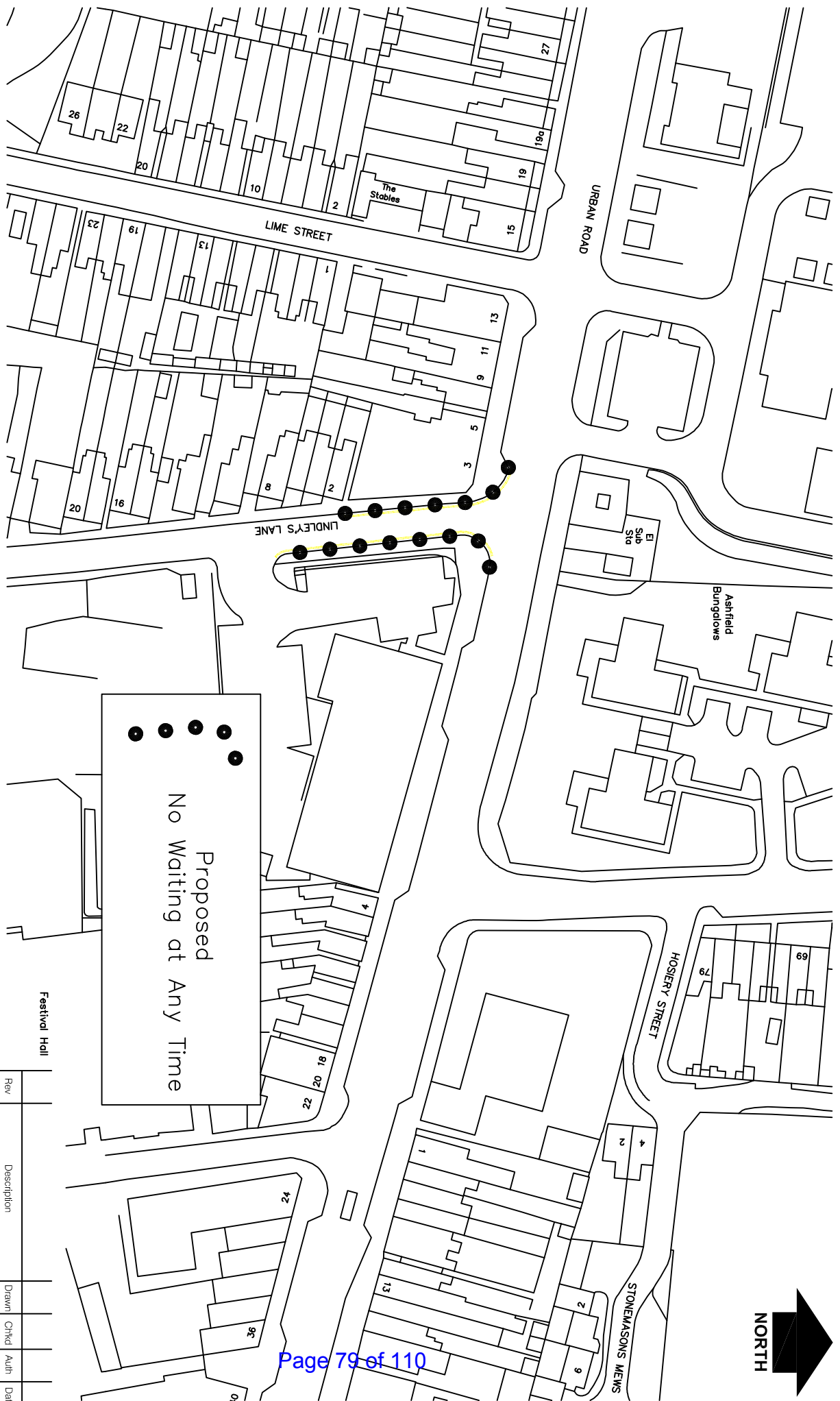
Councillor Rachel Madden



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West Bridgford, Nottingham, NG2 6BU  
**Tel:** 08449 808080

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Project	Lindley's Lane,		Kirkby-in-Ashfield	Drawn	Date
Property No.	Project No.	101971	NUG	07/13	
Title	Proposed		Waiting Restrictions	Auth	Traced
Drawing No.	NUG/Lind		Rev	-	Scale
					NTS



NORTH



**21<sup>st</sup> May 2014****Agenda Item:10****REPORT OF SERVICE DIRECTOR, HIGHWAYS****THE NOTTINGHAMSHIRE COUNTY COUNCIL (ALMOND WAY, COLLEGE  
WAY AND LONGFIELD AVENUE, STRELLEY) – (PROHIBITION OF  
WAITING) TRAFFIC REGULATION ORDER 2014 (5163)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider the objections received in respect of the above Traffic Regulation Order and whether the order is to be made as advertised.

**Information and Advice**

2. The roads College Way, Almond Way and Oakland Way form part of a residential development off the A6002 Bilborough Road in Strelley on the west of Nottingham. The housing estate is located adjacent to the Bilborough College with the college having pedestrian and vehicular access off College Way.
3. The area has experienced problems with students and staff parking on the local residential streets for a number of years. In October 2011 questionnaires were sent to residents seeking views on the introduction of a Residents' Parking Scheme. The response to the questionnaire was very low and did not meet the Council's required level to be considered for implementation. Since 2011, the parking problems have persisted and issues with two way traffic flow experienced. As a result of the issues raised, the County Council has consulted on proposals to introduce no parking Monday to Friday between 9am and 4pm on parts of Almond Way, College Way and Longfield Avenue.
4. The restrictions are being proposed to ensure clear passage for pedestrians and vehicles (especially emergency vehicles) into the residential area. The scheme would remove all parking during the working day but would allow parking in the evenings and over the weekend when the College is not normally open.
5. The final proposals, which can be seen on the enclosed drawing H/04078/1952/01, were initially consulted on between 26<sup>th</sup> September 2013 and 1st November 2013. The scheme was then subsequently advertised and consultation repeated between 18<sup>th</sup> December 2013 and 17th January 2014.

## Objections Received

6. The two consultation rounds generated twelve and three responses respectively representing support, objection and general comments. In total seven responses are considered as outstanding objections with two responses supporting the proposals.
7. The responses included concerns from Nottingham City Council, support from the local Broxtowe District Councillor and a petition from 59 residents requesting the introduction of a Residents' Parking Scheme.
8. Comments – Nottingham City Council  
For a number of years, Nottingham City Council has worked with Bilborough College to develop their Travel Plan and a number of sustainable travel measures. The City Council has raised concerns that displacement will disperse in to the local area including the further extents of Longfield Avenue, Oakland Way and College Way. Then on a wider basis to roads outside the estate such as Hanslope Crescent (in the City area) and Greystoke Drive (small section in County area, maintained by City Council under a cross boundary agreement).

### Response

The proposed parking restrictions are on the roads deemed most likely to be adversely affected by parking. The effects on the parking along parts of the estate with no proposed parking restrictions will be monitored after the introduction of the scheme. It is currently not proposed to extend restrictions onto parts of Greystoke Drive.

9. Objections – Residents of College Way, Longfield Avenue and 59 Signature Petition

There were four outstanding objections from residents of College Way and one from Longfield Avenue. Two of the residents objecting live on the section of College Way that does not have any proposed parking restrictions. Where parking restrictions are proposed directly outside their properties the residents objections are due to the loss of parking. All of the objectors suggested that the proposed scheme will push the problem of parking to other parts of the estate. The objectors expressed their preference for a residents' parking scheme. One resident felt that the College should do more by providing parking for their students.

During the public advertisement a petition of 59 signatures from local residents (Ref: 2013/055) was presented to the Chairman at the meeting of the County Council on 16<sup>th</sup> January 2014 by Councillor Philip Owen. The petition requested the introduction of a residents' parking scheme on roads in the vicinity of Bilborough College.

### Response

A residents' parking scheme has been considered previously and in October 2011, consultation letters were sent to 196 residents but only 14% responded with only 9% of those in favour. This was repeated in March 2012, with only 21%

of consultees responding and 51% in favour. This fails to meet the criteria for the introduction of a scheme i.e. 35% of questionnaires returned with 65% of these in favour of a scheme.

Properties within the estate have off-street parking facilities, though the amount of visitor parking is limited. The impact of the proposed restrictions will be monitored once in place and further action will be considered if appropriate.

10. Objections – Residents of Oakland Way

There were three objections from residents of Oakland Way. The proposed parking scheme does not extend to Oakland Way. The objections were that the scheme would push parking just beyond the proposed restrictions to outside their properties and this could cause problems for visitor parking.

Response

The proposed parking restrictions are on the roads deemed most likely to be adversely affected by parking. The effects on the parking along parts of the estate with no proposed parking restrictions will be monitored after the introduction of the scheme.

## **Other Options Considered**

11. Alternative options (residents' parking scheme) have been considered in the past but these have been rejected due to lack of support.

## **Comments from Local Members**

12. County Councillor Philip Owen fully supports the proposals.

## **Reasons for Recommendations**

13. The measures are being introduced to remove all day parking, during the week, on the roads entering the estate. The measures are to ensure that the highway is clear for vehicular and pedestrian traffic.

## **Statutory and Policy Implications**

14. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working 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**

15. The scheme is being funded by the 2014/15 Traffic Management Revenue budget – Broxtowe the cost of implementing the scheme will be in the region of £2,000.

## **Crime and Disorder Implications**

16. Nottinghamshire Police made no comments on the proposals.

## **RECOMMENDATION/S**

It is recommended that:

The Nottinghamshire County Council (Almond Way, College Way and Longfield Avenue, Strelley) – (Prohibition of Waiting) Traffic Regulation Order 2014 (5163) is made as advertised and the objectors advised accordingly.

**Andrew Warrington**  
**Service Director (Highways)**

### **Name of Report Author**

Mike Barnett

### **Title of Report Author**

Team Manager (Major Projects and Improvements)

### **For any enquiries about this report please contact:**

Mike Barnett - Team Manager (Major Projects and Improvements) Tel: 0115 977 3118

### **Constitutional Comments (SLB 30/04/14)**

17. Committee have the power to decide the Recommendation.

### **Financial Comments (TMR 28/04/14)**

18. The financial implications are set out in paragraph 15 of the report.

### **Background Papers**

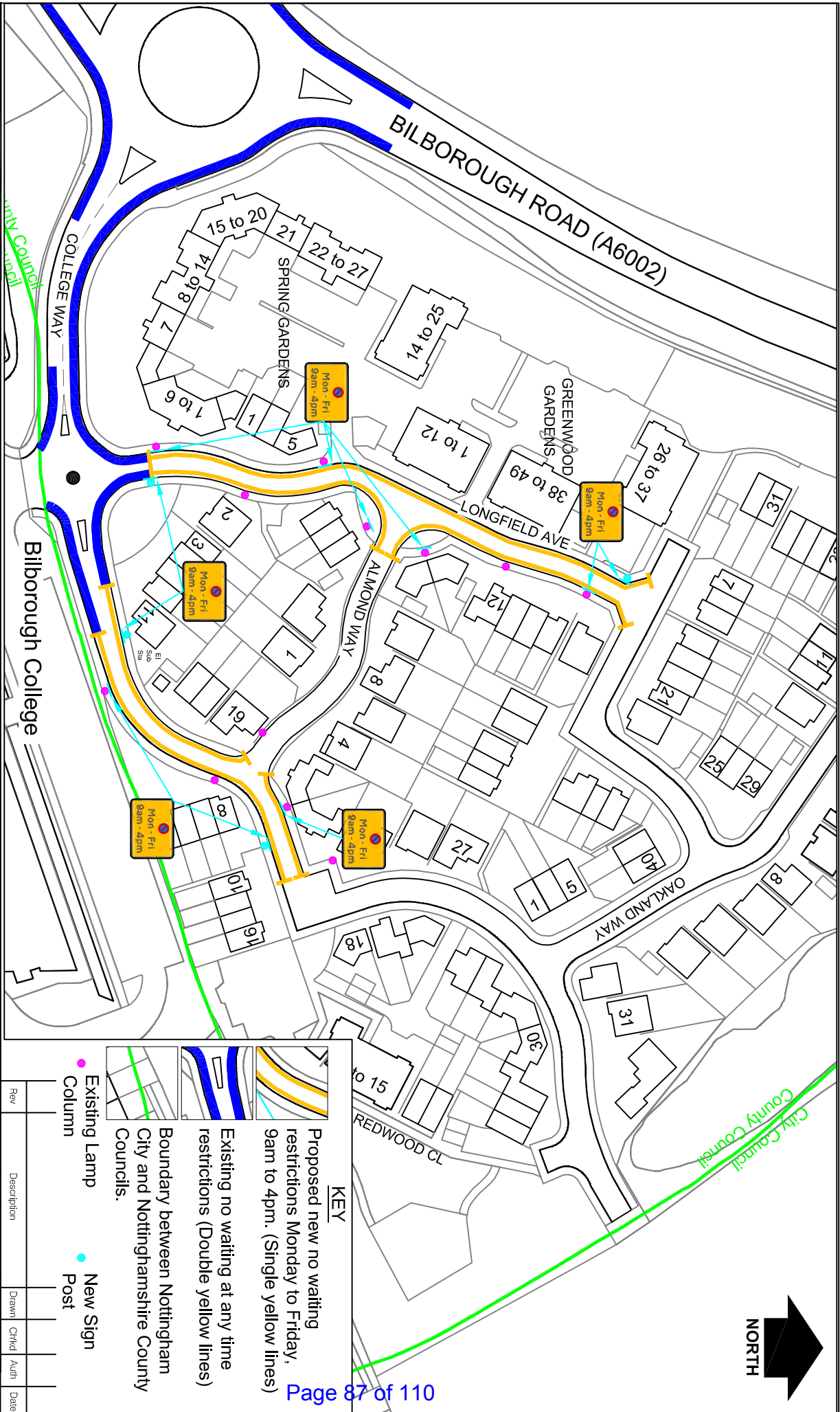
Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

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, West Bridgford.

**Electoral Division(s) and Member(s) Affected**

Nuthall ED                      Councillor Philip Owen





**KEY**

Proposed new no waiting restrictions Monday to Friday, 9am to 4pm. (Single yellow lines)

Existing no waiting at any time restrictions (Double yellow lines)

Boundary between Nottingham City and Nottinghamshire County Councils.

- Existing Lamp Column
- New Sign Post

Rev	Description	Drawn	Chkd	Auth	Date

**Bilborough College Area**

TRO 5163

Proposed Waiting Restrictions

Drawn	J.A.Burton	Date	Sept.13
Chkd		Date	

**Layout Plan**

H/04078/1952/01

Project No.

Property No.

Project No.

Title

Drawing No.

Rev

Auth

Traced

Scale

1:1250

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Nottinghamshire  
County Council



**REPORT OF SERVICE DIRECTOR, HIGHWAYS****THE NOTTINGHAMSHIRE COUNTY COUNCIL (ENDSLEIGH GARDENS AND  
MURIEL ROAD, BEESTON) (PROHIBITION OF WAITING AND RESIDENTS'  
CONTROLLED ZONE) TRAFFIC REGULATION ORDER 2014 (5151)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider the objections received in respect of the above Traffic Regulation Order and whether it should be made as advertised.

**Information and Advice**

2. Muriel Road and Endsleigh Gardens are residential streets close to Beeston Town Centre. Whilst Muriel Road can be accessed from both Abbey Road and Marlborough Road, Endsleigh Gardens is classed as a cul-de-sac and is effectively a continuation of Muriel Road albeit narrower with a turning circle at the end.
3. The County Council has received repeated requests from local residents and the local member, Councillor Steve Carr, for parking controls to be considered due to issues with all-day commuter parking. There is a pedestrian alleyway / twitchel at the bottom of Endsleigh Garden which provides pedestrian access to the High Road in Beeston and wider town centre area, reports suggest that people are parking on these streets and using the alleyway as a convenient cut through.
4. During 2013/14 two rounds of consultation relating to the implementation of a Residents' Parking Scheme (RPS) along Muriel Road and Endsleigh Gardens were undertaken. The consultation followed support for a RPS which was validated by questionnaires sent out by the County Council during June and July 2013 to all residents who would be eligible for permits. A response rate of 55% with 71% of respondents supporting the introduction of a scheme was achieved across both streets exceeding the criteria required by the County Council.
5. The first round of consultation and a subsequent meeting with local residents generated competing demands for which a balanced solution has been sought. The final proposals, which can be seen on the enclosed drawing

H/04078/1927/02, were publicly advertised between 17<sup>th</sup> December 2013 and 15<sup>th</sup> January 2014 and are summarised as follows:

- Muriel Road: Residents' Controlled Zone operational between 9 – 10am and 3 – 4pm Monday to Saturday
- Endsleigh Gardens: Residents' Controlled Zone operational 8am – 6pm Monday to Saturday
- No Waiting Restrictions (double yellow lines) on Muriel Road junctions with Marlborough Road and Abbey Road

The aim of the less restrictive proposals on Muriel Road is to provide flexibility to residents but prevent all-day commuter parking. Enclosed drawing H/04078/1936/03 shows the location of the proposals in the wider context of Beeston town centre and the tram.

## Objections Received

6. During the consultation rounds 37 responses were received, 29 of these are considered as outstanding objections to the final proposals with two of the objections being in the form of a letter signed by multiple residents as a petition. The objections have been summarised and responses grouped by common issues due to objections containing a range of issues.

7. Objections – Abbey Road and Abbey Drive (ref: A)

On Abbey Road / Abbey Drive 6 comments have been received, with 2 from Abbey Road considered as objections. Issues relate to concerns about existing traffic issues along Abbey Road and it is suggested that the restrictions will displace traffic onto this road and add to existing problems. An Abbey Drive resident is also concerned that the restrictions will lead to further deterioration in the safety of traffic and pedestrians using Abbey Road, specific reference is made to the tram works, speed of traffic and the high number of parked vehicles. Objectors have queried why Abbey Road is not included in the proposals and some refer to the public off-street car park on Derby Street. It is suggested this could be utilised for long term parking and removing charges would help, which is a matter for Broxtowe Borough Council.

8. Objections – Marlborough Road (ref: B)

On Marlborough Road 4 local residents have objected individually regarding the proposed scheme on the basis that parked vehicles will be displaced onto this road. Residents are suggesting that previous requests for residents' parking schemes have not been considered and that they currently encounter issues with blocked accesses, verbal abuse and inconsiderate parking.

In addition one resident has organised an additional objection signed by 49 people at 26 different properties along Marlborough Road, Abbey Road, Claremont Avenue and Halina Court, the objection is based on similar issues to those reported by individual residents on Marlborough Road and suggests that short term restrictions are installed on one side of Muriel Road and Endsleigh Gardens instead.

9. Response – Abbey Road, Abbey Drive and Marlborough Road

Parking restrictions along Abbey Road and Marlborough Road are outside the scope of this scheme. The revised proposals for Muriel Road to include dual use parking for part of the working day should minimise displacement onto nearby streets by allowing short term parking on any underused area of roads between 10am and 3pm and after 4pm.

Reports of parking issues are reviewed by the highways department with schemes prioritised using reports, local knowledge and member feedback. Requests and issues raised on streets wider than those included in the proposals will be logged and recorded for reference and consideration in any future schemes.

10. Objections – High Road and Derby Street (ref: C)

A local resident on High Road who is also a business owner in Beeston is objecting on the basis that limiting car parking close to the town centre does not help encourage business and the regeneration of the town. The objector suggests that parking is not a major issue and that the parking situation is reassessed once the tram works are completed.

A local business owner on Derby Street is objecting to the proposals on the basis that properties within the proposed residents' parking zone have off-street parking and that parking will displace onto other roads such as Marlborough Road. The objector states that this area has become an informal parking area as it is close to the town centre and this is due to the costs of parking in off-streets car parks such as the one on Derby Street.

Two local workers are objecting as they currently park on Muriel Road with 1 stating that this is the closest they can get to their place of work on High Road without paying parking charges. Whilst one of the objectors appreciates the concerns of residents they are suggesting that if workers utilised all off-street parking then no space would be left for customers and that most of the problems with parking is down to the amount of extra tram workers in Beeston.

11. Objections – Muriel Road (ref: D)

In total 14 individual objections and comments have been received from residents on Muriel Road, in addition to this 1 resident has organised an additional objection signed by 11 neighbours opposed to the introduction of a scheme due to the requirement to pay for parking on the road outside their properties. Overall, there is a mixture of responses with some residents objecting to the revised proposals (6) in favour of the more restrictive hours originally proposed and consistency with Endsleigh Gardens whilst others have withdrawn objections (3) based on the less restrictive hours.

In addition to the signed letter petition relating to permit charges 4 individual local residents are objecting on the basis that there should be no charge for permits and the cost should be covered by the income from the Derby Street car park. It is suggested that problems have only been an issue since the introduction of car parking changes.

Concerns have also been raised that a permit will make it difficult for visitors and tradesmen. One of these residents has also raised issues around visitor parking availability due to the number of visitors that attend their property for family events.

Residents of Muriel Road are also suggesting that the consultation is flawed and that responses from Endsleigh Gardens have skewed the results of the survey.

12. Objections – Other

2 further objections have been received; it is unclear if these are from local businesses or residents. One of these objections specifically cites the issue of the lack of free parking in Beeston as previously highlighted.

The second objection is questioning the legality of the proposals and reasons for the proposals, it is suggested that the proposals are intended simply to prohibit non-residents from on street parking.

13. Response – Car Parking Charges

The issue of car parking charges has been raised by the majority of objectors. Off-street car parking provided by the local authority in Beeston is the responsibility of Broxtowe Borough Council, NCC are unable to govern costs in these car parks and cannot use revenue generated to off-set parking permits as suggested by objectors.

The decision to introduce town centre parking charges was taken by the Borough Council and by the nature of such a change it is likely to displace parking. Broxtowe Borough Council has previously confirmed that from October 2013, long term parking in one of the car parks in Beeston will be reduced from £3 to £1 and if this is successful, then it may be extended to include other underused car parks in the area.

14. Response – Parking Permit Charges

A key issue raised by objectors on Muriel Road is the requirement to pay for parking permits. This is a requirement of the Authority and on 25<sup>th</sup> February 2010 the council's budget included a recommendation that a charge should be made for permits issued for use in residents' parking schemes. The charge is to cover the administration and management of the permit scheme and the direct costs of the permits. Parking permits would cost £25 each and will usually be valid for 12 months, with 100% discount concessions for Blue Badge Holders and residents 75 years old and over. Properties can also purchase additional visitors permits at a cost of £25 each, these are not specific to the vehicle. Detailed information on permits was provided as part of the questionnaire process and can be resent to individuals on request.

15. Response – Questionnaire Results

As stated in the background information, questionnaires were sent out during June and July 2013 to ascertain support for a RPS on both Muriel Road and Endsleigh Gardens. This exercise demonstrated that the required response and support rates had been achieved to enable the scheme to proceed. Whilst results from Endsleigh Gardens were more in favour than properties along Muriel Road,

results on both roads if considered independently do meet the agreed levels for implementation. Return rates of 68% with 98% support were obtained for Endsleigh Garden with the equivalent figures being 47% and 65% for Muriel Gardens, both meeting the response rate of 35% questionnaires needing to be returned with a minimum of 65% of responses in favour of the scheme.

16. Response – Muriel Road

Alterations to the timings of the controlled zone were proposed following a meeting held with local residents. The less restrictive hours should still assist with deterring parking from all-day commuters, but also provide greater flexibility for visitors to local residents and minimise displaced parking by allowing short term parking on any underused sections of road during permitted times.

## **Other Options Considered**

17. Alternative options relating to the timing of the residents' parking scheme have been considered, as demonstrated by the previous rounds of consultation. In addition proposals to implement time restricted no waiting restrictions have also been consulted upon.

## **Comments from Local Members**

18. County Councillor Steve Carr supports the proposals.

## **Reasons for Recommendations**

19. The measures are being introduced to remove all day parking along Endsleigh Gardens and Muriel Road in Beeston. The measures will allow short stay parking on Muriel Road outside the hours of 9 – 10am and 3 – 4pm. Resident permit holders would be able to park at any time within the residents' parking zone.

## **Statutory and Policy Implications**

20. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working 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**

21. The scheme was originally planned to be funded by the 2013/14 Integrated Transport Measures. Due to delays and issues raised through consultation,

funding provision has been made from the 2014/15 Integrated Transport Measures block and will cost in the region of £5,000.

## **Crime and Disorder Implications**

22. Nottinghamshire Police raised no objections to the proposals.

## **RECOMMENDATION/S**

It is recommended that:

The Nottinghamshire County Council (Endsleigh Gardens and Muriel Road, Beeston) (Prohibition of Waiting and Residents' Controlled Zone) Traffic Regulation Order 2014 (5151) is made as advertised and the objectors advised accordingly.

**Andrew Warrington**  
**Service Director (Highways)**

### **Name of Report Author**

Mike Barnett

### **Title of Report Author**

Team Manager (Major Projects and Improvements)

### **For any enquiries about this report please contact:**

Mike Barnett - Team Manager (Major Projects and Improvements) Tel: 0115 977 3118

## **Constitutional Comments (SLB 01/05/14)**

23. Committee have the power to decide the Recommendation.

## **Financial Comments (GB 01/05/14)**

24. The financial implications are set out in paragraph 21 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.

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, West Bridgford.

## **Electoral Division(s) and Member(s) Affected**

Beeston North

Councillor Steve Carr



**21<sup>st</sup> May 2014****Agenda Item:12****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 2013/14.

**Information and Advice**

2. The Highways Division of the County Council provides services to the County's residents, visitors, businesses and road users.
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 as set out in the Appendix Scorecard to this report.

**Performance Analysis**

4. The following analysis highlights key performance indicators.
  - a. *Highway Safety* - Within quarter on quarter variation, the overall trend in the numbers of people and children killed or seriously injured in road accidents is still on target and long term the Council is well on course to achieve the 2020 target.

The 2020 target is to reduce the number of *people* killed or seriously injured in road accidents by 40% of the 2005-09 average (baseline). At Q4 2013-14 the figures indicate a 33.2% reduction has been achieved i.e. a reduction from 517 to 345.

The 2020 target is to reduce the number of *children* killed or seriously injured in road accidents by 40% from the 2005-09 average (baseline). At Q4 2013-14 the figures indicate a 47.8% reduction has been achieved, i.e. a reduction from 54 to 28.

A detailed report of the 2013-14 injury, accident and casualty analysis will be brought to a future meeting of this committee.

- b. *Street Lighting* - We are currently experiencing a high demand for repairs and working very hard to clear the substantial back log that has built up, whilst developing proposals to improve this service. A detailed report will be brought to a future meeting of this committee.
- c. *Highway Development Control* – These quarterly indicators monitor the processing of development control applications and pre-applications with targets set at 95% and 90% of all enquiries being dealt with within 21 days. At Q3 the figures for both indicators are 94% and 96% respectively, showing a satisfactory performance level.
- d. *Customer Satisfaction Survey* – The County Council participates in the National Highways and Transport Customer Satisfaction Survey. This is an annual survey due later this year.
- e. *Road congestion* – Road congestion performance is monitored through journey times which are determined using Traffic Master journey time data (Provided by the DfT) for each of the market towns and for the Greater Nottingham area (excluding the City). Performance against the targets is monitored on an academic year basis (September to July) and data is ready for reporting the following spring/summer.
- f. *Road Condition* – These are annual indicators which are produced utilising condition data for the highway network collated from a number of sources including annual surveys and will be updated later this year.

## **Other Options Considered**

- 5. None – this is an information report.

## **Reasons for Recommendations**

- 6. None – this is an information report.

## **Statutory and Policy Implications**

- 7. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working 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**

8. The monitoring of service performance will ensure that the Highway's budgets will be used efficiently and effectively.

## **Implications for Service Users**

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

## **Recommendation**

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**

None – report for information.

## **Background Papers**

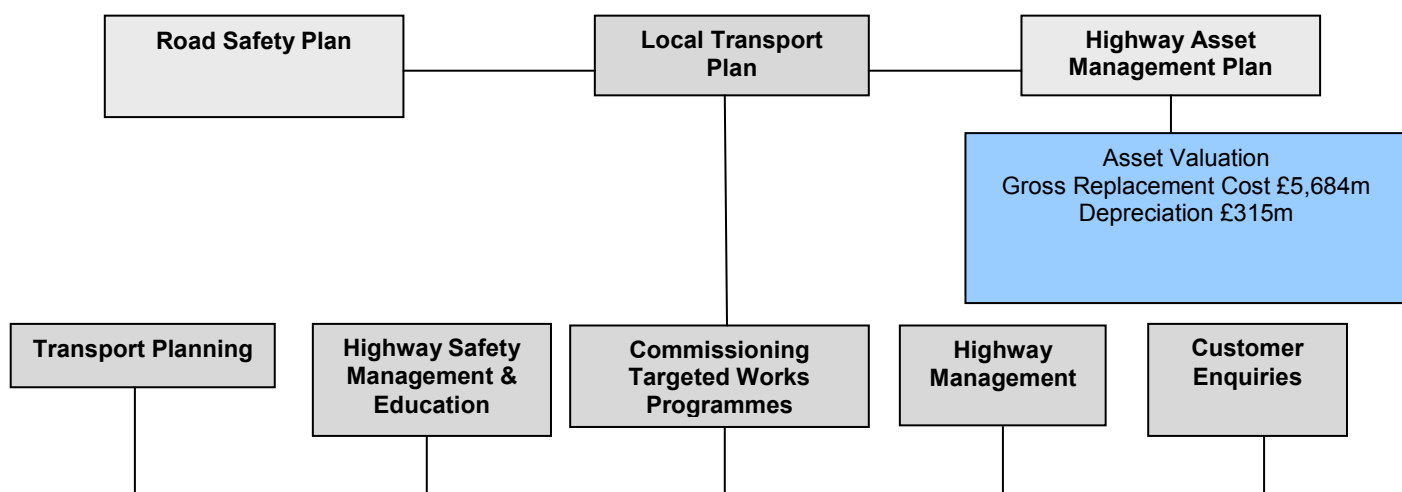
None

## **Electoral Divisions**

All



# Highways Division



FINANCE	
<b>Revenue</b>	
2013/14	2014/15
£29.1m	£24.1m
<b>Capital 2014/15</b>	
Major Schemes	£14.1m
Road Maintenance	£14.1m
Street Lighting (Columns Replacement)	£1.5m
Street Lighting (Energy Saving)	£1.1m
Flood Alleviation	£600k
Road Safety	£350k
Integrated Transport Measures	£7.0m
Ref 27.2.14 Council approval	

PERFORMANCE MEASURES
<b>Road Condition</b> (% needing repair) Principal (A roads) – 2.6% [ 4%] Non- Principal (B & C roads) – 9.7% [ 9% ] Unclassified – 17.9% [19%]
<b>Congestion</b> Journey time per mile during morning peak (average mins) ### [ 3.29 mins ]
<b>Highway Safety</b> People killed or seriously injured 33.2% reduction at quarter 4 from 517 to 345# Children killed or seriously injured – 47.8% reduction at quarter 4 from 54 to 28# #Compared to the 2005-09 average
<b>Street Lighting</b> Under review
<b>Development Control</b> (% response in target time) Development Control Applications– 94%[ 95%] Development Control enquiries – 96% [ 90%]
### Data delayed and not available. It should be included in the summer 1 <sup>st</sup> Quarter Report

CUSTOMER SATISFACTION from National Highways and Transport survey
Overall Highways & Transport 55.4% (Highest 57.6%) (2012 – 58.8%) (2011-57.1%)
Highways maintenance 46.5% (Highest 50.4%) (2012 -47.5% (2011-48.1%)
Walking & cycling facilities 53.1% (Highest 57.3%) (2012 – 55.24%) (2011-56.7%)
Tackling congestion 56.0% (2012 -56.1%) (2011 – 53.3%)
Road safety 52.0% (Highest 56.4%) (2012 – 55.3%) (2011 -61.4%)

MAJOR SCHEME DELIVERY
<i>A453 (T) Road Improvement</i> Main contract started January 2013 Completion May 2015
<i>A1 Elkesley (Trunk Road)</i> Work has commenced with expected completion Jan/Feb 2015
<i>Hucknall Town Centre</i> Planning Consent Granted December 2013 Land acquisition continues. Subject to Dft final approval, work starts 2015
<i>Workshop Bus Station</i> Scheme in development Planning consent granted: aim to start work summer 2014 and open spring 2015
<i>NET Phase 2 Extension</i> Work has commenced with expected completion Dec 2014.

**RISK MANAGEMENT**

**Safety Inspections**

Number of defects identified\*

Average Number of days to repair a Category 1 (urgent) defect \*

Average Number of days to repair a Category 2 (high) defect\*

Average Number of days to repair a Category 2 (low) defect\*

**Highways Insurance Claims**

	2009-10	2010-11	2011-12	2012-13	2013-14
Number of claims occurring	753	761	520	677	609
Of above number settled	747	741	478	597	192
Settled Claims Repudiated	576	568	364	459	134
% of Claims Settled Repudiated	77%	77%	76%	77%	70%

Q4 2013/14 240 Highways claims received  
Q3 2013/14 141 Highways claims received  
Q2 2013/14 163 Highways claims received  
Q1 2013/14 208 Highways claims received

Note as more claims are settled, the repudiation rates will change. Also, further claims may occur related to previous years; claims can be made upto 3 years from the date of the accident.

**Complaints data**

2012/13 Q4 75 recorded complaints	2013/14 Q4 65 recorded complaints
2012/13 Q3 70 recorded complaints	2013/14 Q3 61 recorded complaints
2012/13 Q2 77 recorded complaints	2013/14 Q2 100 recorded complaints
2012/13 Q1 87 recorded complaints	2013/14 Q1 33 recorded complaints





**21<sup>st</sup> May 2014**

**Agenda Item:**

## **REPORT OF SERVICE DIRECTOR, HIGHWAYS**

### **RESPONSE TO PETITION PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL ON 27<sup>TH</sup> MARCH 2014.**

#### **Purpose of the Report**

The purpose of this report is to recommend to Committee the response to the issues raised in a petition presented to the Chairman of the County Council at the Council meeting on 27<sup>th</sup> March:

#### **A. Petition Regarding a Residents' Parking Scheme – Earp Avenue, Newark (Ref 2014/066)**

1. A petition was presented to the 27th March 2014 meeting of the County Council by Councillor Stuart Wallace on behalf of eight residents of Earp Avenue, Newark. The petition requested that a residents' parking scheme should be introduced on Earp Avenue.
2. Earp Avenue is a mainly residential street with no off-street parking for most properties, located near Newark hospital and the Magnus Academy school to the southeast of Newark town centre.
3. Residents state that its close proximity to the town and nearby traffic generators, combined with unrestricted on-highway parking, has led to an increase in vehicles parking, sometimes all day, which the residents believe to be teaching staff and hospital staff and visitors avoiding car parking charges.
4. Requests for residents' parking schemes are considered against the current policy which states that there should be:
  - a. significant levels of current requests from residents
  - b. non-resident parking which is detrimental to the vitality of the local centre or other  
Local Transport Plan objectives, and

- c. a trip-attractor which causes non-resident intrusive parking.
- 5. It was agreed that the Earp Avenue area would be included within the next programme of schemes for preliminary investigation relating to the introduction of a residents' parking scheme.
- 6. It is recommended that the lead petitioner be informed accordingly.

### **Reason for Recommendation**

- 7. To recommend to Committee the response to issues raised in a petition presented to the County Council on 27<sup>th</sup> March 2014.

### **Statutory and Policy Implications**

- 8. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working 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**

It is RECOMMENDED that the proposed action be approved, the lead petitioner 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)**

Newark East

**21 May 2014****Agenda Item 17****REPORT OF CORPORATE DIRECTOR, POLICY, PLANNING AND  
CORPORATE SERVICES****WORK PROGRAMME****Purpose of the Report**

1. To consider the Committee's work programme for 2014.

**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 1/1/2014)**

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

### **Financial Comments (MA 1//1/2014)**

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**

<b><u>Report Title</u></b>	<b><u>Brief summary of agenda item</u></b>	<b><u>For Decision or Information?</u></b>	<b><u>Lead Officer</u></b>	<b><u>Report Author</u></b>
<b>19 June 2014</b>				
Home to School Transport Contracts	Contract Awards for home to school transport	Info	Mark Hudson	Chris Ward
TTS	Quarterly Performance Report	Info.	Mark Hudson	Lisa McLennaghan
Integrated Passenger Transport Strategy	Strategy details	Decision	Kevin Sharman	Andy Warring
2014/15 Highways Capital Programme	Update report	Decision	Kevin Sharman	Andy Warring
Coronation Road Area, Nuthall (Various Static Restrictions and Prohibitions) TRO 5157	Objections to proposed TRO	Decision	Mike Barnett	Andy Warring
Highway Repairs	Update report and policy	Info and decision	Chris Charnley	Chris Charnley
Petitions Report	Responses to Petitions presented to Full Council	Info and decision	Pete Barker	Various
<b>17 July 2014</b>				
Travelsmart	Update report	Info.	Mark Hudson	Pete Mathieson
Integrated Ticketing	Update report	Info	Mark Hudson	Pete Mathieson
TTS Fleet Operations Service Update	Update Report	Info	Mark Hudson	Chris Ward
Highway TRO Report	Report as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Andy Warring

<b><u>Report Title</u></b>	<b><u>Brief summary of agenda item</u></b>	<b><u>For Decision or Information?</u></b>	<b><u>Lead Officer</u></b>	<b><u>Report Author</u></b>
Street Lighting	Update report	Info.	Kevin Aldridge	Andy Warring
2013 Highway Injury Accident and Casualty Report	Update report	Info.	Suzanne Heydon	Andy Warring
Petitions Report	Responses to Petitions presented to Full Council	Info and decision	Pete Barker	Various
<b>11 Sept 2014</b>				
TTS Performance	Quarterly Performance Report	Info	Mark Hudson	Lisa McLennaghan
Highway Performance Report Q1	Update on performance monitoring across highway services	Info.	Don Fitch	Andy Warring
D2N2 Strategic Economic Plan	Update on the D2N2 Strategic Economic Plan infrastructure investment proposals	Info.	Kevin Sharman	Andy Warring
2015/16 Provisional Highways Capital Programme	Annual report setting out a provisional highways capital programme for 2015/16 as a consultation and to support advance design work	Decision	Kevin Sharman	Andy Warring
Highway TRO Report	Report as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Andy Warring
Petitions Report	Responses to Petitions presented to Full Council	Info and decision	Pete Barker	Various
<b>9 Oct 2014</b>				
Passenger Transport Appraisal Framework	Update report	Decision	Mark Hudson	Pete Mathieson
Highway TRO Report	Report as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Andy Warring
Flood Risk Management Update	Update report			

<b><u>Report Title</u></b>	<b><u>Brief summary of agenda item</u></b>	<b><u>For Decision or Information?</u></b>	<b><u>Lead Officer</u></b>	<b><u>Report Author</u></b>
Petitions Report	Responses to Petitions presented to Full Council	Info and decision	Pete Barker	Various
<b>13 Nov 2014</b>				
Local Bus Services Review Update	Outcome from consultation on the review of supported local bus services	Info	Mark Hudson	Chris Ward
Highway TRO Report	Report as needed to consider objections to proposed Traffic Regulation Orders	Decision	Mike Barnett	Andy Warring
Petitions Report	Responses to Petitions presented to Full Council	Info and decision	Pete Barker	Various

