

Transport and Highways Committee

Date: Thursday, 22 November 2012
Time: 10:30
Venue: County Hall
Address: County Hall, West Bridgford, Nottingham NG2 7QP

AGENDA

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3	<u>Declarations of Interests by Members and Officers:- (see note below)</u> (a) Disclosable Pecuniary Interests (b) Private Interests (pecuniary and non-pecuniary)	1-2
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(1) Councillors are advised to contact their Research Officer for details of any Group Meetings which are planned for this meeting.

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

Customer Services Centre 0300 500 80 80

(3) Persons making a declaration of interest should have regard to the Code of Conduct and the Council's Procedure Rules.

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

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

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

minutes

Meeting TRANSPORT AND HIGHWAYS COMMITTEE

Date 18 October 2012 (commencing at 10.30 am)

Membership

Persons absent are marked with 'A'

COUNCILLORS

Richard Jackson(Chairman)
Chris Barnfather (Vice-Chairman)

Richard Butler
Jim Creamer
Kevin Greaves
Mike Quigley, MBE
Mel Shepherd

Keith Walker
Chris Winterton
Brian Wombwell
Martin Wright

A Ex-officio (non-voting)
 Mrs Kay Cutts

OFFICERS IN ATTENDANCE

David Forster, Policy, Planning and Corporate Services Department
Tim Gregory, Corporate Director Environment and Resources
Jas Hundal, Service Director, Transport Property and Environment
Andrew Warrington, Service Director Highways
Mary Roche, Environment and Resources Department
Jim Bamford, Environment and Resources Department
Michelle Walsh – Labour Group Researcher
Carl Bilby – Conservative Group Researcher
Claire Dixon – Liberal Democrat Group Researcher

MINUTES

The minutes of the last meeting held on 13 September 2012 were confirmed and signed by the Chairman subject to it being noted the closing time should read 11.35 am and not pm.

MEMBERSHIP

Following the appropriate notification it was noted that Councillors Mel Shepherd and Brian Wombwell had been appointed to the membership of the Committee in place of

Councillors Mick Murphy and Stan Heptinstall respectfully, it was further noted that this change will revert back following the meeting.

APOLOGIES FOR ABSENCE

There were no apologies for absence

DECLARATIONS OF INTEREST

There were no declarations of Interest

SURFACE DRESSING - PRESENTATION

Dr Howard Robinson, Chief Executive of The Road Surface Treatment Association gave a slide presentation on Surface dressing informing members of the regulations surrounding the standards expected in Surface dressing.

RESOLVED 2012/045

That the presentation be noted.

TITAN – AWARD OF CONTRACTS

RESOLVED 2012/046

1. That the Corporate Director of Environment and Resources (or his nominee) be given delegated authority to award contracts for the new services in the pilot area in consultation with the Chairman and Vice-Chairman of the committee and
2. That the progress of the TITAN Project be noted.

PHOENIX STREET AND URWIN ROAD, SUTTON-IN-ASHFIELD – RESIDENTS' PARKING SCHEME, REPORT OF OBJECTIONS

RESOLVED 2012/047

That the Nottinghamshire County Council (Mansfield Road, Mason Street, Phoenix Street and Unwin Road, Sutton-in-Ashfield) (Prohibition of Waiting and Revocation of a Residents' Controlled Zone) Traffic Regulation Order 2012 (4120) is made as advertised and the objectors informed accordingly.

MARKET WARSOP – TRAFFIC REGULATION ORDERS – REPORT OF OBEJECTIONS

RESOLVED 2012/048

That the Nottinghamshire County Council (Clumber Street, Market Warsop) (Prohibition of Waiting) and (One-Way and Length Restriction) Traffic Regulation Orders 2012 (2159/60) are made as advertised and the objector advised accordingly.

HUCKNALL TOWN CENTRE IMPROVEMENT SCHEME UPDATE REPORT

RESOLVED 2012/049

1. That the feedback from the public engagement exercise as set out in the report be noted and that the commitment to the current proposals be confirmed.
2. that the project as detailed on drawing H/JH/13379/14, subject to any minor amendments required as a result of detailed design approval be progressed by the Environment and Resources Department to:-
 - Submit a Planning Application
 - Acquire any necessary land for the project through negotiation
 - Publish a Compulsory Purchase Order and Side Roads Order and hold any associated Public Inquiry
 - Procure the works construction

ROAD SAFETY CAMPAIGN

RESOLVED 2012/050

1. That members support the road safety initiatives when they involve the local schools and community and
2. that the scheme continue to be rolled out across the County.

HIGHWAY ENVIRONMENTAL MAINTENANCE UPDATE

RESOLVED 2012/051

1. That the update of service delivery in 2012 be noted and that approval be given for the weed spaying and grass cutting formerly undertaken by the Manage and Operate Partnership Districts to be directly delivered by the County Council from March 2013.
2. that the improved standard of grass cutting across the County from 2013 through strimming urban grass following every cut be welcomed and
3. that the current practice of not collecting grass cutting from urban cuts be noted and approved.

RAIL ISSUE UPDATES

RESOLVED 2012/052

1. That the success in securing investment in the Midland Main Line be noted.
2. that the approach to improvements on the East Coast Main Line as set out in the report and reflected in the submission to the Department of Transport be approved and that the response made on behalf of the Council be endorsed.

LOCAL TRANSPORT BOARDS

RESOLVED 2012/053

That the response to the Department of Transport as set out in the appendix attached to the report be approved.

WORK PROGRAMME

RESOLVED 2012/054

That the work programme be noted.

The meeting closed at 12.35 pm.

CHAIRMAN

22 November 2012**Agenda Item:4****REPORT OF THE SERVICE DIRECTOR OF TRANSPORT, PROPERTY AND
ENVIRONMENT****TITAN PROJECT PROGRESS REPORT AND OUTCOME OF CONTRACT
AWARDS****Purpose of the Report**

This report provides:

1. An update of the TITAN (Towards Integrated Transport Across Nottinghamshire) project including the results of the contract awards for the pilot area covering the Newark, Ollerton and Southwell triangle. The benefits to be realised include efficiency savings to the value of £111,000 for the County Council and improved travel opportunities for users with all communities in the pilot area being served.
2. Proposals for the introduction of a new Community Transport Minibus scheme in the Newark area.

Award of Contracts for the Pilot Area

3. On 18 October 2012 Transport and Highways Committee gave delegated authority to the Corporate Director of Environment and Resources (or his nominee), in conjunction with the Chair and Vice Chair of Committee, to award transport contracts for the TITAN project pilot area. The contracts cover the following:
 - Home to school transport
 - Local bus services
 - Adult social care transport
4. The contract specifications were developed to achieve maximum use of vehicle and staffing resources through the integration of journey types. The specifications included feedback and requests from the extensive consultation response received for the initial transport proposals for the area. Passenger journey integration has also been a consideration throughout the process. The tender package contained enhancements for :
 - new services from Fernwood to Newark

- journeys from the Riverside villages to Southwell
- off peak services from Bathley and Barnby to Newark
- off peak shopper services for villages north of Southwell

Operators were encouraged to offer alternative services which met the minimum specification but also provided added value. One operator offered such a service that provides significant added value in that it offers through services from Newark, via Farndon to and from Bingham rather than a connecting service. This negates the need for a passenger interchange facility at Coney Grey Spinney and a guaranteed connection back up service as well as naturally eliminating any fare penalties that would otherwise have been existent (two tickets on connecting services) and underwritten by the Council.

All other journeys to key destinations which are currently in the network continue to be available although some routes and frequencies may have changed. This outcome results in a beneficial impact for most bus users and opens up opportunities to increase patronage through positive marketing and publicity. Schoolchildren and adult social care clients will see very little change as routes and timetables remain almost the same except that in some cases there will be a change in bus operators.

Tender Results

5. A total of seven contract packages were tendered on this occasion and these were made up as follows (full details of the routes are shown at Appendix A):
 - P.1 Service No. 54 and Balderton Day Centre Route 1
 - P.2 Service No. 54 and Balderton Day Centre Route 2
 - P.3 Service Nos 54 / 56A / 56B / 671
 - P.4 Service Nos 54 / 54A / 969
 - P.5 Service Nos 643 / 3 / 30A / 30B
 - P.6 Service Nos 642 / 33 / 33A
 - P.7 Service Nos 40 / 40B and Balderton Day Centre Route 3
6. It was disappointing that there were no tender bids received for Adult Social Care journeys contained within P1 and P2. These journeys will therefore continue to be provided in-house and the vehicles used for these will also supply trips to Newark luncheon club and a peak return trip from Fernwood to Newark.
7. Initial conclusions are that there was little appetite in the private sector for this type of work or the specification was too rigid. There was however one bid received for the Adult Social Care journey as part of the P7 package and this was awarded to the sole bidder (a Community and Voluntary Service organisation). Further consideration will be given to how Adult Social Care routes are planned and procured in the next tender round for areas 2-5.
8. A summary of the contract awards is attached at Appendix B for information. The table below shows brief details of the contract awards which were

confirmed to the successful operators on 5 November in consultation with the Chair and Vice Chair of this Committee.

Package No.	Successful Operator
1	Stagecoach East Midlands Part award only for Service No. 54 Day Centre Route 1 retained in-house
2	Stagecoach East Midlands Part award only for Service No. 54 Day Centre Route 2 retained in-house
3	Full award to Premiere Travel
4	Variation award to Marshalls This offered a through service as opposed to the specified connecting service
5	Full award to Cotswold CVS (Service 920 excluded)
6	Full award to Travel Wright
7	Full award to Cotswold CVS

Overall evaluation of Pilot Area tenders

9. There is a positive impact for most service users. This is as a result of configuring new services in response to local needs identified through extensive consultation with local people. It has been possible to secure a number of enhancements to service provision whilst still achieving savings. The people of Nottinghamshire will therefore enjoy improved services at a lower cost to the Council.
10. The TITAN project aims to deliver a total of £2.08m efficiency savings across the whole county passenger transport network. The pilot exercise to date is very encouraging in terms of the level of efficiency savings achieved whilst minimising any negative impact for service users.

Contract Mobilisation

11. The implementation date for the above contracts is 7 January 2013 as this coincides with the start of the new school term. A contract implementation plan has been prepared and a team identified to manage the process. This is designed to ensure that successful contractors are provided with the appropriate support to get their operations up and running as smoothly as possible in time for the implementation date. It will also help to ensure that all schools, passengers, service providers and businesses affected by the changes are provided with full information on the new services. The TITAN consultation team will work in conjunction with the contract implementation team to ensure robust marketing and publicity takes place in advance of the changes to promote the new network.

Community Transport

12. To complement the revised services in the pilot area, strong partnership work has been undertaken with a community transport organisation (CTO) based in Newark in order to build up capacity to deliver more services within the area. A Service Level Agreement (SLA) has been developed to operate a one year pilot minibuss scheme using one of the new multi-purpose, fully accessible Bluebird vehicles purchased recently by the Council through the Community Transport Fund. Set up costs of £8,000 will also come from this fund. Ongoing revenue funding will be derived from income and the operation of Core County Council transport services.

The CTO is Newark Door2Door which currently operates a car scheme and wants to branch out into minibuss work having identified a demand for this. The TITAN consultation and research work also identified certain gaps that could potentially be filled by community minibuss services. Work is therefore ongoing to achieve improvements for the community through this initiative. It is hoped to launch this new arrangement in late November/early December and a verbal update on progress will be provided at the committee meeting. Initially the minibuss will be used for community transport trips such as health, shopping and group hire. Once established the minibuss will be used to operate County Council services such as day centre, special needs schools and local bus services.

Next Steps

13. Work has already started on network planning of services for the Vale of Belvoir/Bingham area and Mansfield. The main drivers for selecting these areas as the next to focus on are:
 - The new Mansfield bus station is due to open in March next year and there are a number of bus services that will use this facility which are due to for renewal around that time
 - Notification was received some weeks ago that certain services in the Vale of Belvoir, supported by Leicestershire County Council, may be withdrawn soon. This withdrawal may not go ahead but, as we had started the piece of work in response to this proposed change, we felt it appropriate to continue with it and amend in accordance with the final outcome of the LCC supported services.

Statutory and Policy Implications

14. 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.

Implications for Service Users

15. The introduction of the pilot area network services is a positive outcome for users and will enable them to access key services and facilities in the area thus improving their quality of life.

Crime and Disorder Implications

16. The new infrastructure that will support the revised services will ensure that users have a safe waiting environment, especially when waiting for connecting services.

Financial Implications

17. The implementation of revised transport services detailed in this report is expected to yield full year savings of £30,000 for the County Council. The cost of the revised services is £573,077 per annum. The new network includes enhancements valued at £45,000 per annum and absorbs anticipated cost increases of £36,000. In other works cashable and non cashable savings amount to nearly 18% and improved provision for transport services in the area.

Overall, this procurement exercise (£30k savings), the introduction of revised Collingham corridor services earlier this year (£95k savings) and the recent revision of Special Educational Needs transport in the area (£100k savings) will realise total full year savings of £225,000 for the Council in addition to the non cashable benefits detailed above (£45k and £36k).

Implications for Sustainability and the Environment

18. The revised services will help to promote alternative ways of travel, an overall reduction in mileage and travel will reduce CO2 emissions. The network proposals will introduce services which are economically sustainable in the long term.

Human Resource Implication

19. There are no TUPE implications as a result of the transfer of one Adult Social Care route to an external provider. The member of staff displaced will be slotted into an existing driver vacancy currently being covered by agency staff.

RECOMMENDATION

It is recommended that Committee:

- 1) Notes the outcome of the procurement exercise, the efficiency savings achieved and the progress of the TITAN Project

- 2) Approves the introduction of a new Community Transport Minibus service in the Newark area.

Mark Hudson
Group Manager, Transport and Travel services

For any enquiries about this report please contact: Mark Hudson or Mary Roche

Constitutional Comments (LM 29/10/12)

20. The Transport and Highways Committee has delegated authority within the Constitution to approve the recommendations in the report.

Financial Comments (DJK 29/10/12)

21. The content of this report is duly noted; the full year financial savings of £30k are clearly identified, the total saving for TITAN is currently £962k against the target of £2.08m.
22. The saving of £962k is constituted from the SEN Review for North and South of £714k; school contract awards £82k and reduction in Local Bus Contracts of £136k as well as the savings resulting from this report of £30k full year of which part will be achieved in 2012/13.

Human Resources Comments (MH 29/10/12)

23. The Human Resource implications are as set out in paragraph of this 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.

Electoral Divisions Affected

Newark and Sherwood (All)
Rushcliffe - Radcliffe-on-Trent - Bingham - Cotgrave
Bassetlaw – Tuxford
Mansfield

Package					
No	Service Number	Journey Purpose	From	To	Notes
P.1	54	Work	Bingham	Newark	
P.1	Balderton Day Centre Route 1	Adult Social Care	Newark Area	Balderton Day Centre	
P.2	54	Work	Bingham	Newark	
P.2	Balderton Day Centre Route 2	Adult Social Care	Newark Area	Balderton Day Centre	
P.3	54	Work	Newark	Bingham	
P.3	56A	Shopping/Health	Orston, Hawksworth	Bingham	Tuesday & Thursday
P.3	56B	Shopping/Health	Aslockton, Orston	Newark	Wednesday & Friday
P.3	671	School	Staunton	Orston Primary	
P.4	54	Work	Newark	Bingham	
P.4	54A	Shopping/Health	Bingham	Elston (Newark)	Service will operate as a through route to Newark without connection
P.4	969	School	Shelton	Aslockton Primary	
P.5	643	School	Egmanton	Norwell Primary	
P.5	3	Shopping/Health	Lowdham, Hoveringham	Southwell	Monday, Wednesday & Friday
P.5	30A	Shopping/Health	Mapplebeck, Kirklington	Southwell	Tuesday & Thursday
P.5	30B	Shopping/Health	Norwell, Caunton	Southwell	Tuesday & Thursday
P.6	642	School	Weston	Sutton on Trent Primary	
P.6	33	Shopping/Health	Tuxford via Laxton	Sutton on Trent	Connects with service 37 for Newark Mon-Sat
P.6	33A	Shopping/Health	Tuxford via Grassthorne	Sutton on Trent	Connects with service 37 for Newark, Saturday only
P.7	40	Shopping/Health	Fernwood, Barnby	Newark	Monday - Friday
P.7	40B	Shopping/Health	Fernwood, Barnby & Bathley	Newark	Saturday
P.7	Balderton Day Centre Route 3	Adult Social Care	Newark Area	Balderton Day Centre	

Service Route cluster	Service Number	Financial Evaluation model	Cost Model	Current Annual Cost	New Annual Cost	Operator	Comments	
1	54+BDC1	FEM1	Minimum subsidy	£35,584.00	£22,194.85	Stagecoach	No bids.	
	54		Minimum subsidy				Out right winner lowest price	
	BDC1		Exclusive contract				£58,000.00	£58,000.00
2	54+BDC2	FEM1	Minimum subsidy	£35,584.00	£20,557.00	Stagecoach	No bids	
	54		Minimum subsidy				Out right winner lowest price	
	BDC2		Exclusive contract				£58,000.00	£58,000.00
3	54+56A/56B+671	FEM2	Minimum subsidy	£35,583.00	£76,853.90	Premiere	Out right winner lowest combination price	
	54		Minimum subsidy		£0.00		Combination option lowest tender	
	56A/56B		Minimum cost		£0.00		Combination option lowest tender	
	671		Exclusive contract		£22,800.00		£0.00	No award - Combination option lowest tender
4	54+54A+969	FEM2	Minimum subsidy	£35,583.00	£109,800.00	Marshalls	Whilst Stagecoach submitted the most cost effective tender for the specified services, Marshalls submitted a variation bid at a higher cost of £360 per day (an increased cost of £52,252 over 4yr contract period). This provides through journeys and ticketing for the passengers and negates the need for an interchange facility at Coney Grey and a fare subsidy by NCC to prevent fare penalties for passengers (cost benefits of £103,100 over 4yr contract period).	
	54		Minimum subsidy		£0.00			
	54A		Minimum cost		£0.00			
	969		Exclusive contract		£25,033.00			£0.00
Annual Cost for Clusters 1-4				£377,333.00	£345,405.75			
5	643+3/30A/30B	FEM3	Minimum cost	£15,111.00	£60,326.40	Cotswold	Cotswold are the preferred bidder for either combination option, however the greater saving can be achieved from the combination including the service 643. The contract offers an additional days operation.	
	920+3/30A/30B		Minimum cost					
	3/30A/30B		Minimum cost				£0.00	Combination option lowest tender
	643		Minimum cost				£26,459.00	£0.00

	920		Minimum cost	£10,450.00	£10,450.00		Combination option lowest tender
Annual Cost for Cluster 5				£52,020.00	£70,776.40		
6	642+33/33 A	FEM1	Minimum subsidy		£79,169.00	Travel Wright	Preferred bidder, timetable variation maybe required to accommodate cluster 7 recommendation
	33/33A		Minimum subsidy	£61,000.00			Combination option lowest tender
	39		Minimum Subsidy	£35,923.28			Combination option lowest tender
	642		Minimum cost	£18,810.00			Combination option lowest tender
Annual Cost for Cluster 6				£115,733.28	£79,169.00		
7	40/40B+BD C3	FEM1	Minimum cost		£77,726.20	Cotswold	Award combination option to Cotswold. Note: Service 40 is entirely new service provision which accounts for the increased annual cost.
	40/40B		Minimum cost	£0.00			
	BDC3		Exclusive contract	£58,000.00			
Annual Cost for Cluster 7				£58,000.00	£77,726.20		

Total Annual Cost	£603,086.28	£573,077.35	Annual saving is £30,083.93
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Non cashable benefits:	
Service enhancements	£45,000.00
Avoidance of increased costs	£36,000.00
Total Non Cashable Savings	£81,000.00

22 November 2012**Agenda Item:5****REPORT OF SERVICE DIRECTOR TRANSPORT, PROPERTY AND
ENVIRONMENT****NOTTINGHAMSHIRE CONCESSIONARY TRAVEL SCHEME 2012 / 2013 AND
2013 / 2014****Purpose of the Report**

1. To seek approval for the Nottinghamshire Concessionary Travel Scheme for 2013 / 2014, including the discretionary additional entitlements, publication of the scheme notice on 1 December 2012, the final scheme notice on 3 March 2013 and the proposed funding (subject to Full Council budget approval in February 2013).
2. To seek approval to continue with the County Council's additional discretionary elements of the scheme which cost £416,000 per year.
3. To seek Committee approval to grant delegated power for the Service Director for Transport, Property and Environment to agree the final reimbursement arrangements and associated financial commitments from 1 April 2013 in consultation with the Chairman and Vice Chairman of the Transport and Highways Committee, and Chairman of the Finance and Property Committee and Service Director Finance and Procurement.
4. To update Committee on the operational and financial aspects of the 2012 / 2013 Nottinghamshire Concessionary Travel Scheme for Elderly and Disabled Persons.

Information and Advice

5. The County Council has been a Travel Concession Authority (TCA) since April 2011 and has the duty to provide free travel on local bus services for the holder of an English National Concessionary Travel Pass. Free travel is available between 0930 and 2300 weekdays and all day at weekends and on bank holidays.
6. Additional discretionary travel entitlements are currently offered using powers from Section 93 of the Transport Act 1985. It is proposed that the discretionary elements which cost £416,000 per year will continue. These provide a companions facility and discounted travel on the tram. These provisions are available for holders of concessionary travel passes issued to Nottinghamshire

residents and for companions trips which commence in Nottinghamshire. Passes with the additional companions entitlement are issued to people who are blind, have a severe walking disability or a severe learning disability and would have difficulty travelling alone. The pass allows another person to travel with the pass holder at the same discounted rate for all journeys commencing in Nottinghamshire.

7. The County Council is responsible for reimbursing transport operators for all statutory free concessionary travel whereby the holder of a valid English concessionary travel pass boarded within the administrative boundary of Nottinghamshire irrespective of which English Travel Concession Authority (TCA) issued the pass. The Council has a duty to issue a notice of the proposed scheme by 1 December 2012 and a final scheme notice by 3 March 2013 to enable the scheme to commence on 1 April. The final notice must detail scheme entitlements and reimbursement arrangements.
8. The transport operators have a duty to accept travel passes on the local bus services they operate. Travel is permitted under the terms of carriage of each operator.
9. Reimbursement is calculated to ensure that the transport operator is “no better or no worse off” as a result of carrying the concessionary passengers. The Department for Transport (DfT) has issued guidance to assist with these calculations. Although it is not mandatory to use this guidance it has been used as the basis of negotiations with transport operators to minimise the risk of any appeals against the level of reimbursement. A small number of services, mainly rural shopper, market day or infrequent services, do not fall within the scope of the guidance and a local methodology will be used to calculate reimbursement for these services.
10. There are 21 transport operators currently participating in the Nottinghamshire scheme of which 16 are bus operators, 1 tram operator and 4 community transport schemes. Of these 21 a total of 18 have signed a two year reimbursement agreement (in March 2011) with the County Council. This agreement includes review clauses should higher than anticipated patronage variations occur or significant network changes are introduced. Detailed data monitoring will be undertaken during the agreement period to ensure that levels of patronage and operated mileage remain within the agreed parameters. The three remaining operators will be reimbursed on an actual usage basis from patronage data supplied. Should a new operator start services in Nottinghamshire an assessment of their patronage and mileage would be undertaken and impacts on any existing transport operator’s network / patronage would be reviewed in accordance with the agreed criteria.
11. The actual costs of the scheme will be determined through passenger data, the final reimbursement agreements with the operators and the subsequent demand for travel. At present there are 176,000 Nottinghamshire pass holders and the County Council makes reimbursement of £10.5M (2012 / 2013 figures) to transport operators for approximately 11 million journeys per annum. As

mentioned in paragraph 5 above there is no direct correlation between the number of pass holders in Nottinghamshire and the total number of journeys for which the County Council reimburses the operators.

Update on the Nottinghamshire Scheme 2012/13

12. Approximately 90% of Nottinghamshire residents who qualify on age currently hold a concessionary travel pass. Customer enquiries are initially handled by the CSC with an average of 1000 calls received each month. In the period April to September 2012 a total of 5574 passes were issued of which 2771 were new applications on age grounds, 678 new applications on disability grounds and 2125 were replacements for either lost, damaged or stolen passes. The scheme is of significant value to the pass holder and contributes to their well being and life choices as well as helping to support the local economy.
13. As reported to Committee on 14 June 2012 a major pass renewal programme has commenced to renew approximately 110,000 passes by 31 March 2013. Pass holders will receive their new passes during March 2013. A renewal of this volume and complexity is likely to generate some customer issues and complaints, such as pass holders on our records who no longer need their pass but for whom we have had no prior notification of a change. A robust communication and publicity strategy has been implemented to ensure that the programme of renewals is undertaken with minimum inconvenience to the user. It is anticipated that the new passes will have a range of expiry dates so that future replacement programmes can be undertaken on a rolling renewal basis.

Other Options Considered

14. No other options are available for the national scheme as the provision of concessionary travel for elderly and disabled people is a statutory duty.
15. The County Council funds additional discretionary elements for Nottinghamshire pass holders as described in paragraph 6 above. The County Council considers that these additional elements are of significant value to the users therefore has ruled out, at a very early stage in the process, the removal of this support.

Reasons for Recommendations

16. The recommendations ensure that the County Council meets its statutory duty whilst continuing to provide a wide range of travel opportunities and choices for the residents of Nottinghamshire. The need for the delegated authority in recommendation 2 ensures that the County Council can issue the statutory notice for the scheme and agree reimbursement levels by the 3rd March 2013.

Statutory and Policy Implications

17. 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.

Equal opportunities Implications

18. The provision of the concessionary travel scheme and the additional discretionary elements ensures that elderly and disabled can access key services thus improving their quality of life and enhancing social inclusion.

Financial Implications

19. The cost of reimbursement to transport operators (for statutory and discretionary entitlements) and scheme management is budgeted to be £11.025M in 2013/2014. As detailed in paragraph 9 the final costs will be subject to agreements with transport operators and the subsequent demand for travel during 2013/14. Detailed monitoring of the patronage data will be undertaken on a regular basis and any variation to predicted costs will be reported.

RECOMMENDATION

- 1) Committee approves the Nottinghamshire Concessionary Travel Scheme and proposed funding (including discretionary entitlements) for 2013 / 2014 and publication of the scheme notices on 1 December 2012 and 3 March 2013, subject to recommendation 2 and Full Council budget approval.
- 2) Committee grants delegated power for the Service Director for Transport, Property and Environment to agree the final reimbursement arrangements and associated financial commitments from 1 April 2013 in consultation with the Chairman and Vice Chairman of the Transport and Highways Committee, and Chairman of the Finance and Property Committee and Service Director Finance and Procurement.

Mark Hudson
Group Manager, Transport & Travel Services

For any enquiries about this report please contact: Mark Hudson – Group Manager, Transport & Travel Services or Dave Bennett, Commissioning and Concessionary Travel Manager

Constitutional Comments (SHB.19.10.12)

20. Committee have power to decide the Recommendation.

Financial Comments (DJK.22.10.12)

21. The contents of this report are duly noted; the financial implications are brought out in paragraph 19 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.

- Department for Transport Reimbursement Guidance version 3.1 dated 29 November 2011.
- Report to the Transport & Highways Committee dated 14 June 2012.

Electoral Division(s) and Member(s) Affected

All



22nd November 2012

Agenda Item:6

REPORT OF SERVICE DIRECTOR, HIGHWAYS

Changes to Staff Structure of the Highways Division

Purpose of the Report

1. Committee approved on 13th September 2012 to create a new permanent post of Group Manager Programme Delivery and Design within the highways division at a cost within the existing staff budget. This post is therefore currently advertised for internal applicants.
2. Consultations with staff and trade unions have now been undertaken which support this proposal in principle. The early appointment of this group manager will assist the completion of the team structure proposals and response to staff comments on the detailed structure.
3. This report therefore seeks confirmation of the revisions to the staff structure to enable complete the appointment and enabling process for group managers.

Review of Highways Division

4. A review of the operation and organisation of the highways division is underway. Details were set out in the report to this Committee on 13th September 2012.
5. Detailed staff briefings regarding the review were delivered to all highways non-operational staff in June 2012.
6. A need was established to introduce two new posts into the organisation slightly ahead of the planned changes in December for the following reasons:
 - a. The early appointment of a new Group Manager to lead the capital programme design and delivery group will assist the early preparation and effective delivery of the 2013/14 highways capital programme for which a provisional programme is being considered by this Committee today. It will also enable the new group manager to have the earliest possible involvement in the development of that group structure.

- b. The early appointment of a new Team Manager to lead the Contract Management team, within the Highway Management group is essential to support the mobilisation of the new highways contract due to be awarded around Christmas this year to start on 1st April 2013. Again this will allow the new team manager to have the earliest possible involvement in the development of that team structure.
- 7. The creation of these posts was approved by this Committee at its meeting on 13th September 2012.
- 8. Subsequently a detailed staff and trade union consultation on the revised staff structure has been undertaken between 17th September and 12th October 2012 which has raised no material objections to the proposed new group structure.
- 9. The new group structure is shown at Appendix A and the current group structure shown at Appendix B.
- 10. The roles of the new groups are briefly:

Highway Management

Leads on customer enquiries, delivers the revenue highway maintenance service, inspects the highway and all activity within the highway including utility works, coordinates works within the highway and manages parking. This group will also include the contract management team to lead on the performance management of external consultants and contractors and to develop service level agreements for in-house service provision

Highway Operations

Focussed on the effective and efficient in-house delivery of highway works.

Highway Planning, Access and Commissioning

Leads on transport planning and highways development control, flood risk management including new statutory duties of lead local flood authority, rights of way and commissioning the highway improvement and maintenance programmes through the Local Transport Plan and Asset Management Plan.

Highway Safety, Lighting and Traffic Control

Leads on specialist highway services in delivering highway safety through programmes of education, enforcement and road safety engineering together with managing, maintaining and improving the County's street lighting and traffic control assets and systems.

Highway Programme Design and Delivery

Leads on the design and delivery of the Council's highways capital programme

including maintenance, improvement and major transport schemes.

11. Further reports to this Committee will be provided for consideration of the team structures as issues raised through the staff consultation process are resolved.
12. The funding for these posts will be contained within the current Highways Division staff budget through the current vacancy management process and through the staff cost reductions to be identified in phase 2 of the organisational change.

Other Options Considered

13. Deferral of the creation of this new post until the phase 2 organisational change details have been confirmed was considered but this would introduce additional risk to the delivery of the future highways capital programme and of works through the new highways contract.
14. Making no organisational changes was considered but the need for change was widely agreed by staff and Councillors during the assessment of the current service delivery at the start of the review process.

Reason/s for Recommendation/s

15. The recommendations are proposed to deliver the first phase of the organisational change in time to support delivery of the future highways capital programme and of works through the new highways contract.

Statutory and Policy Implications

16. 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

17. It is recommended that

The group structure shown at Appendix A is approved

Andrew Warrington
Service Director Highways

For any enquiries about this report please contact: Andrew Warrington ext. 74681

HR Comments

18. Recruitment of the post will be in accordance with the County Council's policies and procedures.

Financial Comments

19. The cost of the new group manager post will need to be contained within the overall Highways employee budget.

Background Papers

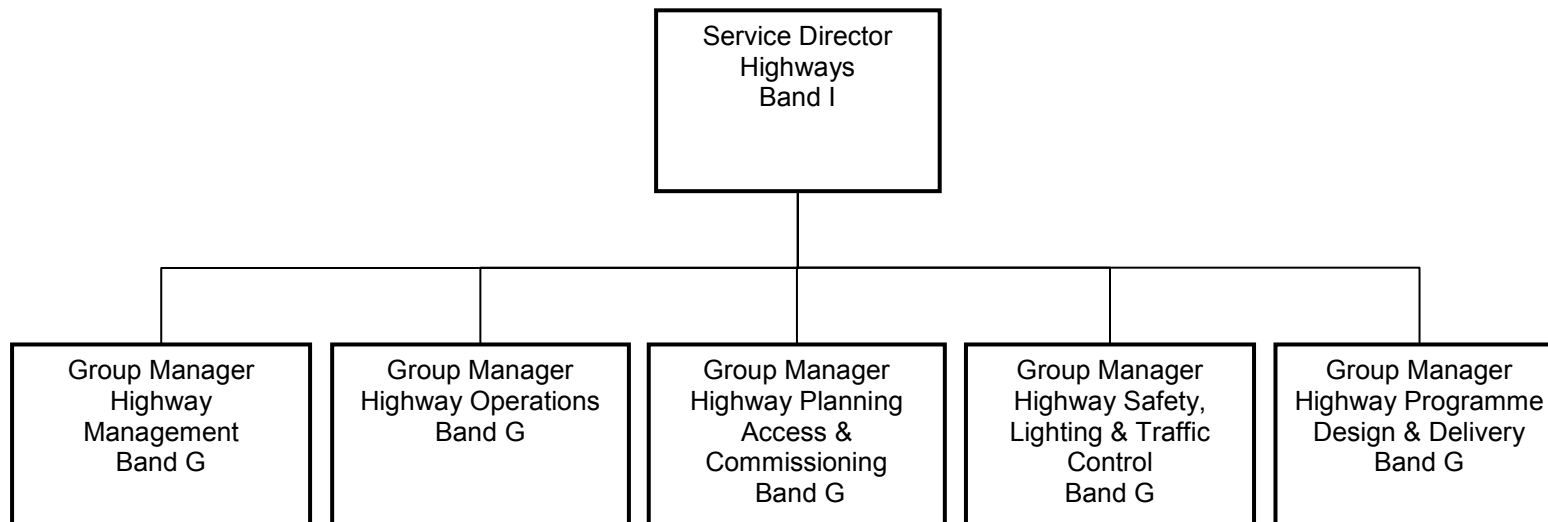
Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

Transport and Highways Committee 13th September 2012 report "Changes to Staff Structure of the Highways Division"

Electoral Division(s) and Member(s) Affected

All divisions

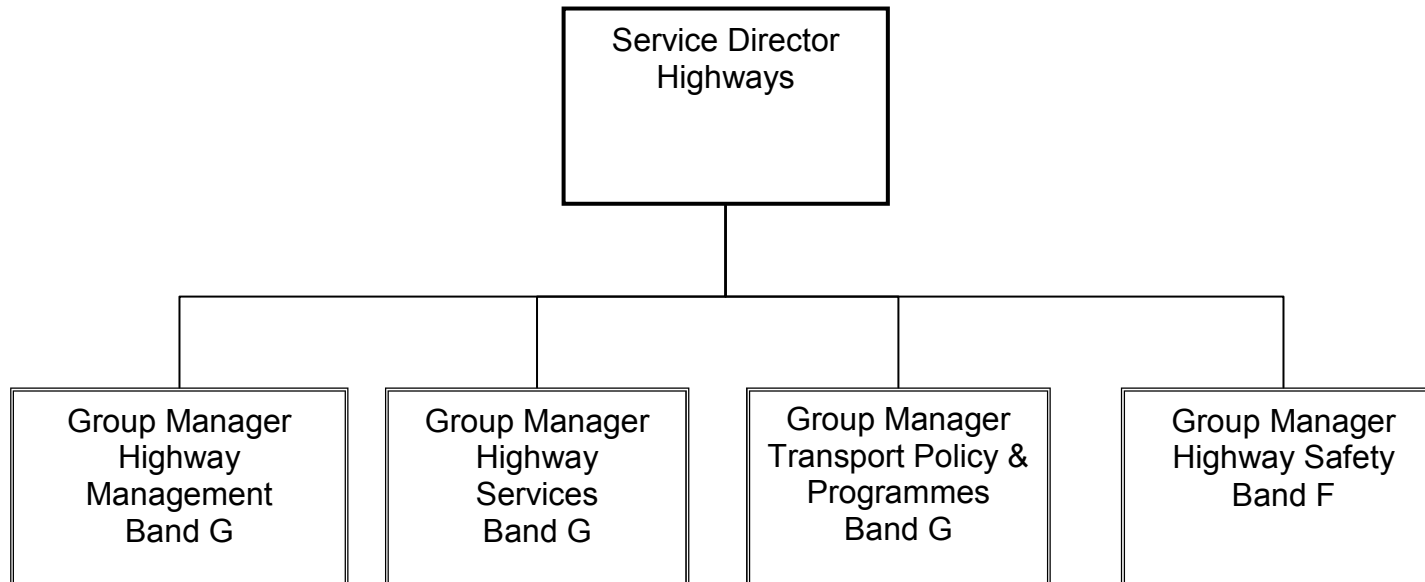
HIGHWAYS DIVISION



Grades shown are current grades

HIGHWAYS DIVISION

Post numbers
shown are full time
equivalent.



22nd November 2012**Agenda Item:7****REPORT OF THE SERVICE DIRECTOR HIGHWAYS****BROWN TOURISM SIGNS****Purpose of the Report**

1. To agree a more flexible approach to applications for the erection of Brown Tourism Signs.
2. To agree a new application procedure as set out in Appendix A.

Background

3. The County Council not only recognises the importance of tourism to the local economy but wishes to enhance tourism opportunities in Nottinghamshire. It is recognised that Brown Tourism Signs raise awareness of both visitors and residents to Nottinghamshire's many high quality tourist attractions.
4. It is recognised that there have been problems in the past with an overly bureaucratic system for applicants wishing to obtain a brown sign.
5. It is suggested that any application for a brown sign is supported and agreed unless there are substantial reasons for refusal. All signs which are to be refused will be subject to notification of the refusal by Committee. A report will be brought to this committee giving member's information on applications granted, applications in process including details of dates when applications were received. It is suggested that all applications should be dealt with within 4 months of receipt.
6. It is further recommended that the current application fee of £200 is removed. Applicants will need to pay for the cost of the sign and its sighting unless existing work to signs in the area can be carried out at the same time. Details of any charges raised will be reported to Committee as part of the regular reporting process.
7. The Government has also outlined that it will be funding pilots in a number of counties (including Derbyshire) to allow for new county boundary signs to be erected that are visually more reflective of the character of the area

that tourists and visitors are entering. Nottinghamshire County Council erected county boundary signs a number of years ago that reflect the area, however, if there are changes to current guidelines following the pilot, we will work with Derbyshire County Council as appropriate to promote tourism opportunities.

Statutory and Policy Implications

8. This report has been compiled after consideration 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.

Implications for Service Users

9. In revising the procedures the County Council will enable more operators of local tourist attractions to provide signing to their establishments potentially leading to an increase in visitor numbers and boosting the local economy.

Financial Implications

10. If the proposed changes are made there will be no adverse financial impacts on the Authority.

RECOMMENDATIONS

1.
 - a) That the revised application procedure at Appendix A be agreed
 - b) That the current £200 application fee be removed
 - c) That reports on brown signs, application refusals and charges applied be brought at a minimum quarterly to this Committee
 - d) That the presumption in favour of granting a brown sign application be noted
 - e) That the Government's proposals in relation to County boundary signs be noted.

For further enquiries about this report please contact:

11. Clive Wood – Team Manager, Highway Policy and Development

Constitutional Comments [SHB 19.10.12]

12. Committee have power to decide the Recommendation.

Financial Comments [IC 19.10.12]

13. There are no direct significant financial implications arising from the contents of this 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.

DEMS – Government Tourism Policy

Electorial Division(s) and Member(s) affected

All

Appendix A

Applications for Brown Tourism Signs

Nottinghamshire County Council supports and encourages tourism within the County as a means to encourage economic growth and improve the health and well being of its residents.

General Principles

- a) Brown tourism signs will be approved to direct visitors to tourist destinations as defined from time to time by national guidance.
- b) Applicants will pay the cost of a sign and its siting unless those costs can be offered by the Council.
- c) If Highways Agency approval is needed for the signage, the costs of the Highways Agency will be met by the Applicant.
- d) Applications will be presumed to be granted unless there are substantial reasons for refusal. Such reasons will include the needs of traffic management, including proximity to trunk roads and visibility from A classified roads. Any refusals will require Committee approval.

Timescales

All applications will be processed and signs erected or refused within 6 months of the original application. Whilst many applications will be processed significantly quicker, 6 months will allow all necessary consultations with other agencies or councils to be completed.

Costs

The applicant will pay the cost of the sign and its siting and be responsible for all future maintenance costs including repair or replacement of damaged signs caused by vandalism or theft. Payment will be required in advance of any work being undertaken but after approval has been given.

All applications should be made on the relevant form and sent to Technical Support, Highway Management for processing.

REPORT OF SERVICE DIRECTOR, HIGHWAYS**PROPOSED NEW BUS STATION WORKSOP****Purpose of the Report**

1. To provide an update on the proposal to construct a new bus station for Worksop and to seek approval to progress with its design, undertake stakeholder and public consultation and submit a planning application.
2. Approval is also sought to continue negotiations with landowners to acquire the necessary third party land and to commence the acquisition of third party land and rights over the land as necessary to facilitate the construction of the Worksop Bus Station Scheme by compulsory purchase pursuant to the powers conferred by section 226 of the Town and Country Planning Act 1990 (as amended by the Planning and Compulsory Purchase Act 2004) and such other statutory powers as may be applicable for that purpose.

Background, Bus Station Improvement Programme

3. In 2004 the County Council embarked on a programme of upgrading and renewing its bus stations in order to provide much improved passenger waiting facilities. Improving the quality of bus travel has continued to be a key element of the County Council's transport strategy and the bus station programme has sought to improve the conditions for existing bus users, and also to encourage new users onto buses.
4. In July 2007, as part of the bus station improvement programme a new fully enclosed 7 bay bus station was opened in Retford town centre. The bus station was highly commended in the 2008 UK Bus Awards and has helped to stimulate an increase in bus users of 35% from 466,000 to 722,000 per annum in the 4 years since its opening.
5. In April 2009 a new layout at Sutton in Ashfield bus station opened. This provided a much improved and safer arrangement for bus passengers and includes high quality bus shelters, new lighting, seating and bus information.

6. A developer led retail scheme for Potterdyke in Newark enabled the provision of a new 5 bay fully enclosed bus station on the site of the former bus station in the town. The County Council in combination with Newark and Sherwood District Council contributed towards the new bus station which opened in November 2011.
7. Construction work is well advanced in respect of the new bus station in Mansfield town centre. This is the County's busiest bus station serving around 5 million passenger trips per annum and is due to open in March 2013. NCC has led on this project working in partnership with Mansfield District Council and securing the majority of the Capital funding through Central Government's Major Schemes programme.

Current Bus Stop Arrangements in Worksop

8. Worksop does not currently have a formal 'bus station'. Instead, there is a collection of 4 on-street stops with bus shelters on Hardy Street and a passenger information unit located within the Stagecoach depot building which will be run by the County Council from January 2013. The bus stop layout was improved to its current state in the late 1990's however it offers a poor waiting environment due to the narrow footways and looming presence of a high brick wall that forms part of the Stagecoach depot. There are also other town centre bus stops on Ryton Street, Newcastle Street and Watson Road which are equally as busy as those at Hardy Street.
9. Providing a new bus station for Worksop is in line with the key priorities identified in the Council's Strategic Plan 2010-14 and is a named scheme within the implementation plan of the third Local Transport Plan (2010/11-2014/15). The new bus station will assist with attempts to stimulate the economy of Worksop, will be part of improvements to improve the quality of bus travel and will make bus travel safer and more appealing.

The Proposed Scheme

10. In 2012 a fresh review of the previously identified potential bus station sites was undertaken. The previous option for the Queen Street area had only considered construction within the confines of Council owned (Bassetlaw District Council) land. The resultant scheme took up most of the car park, was restrictive in terms of bus access, and the bus station was shielded out of view from the town centre by surrounding buildings. The latter point meant that the bus station would be hidden away and also raised concerns over personal safety walking to and from the site.
11. The review in 2012 sought to consider a scheme without limiting it solely to Council owned land. A workable scheme was developed which required additional parcels of third party land. The scheme as shown on drawing H/JH22320/03 (as displayed during the Committee meeting) focuses the building on the prominent corner plot of Watson Road/ Newcastle Street.

It offers good access for buses and pedestrians alike. The building would be 280m from the current stops on Hardy Street, 160m from Bridge Street (the main shopping street), and 150m from the Library. Options for traffic movements on Queen Street are still under consideration, however it is intended that through traffic will be removed from this residential road.

12. Subject to further detailed design, the bus station is proposed to have 8 bays (minimum 7) which will cater for existing demand and allow for growth in the network. The intention is that the bus station will replace the bus stops on Hardy Street and Ryton Street and some on Newcastle Street and these will subsequently be removed. The bus station will operate on a Drive In Reverse Out (DIRO) arrangement which has been adopted at other main bus stations within the county. This arrangement enables all passenger facilities to be accommodated in a single building.
13. The building will be of a similar design to that at Retford, and will contain a staffed information point, toilets, seating, electronic passenger information screens and CCTV. Retail and café units will also be considered within the design.
14. The Queen Street car park will be retained, albeit that there will be 30 less spaces. The current car park access will remain on Queen Street, with the car park shielded from the bus station by railings.
15. Stagecoach East Midlands (SEM) are the main bus operator in the town. They are supportive of the scheme and will be kept involved as the design progresses. A public exhibition of the scheme will be held early in 2013 and a planning application submitted as soon as is reasonably possible afterwards.
16. The site is in a conservation area and as such the demolition of existing properties, removal of trees and the design of the new building will need to take account of existing planning policies and will influence the design as it progresses through to the submission of a planning application.

Site Assembly

17. The layout requires 3 main parcels of land and one smaller plot. The first is part of the existing Bassetlaw District Council (BDC) owned pay and display car park. The car park has 105 spaces of which approximately 30 are required for the bus station development. BDC have agreed in principle that the land will be contributed towards the scheme, and negotiations are ongoing.
18. The second parcel of land is 30-34 Watson Road. This land came up for sale during the review period and was purchased by the County Council for the scheme. The third main area of private land is the corner plot of Watson Road/ Newcastle Street. Initial contact has been made with the owners, and also the tenant. Negotiations have begun to secure the land, however approval is sought to commence the acquisition under section

226 of the Town and Country Planning Act 1990 (as amended by the Planning and Compulsory Purchase Act 2004) and such other statutory powers as may be applicable for that purpose, should the negotiations not be successful.

19. The smaller plot of land is a corner section of the garden to the rear of 10 Watson Road. During the forthcoming detailed design, the scheme will be reviewed to try to eliminate the need for this land take, however at this stage, it may still be required as shown on the attached plan. There is an opportunity to provide a land swap and this will be discussed further with the landowner.

Funding Profile, budgets and programme

20. The latest estimated cost of the scheme (including land still to be acquired) is £3.2m. The feasibility design is funded from Highways advance design budgets (£40,000). Land acquisition to date has been funded from County Capital allocations and budget has been set aside, based on professional valuation, to acquire the remaining third party lands. More specific details relating to potential purchase price will be reported to the appropriate Committee when available.
21. Opportunity has arisen to submit a bid to the European Regional Development Fund to seek a capital investment for the project. It is considered that the scheme meets the criteria for this funding stream and an initial expression of interest seeking £1.3 million of funding towards the build of the project has been submitted.
22. The capital costs for the new scheme will form the subject of a report to Full Council, and this will include the outcome of discussions with BDC to secure a capital contribution. Local Transport Plan and County Capital funding will need to be considered as funding sources for the scheme.
23. Once operational, the bus station is estimated to have annual operating costs of £110,000 which will be partially offset by an income of £55,000 from departure charges and other advertising and rental incomes. This leaves a deficit of £55,000 which will in principle be shared by NCC and BDC to mirror the agreements in place between Mansfield District Council and NCC at the proposed new Mansfield bus station. This will be the subject of further negotiation and subsequent reports to both authorities.
24. If the private land can be acquired through negotiation in the next few months, works could commence on site in Autumn 2013. The bus station would have a construction time of approximately 9 months. If land cannot be acquired by negotiation, then CPO powers would be used which will extend the programme.

Other Options Considered

25. In 2002, consultants were employed to consider the requirements for a bus station and assessed 8 potential sites to identify a suitable town centre location based on bus operator access, passenger accessibility and deliverability.
26. Many of the locations identified were ruled out at this stage due to their distance from the town centre and the resultant implications for passenger access and increased bus operating costs. Opportunities to upgrade the on-street bus stops were also considered, however there is limited available footway space to provide adequate shelters in a combined location.
27. Whilst Hardy Street represents a suitable location for a new bus station in terms of its location it has not proved to be viable when considering land ownership and factoring in the need to provide and fund an alternative bus depot location.
28. Other layouts on the Queen Street site have been considered, however the preferred arrangement is considered to offer the ideal layout for buses, passengers and the townscape.

Environmental and Sustainability Implications

29. The provision of a new bus station with all services focussed on a central modern facility will offer greater choice for people when making journeys into Worksop and it is hoped that transference of trips from private vehicles to public transport will occur. Additionally a comfortable modern facility may serve to generate a number of trips which are currently not taking place. Evidence from Retford bus station as referenced at paragraph 4 of this report would support these assertions.
30. The building is proposed to have solar panels and rainwater harvesting in addition to low energy consumption lighting and display screens.

Reasons for Recommendations

31. It is considered that the proposals as contained in this report represent the best available option to deliver a new bus station for Worksop in a suitable town centre location and to meet the Council's commitment to improving bus travel in the town.

Statutory and Policy Implications

32. This report has been compiled having given due regard to the Public Sector Equality Duty and after consideration of implications in respect of finance, equal opportunities, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are

described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Equal Opportunities Implications

33. The scheme as proposed will offer an improvement to public transport operations within Worksop. The bus station is designed with Inclusive Mobility principles at the foremost and will offer improved access for all passengers and improved facilities including travel information, seating and toilets. An Equality Impact Assessment has been undertaken for the scheme.

Human Rights Act Implications

34. The Human Rights implications that have been identified relate to the possible impact of the development on the 2 properties and the requirement to potentially acquire land via compulsory purchase powers. The first is the corner plot of Watson Road/ Newcastle Street and the second is a small section of the garden to the rear of no.10 Newcastle Street. This will potentially engage Protocol 1 of the First Article of the Convention. However, given that a compensation regime exists which applies the provisions of the Land Compensation Act 1961 in the event that a negotiated settlement cannot be agreed between the parties, it is considered that the Human Rights implications need not be considered further.

Proportionality

35. The decision-maker needs to consider whether the benefits of pursuing the Compulsory Purchase Order outweigh any adverse effect on the human rights of nearby residents and adjacent land owners. The provision of transport facilities is necessary in a democratic society and statutory powers exist to make such provision. The decision-maker must weigh any competing interest and decide which are more appropriate taking all of the above into account.

RECOMMENDATION/S

It is **RECOMMENDED** that approval is granted for the development of a Worksop bus station including:

- i. Detailed design, stakeholder and public consultation.
- ii. Preparation and submission of a planning application
- iii. Negotiate to acquire land and rights over land as necessary to facilitate the construction of the Worksop Bus Station Scheme
- iv. Acquire land and rights over land as necessary to facilitate the construction of the Worksop Bus Station Scheme by compulsory purchase pursuant to powers conferred by section 226 of the Town and

Country Planning Act 1990 (as amended by the Planning and Compulsory Purchase Act 2004) and such other statutory powers as may be applicable for that purpose.

- v. Construct the Worksop Bus Station Scheme subject to funding being made available in the County Council budget.

Neil Hodgson
Team Manager Major Projects and Improvements

For any enquiries about this report please contact:
Neil Hodgson (0115 977 2720)

Constitutional Comments (SB 30/10/12)
Committee have the power to decide the recommendation

Financial Comments (IC 29/10/12)
As noted above, provision has been made in the Capital Programme for the land acquisition. Funding for construction of the bus station will be considered as part of the 2013/14 budget process.

Electoral Division(s) and Member(s) Affected

Worksop North - Councillor Sybil Fielding
Worksop East – Councillor Glynn Gilfoyle
Worksop West – Councillor Kevin Greaves
Worksop South – Councillor Alan Rhodes



NOTES

1. The provisional layouts shown are possible options for the provision of a 8 bay 'DfRO' (Drive In Reverse Out) style bus station. The layouts have been produced using Ordnance Survey plans. The layouts will need to be modelled against topographical survey information to determine to the accuracy and viability of the proposals.
2. Significant alterations to the existing signalised junction at Newcastle Street/Watson Road will be needed to accommodate the new facility. Further research in to the effect of traffic movements at the signalised junction will be needed to determine whether the proposed facility can be accommodated.
3. 12 metre long buses (Trident 3 axle) have been track tested to establish their movements against the proposed layouts. Please note that only the minimum land take is shown on the layouts, these may be subject to change following discussion with the bus operators.
4. The layouts shown are preliminary in nature and may subject to change following consultation with affected parties.
5. Further private land may be required within the visibility splays needed at the exit point of the bus station, this to be determined using topographical information.
6. For options 3 and 4 the current one way arrangements on Queen Street will need to be altered, also the one way street parking will need to be altered to suit the movement of buses. Currently this street is tree lined some removal/crown lifting may be needed to allow buses to access this area.

Project	Rev	Description	Drawn	Ckfd	Auth	Date

WORKSHOP BUS STATION

Property No.	Project No.
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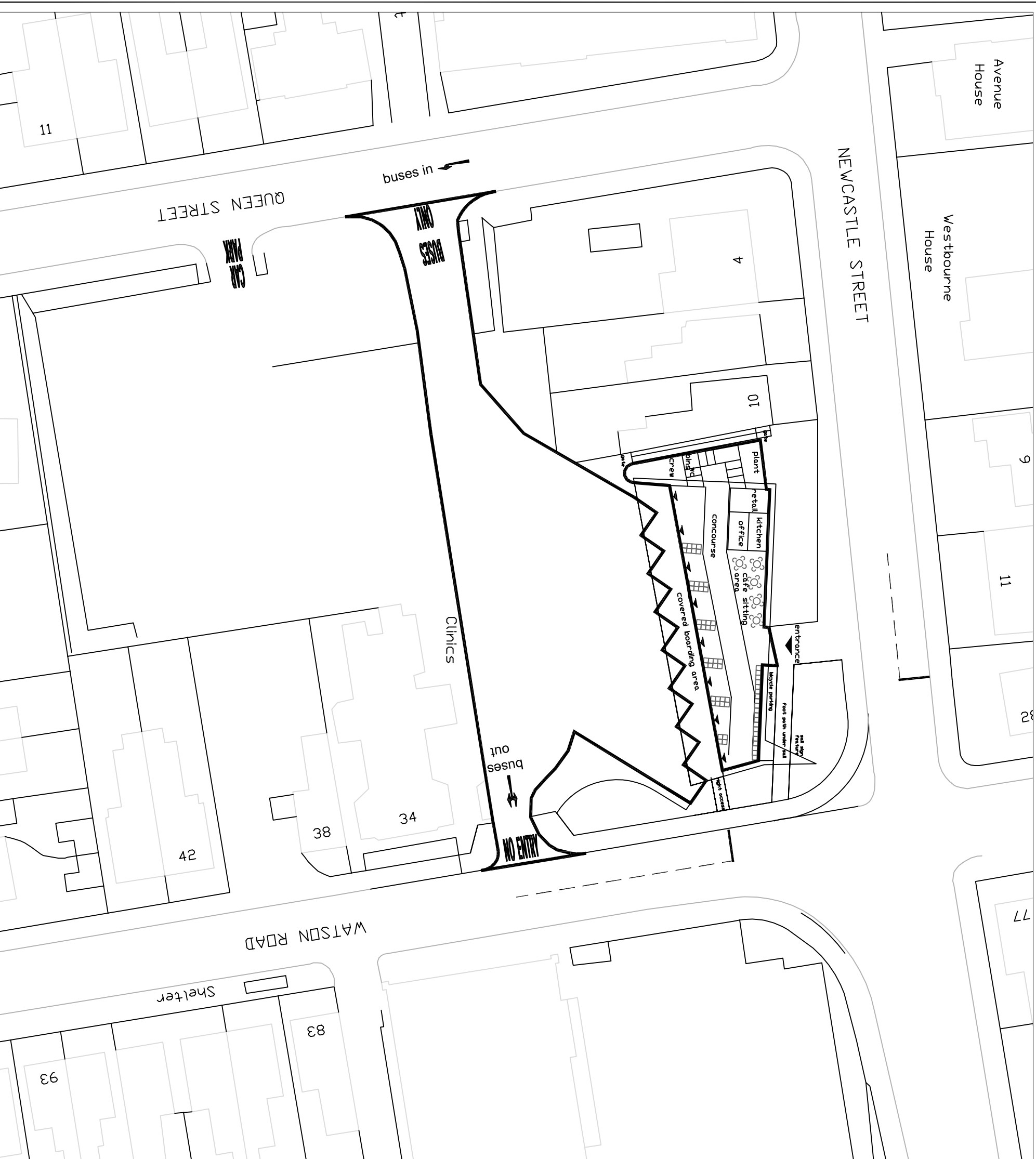
PRELIMINARY LAYOUT

Scale	Drawn	AP	Date	Sept 12
1:500 @ A3	Checked	JJP	Date	Sept 12
	Auth	JJP	Traced	

H/JH22320/03



Trent Bridge House, Fox Road,
West Bridgford, Nottingham, NG2 6BU
Tel: 08449 808080



22 November 2012.**Agenda Item:9****REPORT OF SERVICE DIRECTOR , HIGHWAYS****PROGRESS REPORT A453 IMPROVEMENT SCHEME****Purpose of the Report**

1. To advise Committee of the progress to date concerning the A453 Improvement Scheme.

Information

2. The County Council at its meeting of 30th June 2011 endorsed the A453 scheme and sought its inclusion in the Trunk Road programme to commence construction before 2015. The County Council at the same meeting also endorsed the contribution of £20m to the Department of Transport to support the project subject to its approval to commence. During November 2011 the Secretary of State for Transport announced the inclusion of the project into the DfT's pre 2015 programme subject to the outcome of outstanding statutory procedures. Necessary sign off in relation to the public inquiry was complete during March 2012 and the subsequent statutory procedure relating to the necessary Orders was concluded during July 2012.
3. The scheme is to improve the A453 by upgrading its rural section to become a dual carriageway between M1 (J24) and the new Mill Hill Roundabout and widening the urban section to a four lane carriageway from the new Mill Hill Roundabout to Farnborough Road Junction. The appointed Contractor (Laing O'Rourke) has begun the detailed design of the scheme and a preliminary works programme has been released which shows two construction phases.

Construction Works

4. Advanced works began in July 2012 consisting of ground surveys, tree clearance, fencing, ecology and archaeology investigations. Site compounds close to the West Leake Junction and Mill Hill Roundabout will be constructed during November 2012 and at Long Lane in January 2013.
5. Phase one of the works will commence during January 2013 with the construction of a new westbound carriageway between Thrumpton and the M1 which will be constructed adjacent to the existing carriageway. Between Thrumpton and Mill Hill Roundabout a new off line carriageway will be

constructed which will enable traffic to continue to use the existing carriageway. Phase One works will also include upgrading existing junctions at The Parkway Station, West Leake, Crusader Roundabout, Green Lane and Farnborough Road. Phase One works are forecast to complete during May 2014.

6. Phase two construction works will follow on from phase one during which time the existing carriageway from Thrumpton to the M1 will be upgraded and carriageway works through Clifton will take place. It is expected that the improved A453 between the M1 and the Crusader Roundabout will be fully open from May 2015 and the urban section in Clifton will be open from March 2015.

Traffic Impact

7. As with all major projects there will be a degree of traffic disruption though it is intended to minimise this through a clear strategy for construction and traffic monitoring. Temporary traffic management during the works will include traffic segregation and temporary speed restrictions which will protect the workforce and road users whilst seeking to maintain capacity and journey times. The rural section will become 40mph and the urban section will be 30mph with average Speed Camera enforcement in place during the construction period. There will be continued traffic monitoring throughout the works by regular Traffic Management Clinics attended by the Highways Agency, the appointed Contractor, Police and representatives from all affected Authorities.
8. Key coordination with other significant planned works such as the interface with NET 2 at Mill Hill terminus and the temporary closure of Nottingham Train Station during summer 2013 will be vital to minimise disruption to the travelling public. To this end Nottinghamshire County Council Traffic Manager is working closely with all agencies including Nottingham City Council, Network Rail and NET to coordinate works and ensure that good communications and widespread publicity emphasise that “the County and City are open for business as usual”.

Business Community

9. The business community has long supported the dualling of the A453 and the County Council’s Highway Major Projects Team has worked to ensure that business groups and key businesses have been kept informed of developments via the recently established Reference Group. The Economic Development Team has worked with Highway officers to establish business links and is also in conversation with the Highways Agency and the appointed contractor to explore local employment and training opportunities alongside the potential to link with local sub-contractors.

Statutory and Policy Implications

10. This report has been compiled having given due regard to the Public Sector Equality Duty and after consideration of implications in respect of finance, equal opportunities, human resources, the safeguarding of children, sustainability and

the environment and those using the service and where such implications are material they have been described in the text of the report

RECOMMENDATION

11. The content of the report be noted.

ANDREW WARRINGTON
SERVICE DIRECTOR (HIGHWAYS)

Constitutional Comments (30/10/12 SHB)

The report is for noting only and so does not require any constitutional comments

Financial Comments (30/10/12 IC)

There are no financial implications arising from the report

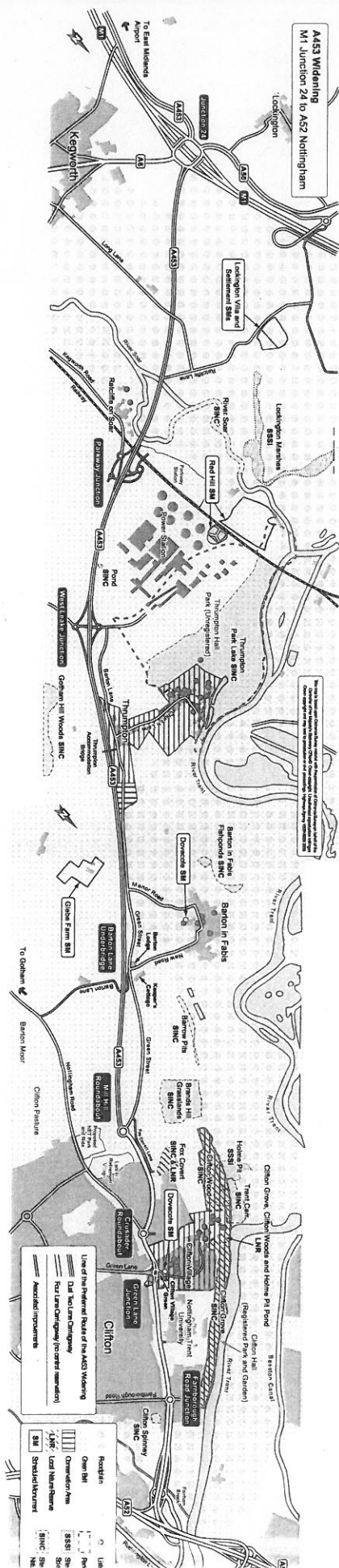
Background Papers

Report to County Council 30th June 2011.

Report to Finance and Property Committee 17th September 2012

Electoral Division(s) and Member(s) Affected

All

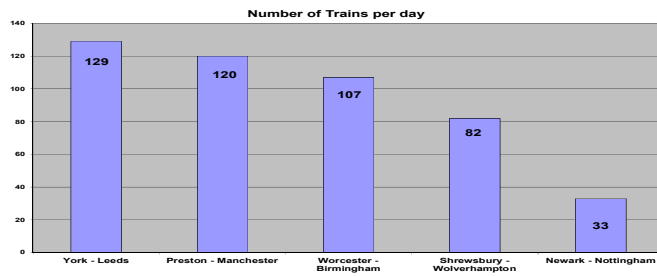


22 November 2012**Agenda Item:10****REPORT OF SERVICE DIRECTOR HIGHWAYS****RAIL ISSUES UPDATE****Purpose of the Report**

1. To inform Committee of developments on
 - The Newark – Nottingham Line, and
 - The Robin Hood Line.

Information and AdviceNewark – Nottingham Line

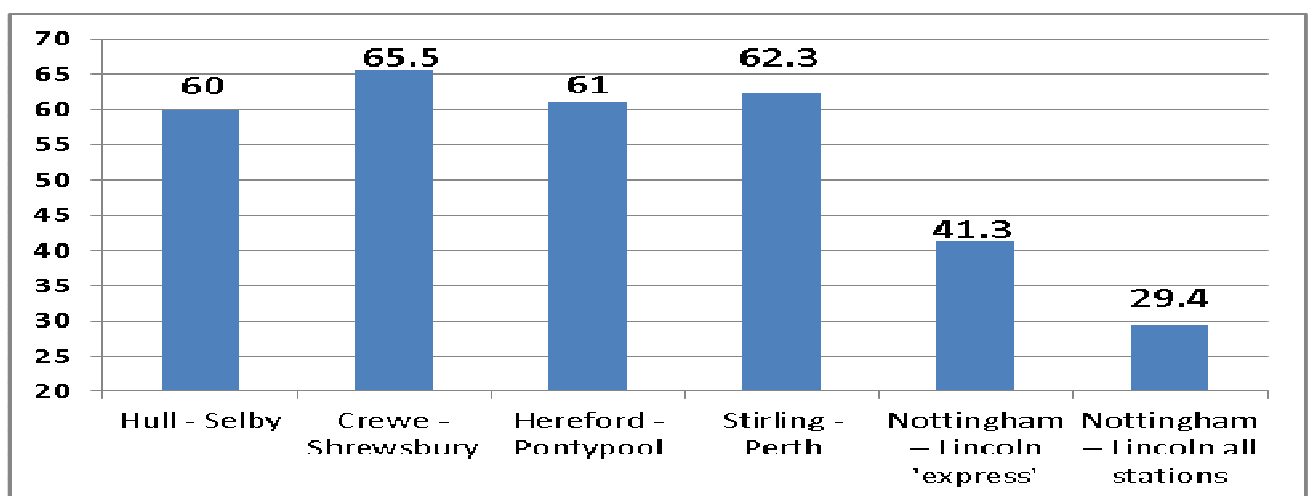
2. The Nottingham – Newark – Lincoln line provides the east-west service for Newark (and Lincoln), with connections at Nottingham for Derby, Birmingham, Leicester and most of England & Wales.
3. The Lincoln – Newark – Nottingham service is well below the standards that are normal for other comparable routes, in all key respects
 - Frequency,
 - Speed, and
 - Onward connections
4. Newark has one train per hour to its big city (Nottingham), whereas most similar places have 2, 3 or 4 trains per hour to their big cities (Birmingham, Manchester, Leeds etc.)



5. Moreover, the trains between Nottingham and Lincoln take much longer than is achieved between other places that are a similar distance apart.

	Distance (miles)	Time Taken (minutes)	Average speed (mph)
Hull - Selby	31	31	60
Crewe - Shrewsbury	32 $\frac{3}{4}$	30	65.5
Hereford - Pontypool	33 $\frac{1}{2}$	33	61
Stirling - Perth	34 $\frac{1}{4}$	33	62.3
Nottingham – Lincoln calling at Newark only	33 $\frac{3}{4}$	49	41.3
Nottingham – Lincoln calling all stations	33 $\frac{3}{4}$	69	29.4

Average speed (miles per hour)



6. The current 1 train per hour also has to serve the intermediate stations, as well as providing the non-stop service that anywhere the size of Newark (and

Lincoln) would normally get – so it is an unhappy compromise. In practice trains alternate – one hour they run with 1 stop, the next hour they stop at most of the intermediates. This is the worst of all worlds between Newark and Nottingham:

- There are no non-stop trains
 - Every second hour there is a (relatively) fast train with 1 stop taking 25 minutes, but that leaves the village stations with no train that hour
 - Every second hour there is a train stopping at most stations, but it takes 34 minutes, which is unattractive for Newark passengers.
7. If we could get 2 trains per hour then Newark could get both an increase in frequency and also a speed-up because one train per hour could run non-stop whilst the other served the intermediate stations. This is a very reasonable aspiration for Newark, as it only equates to the sort of service that is usual for places of Newark's size.
 8. A further benefit would be that the intermediate stations would get a more frequent service: generally
 - every hour at Carlton, Burton Joyce, Lowdham, and Fiskerton; and
 - every 2 hours at Bleasby, Thurgarton and Rolleston,
 though Network Rail has identified that there would need to be some minor variations to make the timetable work (e.g. occasionally omitting 1 or 2 station stops if a freight train needed to run at a particular time). Working closely with East Midlands Trains (EMT), we have shown it would be possible to run a second train per hour Newark – Nottingham, spaced at almost perfect 30 minute intervals with the current trains. It would require hire of 1 additional train set at a net cost (hire & operation) of £700,000 per annum.
 9. EMT has managed to identify a spare train set that could be acquired, and asked DfT to be enabled to hire it, but DfT declined to provide funding. In 2011 DfT adopted a standard procedure whereby any enhanced rail service either had to be provided commercially or, if funding was required then that funding had to be provided from local stakeholders - essentially the relevant local Council(s) – for an initial period of 3 years, after which DfT would make it a standard part of the franchise subject to it having a satisfactory business case. So in this case, a sum of £700,000 per annum would need to be found by local stakeholders for 3 years. There is no apparent source of such local funding.
 10. As well as trying to get more trains running non-stop, the Council has commissioned a study (to Network Rail's Guide to Railway Investment Projects [GRIP] Stage 3) into what investment would be needed to raise the speed limit from 60mph to 90mph to cut the non-stop Newark – Nottingham journey time to 17 minutes from the current 24 minutes. Such a journey time benefit would only be for non-stop trains, so it would require the successful introduction of the additional service described in paragraphs 5-7 above.
 11. Moreover, the additional passengers and revenue from the second train each hour would substantially improve the business case for enhancing the infrastructure to permit higher speeds/quicker journeys.

12. If the linespeed could be raised to 90mph and journey times cut in this way that would open up the real possibility of one of the Lincoln - Newark – Nottingham trains per hour being joined to a Nottingham - Birmingham train, thereby giving Newark (and Lincoln) a direct express train every hour to Derby & Birmingham.

13. Network Rail is currently assessing renewing all the 100-year old signalling between Nottingham and Newark. Following completion of the Council's linespeed study Network Rail is now actively considering if/how the information from the study might be used to enhance the resignaling scheme so that the new signalling was fit for much higher speeds. If Network Rail does decide to put in the new signalling for higher speed the cost of that – which would have been around £20million if done separately - would be borne by Network Rail. Network Rail is expecting to make its final decision on the signalling in spring of 2013.

14. If the signalling was enhanced in this way it would leave works required to level crossings and track, and the Council will continue to work to find a way that those works could be done more cheaply and/or funded by a third party. In the short term, the higher speed signalling would require the closure of 2 level crossings to vehicular traffic – Rolleston and Morton. The Council is commencing the required public consultation regarding these 2 closures. Any public objections would be reported to this committee in the normal way, probably in February 2013.

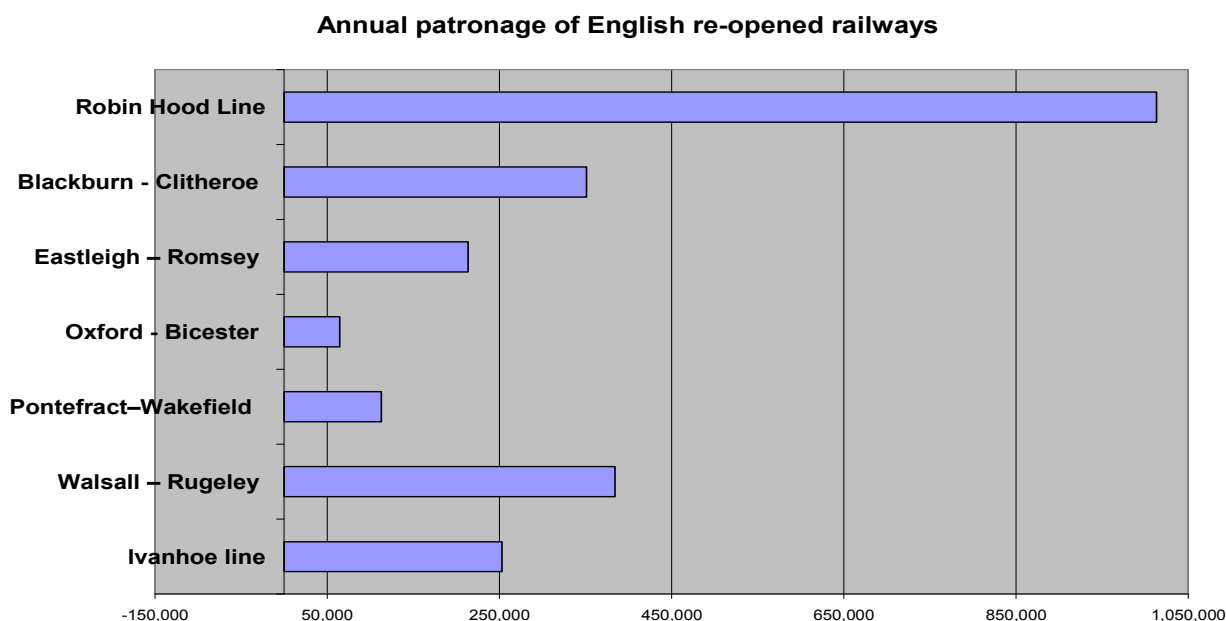
15. There is thus a 4-part strategy for the Newark – Nottingham Line

	Description	Benefit(s)	Comment
Stage 1	Introduce additional train every hour Nottingham - Newark	1. Doubles frequency to/from Newark 2. Gives Newark a non-stop train every hour 3. Gives improved service at intermediate village stations.	Would require 'local funding' of £700,000 per annum for 3 years. Improves business case for phases 2, 3 & 4 because the extra train generates extra passengers and revenue.
Stage 2	Network Rail install new signalling Nottingham – Newark fit for higher speed (85 or 90mph)	Works that if done separately would cost around £20million would be done at no cost to the Council (other than the £92,000 already spent on the initial study)	Would require closure of Rolleston (definitely) and Morton (probably) level crossings – subject to public consultation.
Stage 3	Track and level crossings enhanced to permit higher speed (85 or 90mph)	1. Should cut Newark – Nottingham journey time to 17 minutes (currently ranges 24 – 32 minutes)	Council will <ul style="list-style-type: none"> • commission study at next Network Rail 'GRIP' stage to refine costings; and • search for rail industry or third party funding source for the physical works
Stage 4	Introduce direct hourly express service Lincoln – Newark – Nottingham – Derby -	2. Would give Newark – Birmingham journey time of approx. 80 minutes – almost an hour quicker than at	Would require agreement of DfT to combine the Birmingham and Lincoln services – but should be

	Birmingham	present.	forthcoming as it would generate increased revenue.
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Robin Hood Line – ongoing success

16. The Robin Hood Line (RHL) continues to be extremely successful, carrying over a million passengers per annum. It is one of just 7 railway lines in England (outside London) that have been re-opened since 1980, and it carries almost as many passengers as the combined total of the other 6.



Robin Hood Line – Sunday service

17. At the Council's instigation, a Sunday service was introduced in December 2008, consisting of:

- 6 trains per day (each way) between Nottingham and Mansfield woodhouse, plus
- a further 4 per day (each way) between Nottingham, Mansfield Woodhouse and Worksop.

18. The Council paid the cost of this Sunday service, which was around £200,000 per annum. (This varied slightly each year depending on vehicle maintenance costs).

19. The initial agreement with DfT was for the service to run until May 2011, at which point it was reviewed. That review showed that the service was well used between Mansfield Woodhouse and Nottingham, but very lightly used between Mansfield Woodhouse and Worksop, with an average of only 6 passengers per train between Mansfield Woodhouse and Worksop.

20. It was therefore decided to reduce the service from May 2011 to operate only between Nottingham and Mansfield Woodhouse. The initial service had required 2 train sets (and 2 sets of train crew) to operate, whereas the revised service could

be operated with just a single train sets (and 1 set of train crew), which now operates 8 return trips per Sunday between Nottingham and Mansfield Woodhouse.

21. It was estimated that the revised service would retain 90% of passengers, but reduce operating costs by 50%. As a result the cost to the Council reduced from around £200,000 per annum to approximately £80,000 per annum, i.e. retaining 90% of the benefit at just 40% of the cost to the Council.
22. The Council has contracted with DfT to fund the Sunday service at this reduced cost until the end of the East Midlands Trains franchise in March 2015. For the next franchise, from April 2015 onwards, DfT will consider making the Sunday service an integral part of the franchise, fully funded by DfT – i.e. without any further funding from the Council – subject to a satisfactory review of the business case which will be undertaken in 2014. The reduction in net cost that we have achieved makes it much more likely that the 2014 review of the business case will be satisfactory.
23. A review has recently been undertaken of the patronage figures supplied by East Midlands Trains. This shows that
 - in the last 12 months of the original service (May 2010 – May 2011) it carried 34,035 passengers, which is an average of 655 per Sunday
 - in the first 12 months of the revised service (May 2011 – May 2012) it carried 32,424 passengers, which is an average of 624 per Sunday.
24. The reduction in service has therefore retained 95% of the patronage, which is even better than predicted i.e. we have actually retained 95% of the benefit at just 40% of the cost to the Council.

Robin Hood Line – potential next step

25. In 1999 the Council commissioned a study of the possibility of re-opening to passenger trains the freight line to Ollerton and extending the Robin Hood Line service from Shirebrook to Ollerton. That study showed that the capital cost would be around £10million at 1999 prices (approx £15million at 2012 prices), and such a service would require 3 additional train sets and an operating subsidy of over £1million per annum. Such costs were completely unaffordable.
26. Recent work by the Council has focussed on trying to find a way to reduce these costs:-
 - Initial indications are that it may be possible to operate such a service with just 1 additional train set, which would reduce – but not eliminate – the operating subsidy that would be required;
 - An assessment, using the standard rail industry formula, is predicting that an hourly service could attract around 3000 passengers per week (160,000 per annum); and

- the Council has just commissioned a study by Network Rail into what work would be required to bring the track and signals up to passenger carrying standards, and of re-open stations at Warsop, Edwinstowe and Ollerton. Network Rail has commenced work and the study will report in February 2013. This study will establish the most economical option of track, signalling, and station works and provide an updated estimate of costs. Detailed design work would then be required.

The outcome of these studies will be reported to this committee in March 2013.

Statutory and Policy Implications

This report has been compiled after consideration of implications in respect of finance, and equal opportunities.

RECOMMENDATION/S

It is recommended that Committee:

- a) Notes the 4 stage strategy for securing progressive enhancements to frequency, journey time and range of direct destinations on the Newark – Nottingham line, and
- b) Notes the study that the Council has commissioned into what physical works would be required to re-open the Robin Hood line to Ollerton, and receives a report on the outcome in 2013.

Andrew Warrington
Service Director Highways

For any enquiries about this report please contact:
Jim Bamford, Rail Officer.

Constitutional Comments (SHB.05.11.12)

As this Report is for noting only then no constitutional comments are required.

Financial Comments (MA 5/11/12)

The costs associated with the study, approximately £70,000, will be met from Local Transport Plan (LTP) funding in the existing approved Capital Programme of the Committee.

Background Papers

None

Electoral Division(s) and Member(s) Affected

All

22 November 2012**Agenda Item:11****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

Information and Advice

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

Summary of Performance

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

Analysis

6. Progress with the delivery of major transport projects across the County is proceeding well. The County Council is contributing to both the Trunk Road projects for the A453 (£20M contribution) with preliminary works on site, main works to start in January 2013, and the A1 Elkesley junction improvements (£250k contribution) slightly delayed by the Highways Agency with works due to commence Autumn 2013. The County Council's own major schemes are on or ahead of schedule with Mansfield Bus Station due to open spring 2013, the

A614 Rose Cottage junction currently under construction and separate reports to this committee for approval to progress both the Hucknall Town Centre scheme (at the meeting on 18th October 2012) and the Worksop Bus Station Scheme (this meeting).

7. The performance indicators relating to the condition of principal and non-principal roads suggest these are in a reasonable condition. However, the indicators should be treated with some caution as they relate to the current condition of the road surface rather than its underlying condition. The principal road indicator target has been reviewed and is now 4% which is considered to a more sustainable target.
8. The performance indicator for unclassified roads, housing estate roads and rural lanes etc., gives cause for concern at 18.7% needing repair compared to the target of 17%. It is proposed to increase the surface dressing of principal and non-principal roads to preserve those surfaces longer so that in the future an increased investment can be made into the resurfacing of unclassified roads within the current budget levels.
9. Performance relating to street lighting repair times is currently under management review following the Q2 outcome figure of 11 days compared with the target of 7 days.
10. The customer satisfaction performance has been updated with the results of the annual National Highways and Transport survey. A good improvement has been achieved in customer satisfaction with Nottinghamshire's overall Highways and Transport service to a ranking of 2nd at 56.5% just half a percentage point behind the top score of 57% and customer satisfaction with the Nottinghamshire's road safety service also now ranked 2nd at 55% again just half a percentage point behind the top score of 55.5%.
11. Development work continues to bring greater detail in future performance reports regarding traffic congestion, minor repair performance times and complaints data.

Other Options Considered

12. None – this is an information report.

Reasons for Recommendations

13. None – this is an information report.

Statutory and Policy Implications

14. 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.

Financial Implications

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

Implications for Service Users

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

Recommendation

17. 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

18. None – report for information.

Background Papers

19. None

Electoral Divisions

20. All

Appendix 1 Highways Committee Report – Performance 2012


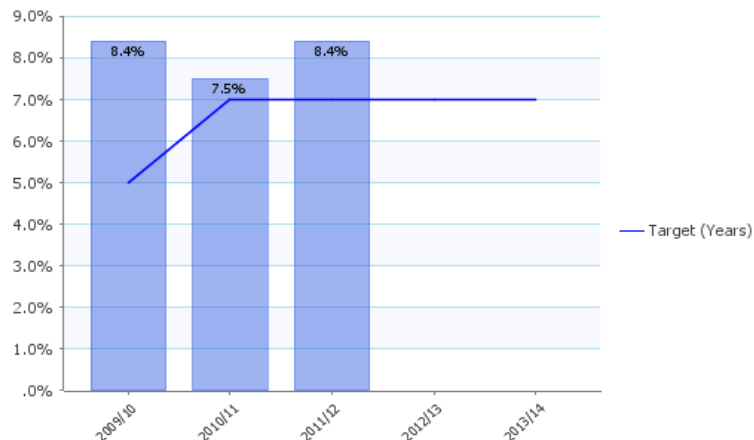
Report Author: Andrew Warrington Service Director Highways

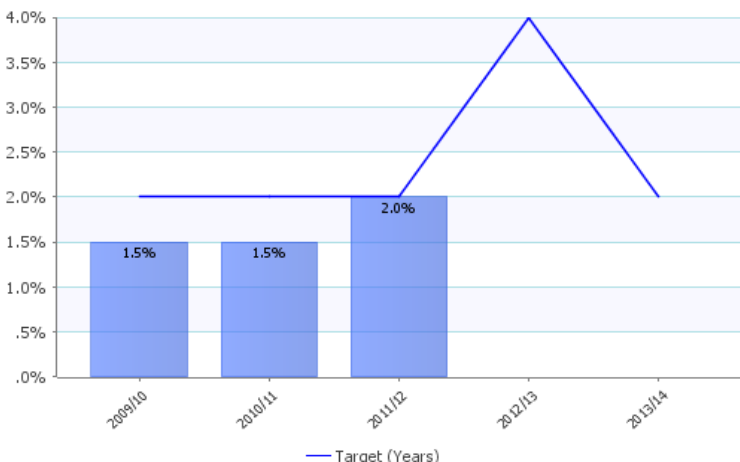
Priority A1 to foster aspiration, independence, and personal responsibility


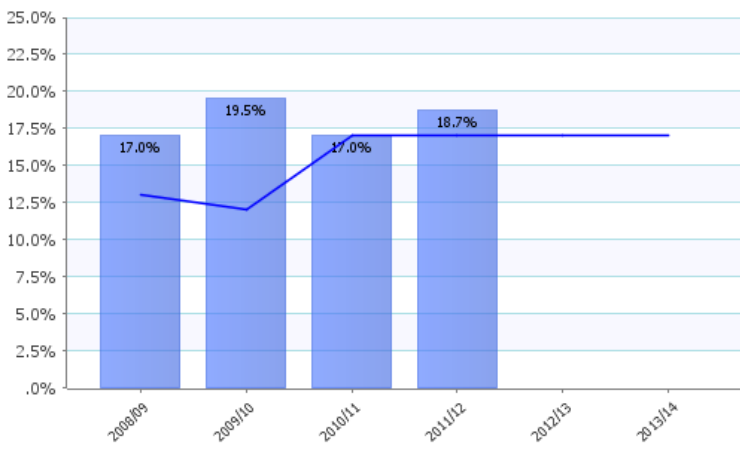
Action	Description	Progress
To support local community delivery of Street Scene, maintenance and improvement	A joint funded (NCC/T&PC or similar) Lengths-man Scheme	Pilot schemes established in 2012/13
	NCC funded delivery of highway (urban) grass verge cutting by T&PC or similar	T&PC delivering in 2012/13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


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

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

Indicator	Maximise or minimise	Actual vs Target	Trend Chart	Improvements												
Strategic Action: SBA06 Monitor, maintain and seek to improve the condition of the County roads network (The 4,391km local network)																
SBP09 Roads where maintenance should be considered - non-principal (Annual indicator unchanged from previous quarter)	Aim to Minimise	<div>Actual (data available year-end 2012/13)</div> <div>Target 7.0%</div> <div></div> <div>Previous Years Data</div> <table><thead><tr><th></th><th>Target</th><th>Actual</th></tr></thead><tbody><tr><td>2011/12</td><td>7.0%</td><td>8.4%</td></tr><tr><td>2010/11</td><td>7.0%</td><td>7.5%</td></tr><tr><td>2009/10</td><td>5.0%</td><td>8.4%</td></tr></tbody></table>		Target	Actual	2011/12	7.0%	8.4%	2010/11	7.0%	7.5%	2009/10	5.0%	8.4%		<p>The year end actual figure of 8.4% had missed the target of 7.0%. Highways will continue to reinforce safety inspections and maintenance work on parts of the network.</p> <p>As part of the planned maintenance highways are implementing a wide surface dressing programme and continuing with resurfacing. Results should be reflected in future survey years.</p>
	Target	Actual														
2011/12	7.0%	8.4%														
2010/11	7.0%	7.5%														
2009/10	5.0%	8.4%														


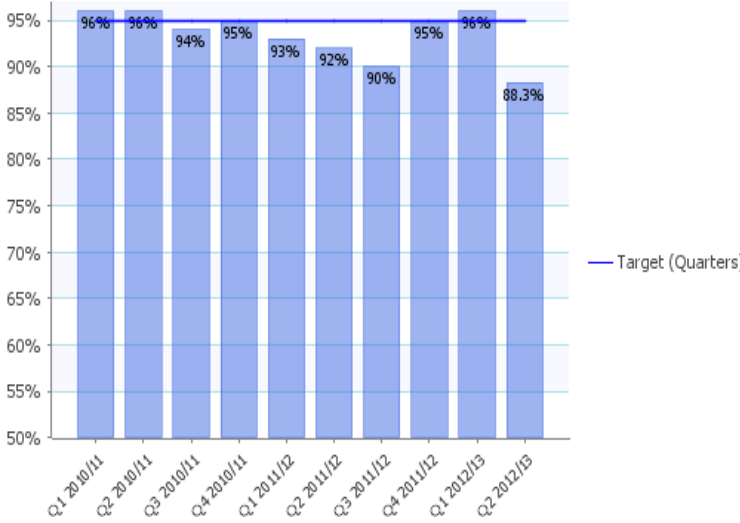

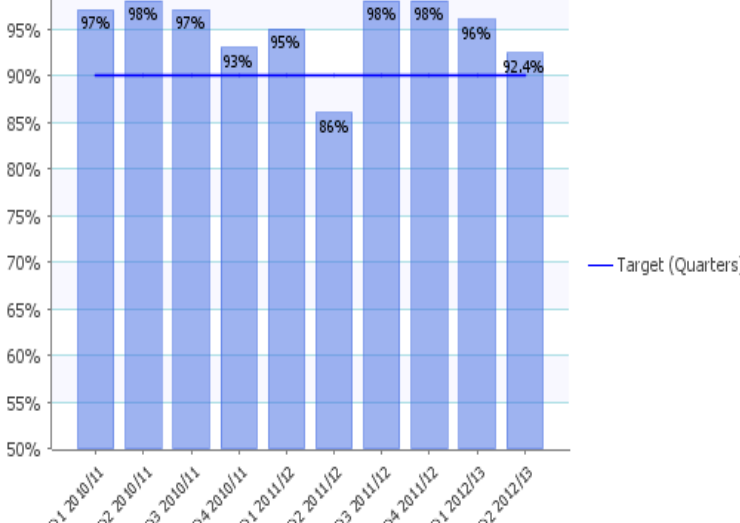
<div>SBP08</div> <div>Roads where maintenance should be considered - principal (KPI)</div> <div>(Annual indicator unchanged from previous quarter)</div>	<div>Aim to Minimise</div>	<div>Actual (data available year-end 2012/13)</div> <div>Target 4.0%</div> <div><div><div></div></div></div> <div><div>Previous Years Data</div><table><thead><tr><th></th><th>Target</th><th>Actual</th></tr></thead><tbody><tr><td>2011/12</td><td>2.0%</td><td>2.0%</td></tr><tr><td>2010/11</td><td>2.0%</td><td>1.5%</td></tr><tr><td>2009/10</td><td>2.0%</td><td>1.5%</td></tr></tbody></table></div>		Target	Actual	2011/12	2.0%	2.0%	2010/11	2.0%	1.5%	2009/10	2.0%	1.5%	<div></div> <div>Target (Years)</div>	<div>The Highway Maintenance Capital Programme (2011/12) was fully delivered</div> <div>The year-end actual figure of 2.0% had achieved the target of 2.0%.</div> <div>The County Council continues to maintain the road networks in a steady state condition as a result of a continuing and sustained level of investment. This is reinforced by a continual safety inspections and maintenance work by Highway Services being undertaken on parts of the network.</div>
	Target	Actual														
2011/12	2.0%	2.0%														
2010/11	2.0%	1.5%														
2009/10	2.0%	1.5%														

Indicator	Maximise or minimise	Actual vs Target	Trend Chart	Improvements																																	
<div>SBP10</div> <div>Roads where maintenance should be considered - unclassified (KPI)</div> <div>(Annual indicator unchanged from previous quarter)</div>	<div>Aim to Minimise</div>	<div>Actual (data available year-end 2012/13)</div> <div>Target 17.0%</div> <div></div> <div>Previous Years Data</div> <table><thead><tr><th></th><th>Target</th><th>Actual</th></tr></thead><tbody><tr><td>2011/12</td><td>17.0%</td><td>18.7%</td></tr><tr><td>2010/11</td><td>17.0%</td><td>17.0%</td></tr><tr><td>2009/10</td><td>12.0%</td><td>19.5%</td></tr></tbody></table>		Target	Actual	2011/12	17.0%	18.7%	2010/11	17.0%	17.0%	2009/10	12.0%	19.5%	 <table><thead><tr><th>Year</th><th>Actual</th><th>Target</th></tr></thead><tbody><tr><td>2008/09</td><td>17.0%</td><td>17.0%</td></tr><tr><td>2009/10</td><td>19.5%</td><td>12.0%</td></tr><tr><td>2010/11</td><td>17.0%</td><td>17.0%</td></tr><tr><td>2011/12</td><td>18.7%</td><td>18.7%</td></tr><tr><td>2012/13</td><td>-</td><td>18.7%</td></tr><tr><td>2013/14</td><td>-</td><td>18.7%</td></tr></tbody></table>	Year	Actual	Target	2008/09	17.0%	17.0%	2009/10	19.5%	12.0%	2010/11	17.0%	17.0%	2011/12	18.7%	18.7%	2012/13	-	18.7%	2013/14	-	18.7%	<div>The year end actual figure of 18.7% has missed the target of 17.0%. Highways will continue to reinforce safety inspections and maintenance work on parts of the network.</div> <div>As part of the planned maintenance, highways are implementing a wide surface dressing programme and continuing with resurfacing. Results should be reflected in future survey years.</div>
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2011/12	18.7%	18.7%																																			
2012/13	-	18.7%																																			
2013/14	-	18.7%																																			

Strategic Action: SBA05 Transport infrastructure developments																																		
<div>SBP07</div> <div>Journey time per mile during the morning peak (average mins)</div> <div>(Annual indicator unchanged from previous quarter)</div>	<div>Aim to Minimise</div>	<div>Indicator is measured in academic year from Sept 2011 to Sept 2012.</div> <div>Actual data will be available late November 2012.</div> <div>Target 3.30 min:sec</div> <div><div>Previous Years Data</div><table><thead><tr><th></th><th>Target</th><th>Actual</th></tr></thead><tbody><tr><td>2010/11</td><td>3.30</td><td>3.16</td></tr><tr><td>2009/10</td><td>4.10</td><td>3.70</td></tr></tbody></table></div>		Target	Actual	2010/11	3.30	3.16	2009/10	4.10	3.70	<div></div> <table><thead><tr><th>Year</th><th>Actual (min:sec)</th><th>Target (min:sec)</th></tr></thead><tbody><tr><td>2008/09</td><td>3.80</td><td></td></tr><tr><td>2009/10</td><td>3.70</td><td></td></tr><tr><td>2010/11</td><td>3.16</td><td>3.30</td></tr><tr><td>2011/12</td><td></td><td>3.16</td></tr><tr><td>2012/13</td><td></td><td>3.16</td></tr><tr><td>2013/14</td><td></td><td>3.16</td></tr></tbody></table>	Year	Actual (min:sec)	Target (min:sec)	2008/09	3.80		2009/10	3.70		2010/11	3.16	3.30	2011/12		3.16	2012/13		3.16	2013/14		3.16	<div>Major Schemes</div> <div>A453 Dualling scheme</div> <div>DfT announced approval of the A453 widening scheme in March 2012. Advanced works on the scheme began in October 2012 with main construction commencing between January and March 2013. It is expected that the urban section of the improvement scheme will open in June 2015 with the rural section scheduled for August 2015.</div> <div>Improvements to Hucknall Town Centre</div> <div>The Government has promised £8.5 million towards the scheme to improve Hucknall town centre subject to further scheme and funding approvals. Consultation carried out during September 2012 confirms local public support for the proposed scheme which NCC officers are now taking through the required statutory procedures.</div> <div>The scheme includes pedestrianising the High Street between the South Street/Baker Street junction and the Watnall Road junction and a new inner relief road running parallel with the High Street.</div> <div>Mansfield Bus Station</div>
	Target	Actual																																
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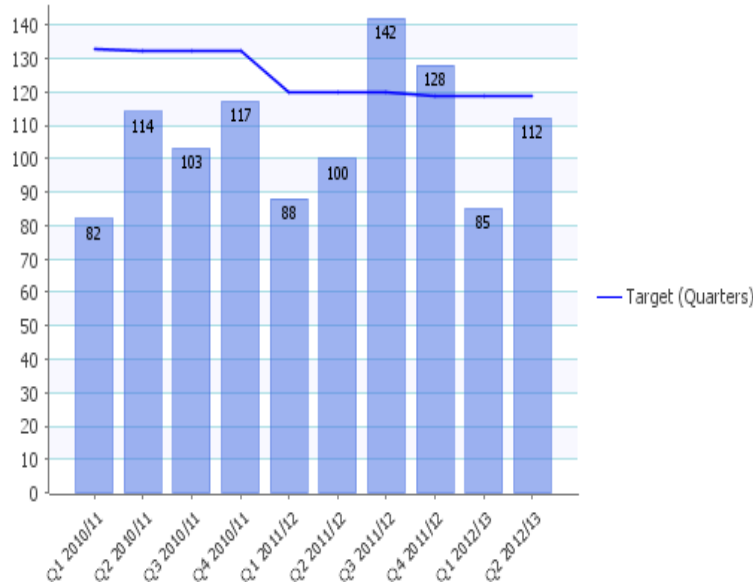

				<p>This project has been awarded Government funding. Work on the junction of Station Road/Belvedere Street has been completed and the junction is now open. The main site works have now commenced and it is intended that the new bus station will be operational during early 2013.</p> <p>A614 Rose Cottage signalisation New traffic signals are to be installed at the junction of the A614 and B6034 (to Edwinstowe) known locally as Rose Cottage. The scheme aims to reduce journey time delays for traffic joining the A614 from B6034 (including traffic from the nearby Centre Parcs holiday village); as well as improve accessibility to Rufford Country Park for pedestrians and cyclist travelling from Edwinstowe and Centre Parcs. Works will commence on 15 October 2012 and are expected to last 10 weeks (assuming no delays/disruptions e.g. poor weather or unpredicted on-site problems).</p>
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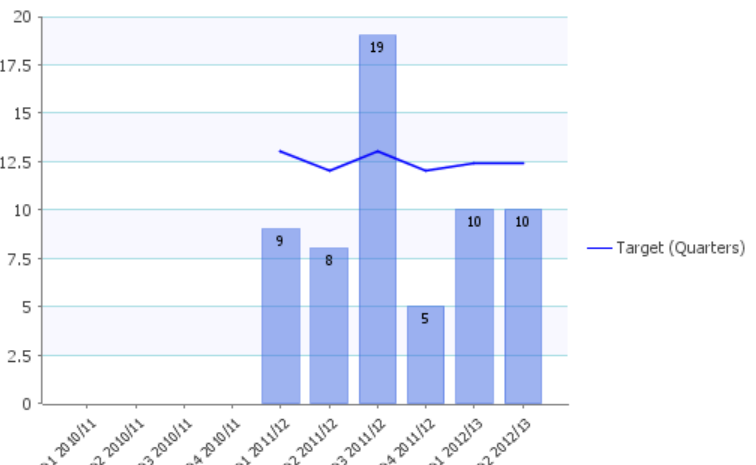
Indicator	Maximise or minimise	Actual vs Target	Trend Chart	Improvements
Performance measures without a strategic action				


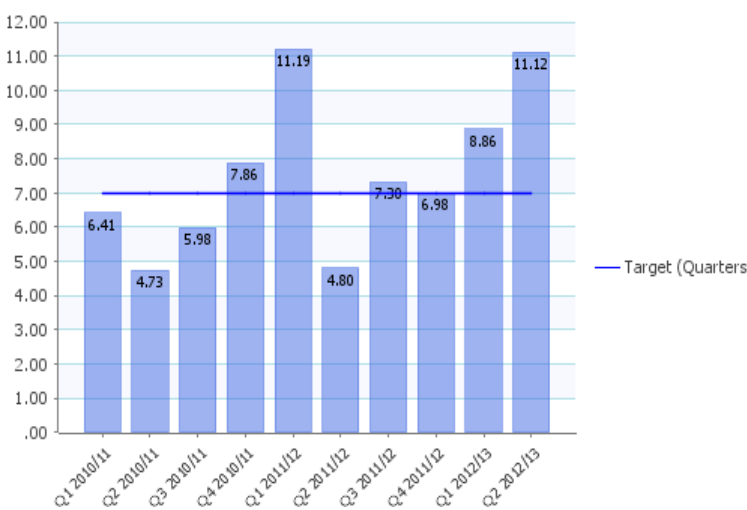
<div>DC01</div> <div>% of development control applications dealt with within 21 days</div> <div>(Quarterly)</div>	<div>Aim to Maximise</div>	<div>Actual 88.3%</div> <div>Target 95%</div> <div></div> <div>Previous Years Data</div> <div><table><tr><td></td><td>Target</td><td>Actual</td></tr><tr><td>2011/12</td><td>95%</td><td>95%</td></tr><tr><td>2010/11</td><td>95%</td><td>95%</td></tr></table></div>		Target	Actual	2011/12	95%	95%	2010/11	95%	95%	<div></div> <div><table><thead><tr><th>Quarter</th><th>Performance (%)</th></tr></thead><tbody><tr><td>Q1 2010/11</td><td>96%</td></tr><tr><td>Q2 2010/11</td><td>96%</td></tr><tr><td>Q3 2010/11</td><td>94%</td></tr><tr><td>Q4 2010/11</td><td>95%</td></tr><tr><td>Q1 2011/12</td><td>93%</td></tr><tr><td>Q2 2011/12</td><td>92%</td></tr><tr><td>Q3 2011/12</td><td>90%</td></tr><tr><td>Q4 2011/12</td><td>95%</td></tr><tr><td>Q1 2012/13</td><td>96%</td></tr><tr><td>Q2 2012/13</td><td>88.3%</td></tr></tbody></table></div>	Quarter	Performance (%)	Q1 2010/11	96%	Q2 2010/11	96%	Q3 2010/11	94%	Q4 2010/11	95%	Q1 2011/12	93%	Q2 2011/12	92%	Q3 2011/12	90%	Q4 2011/12	95%	Q1 2012/13	96%	Q2 2012/13	88.3%	<div>A total of 624 applications dealt with in the 2nd quarter, of which 551 applications dealt with within 21 days and 73 applications dealt with outside the 21 day period resulting in a performance of 88.3% which missed the target of 95%. This is because of a substantial increase in workload as a result of the termination of the MOP arrangements.</div>
	Target	Actual																																	
2011/12	95%	95%																																	
2010/11	95%	95%																																	
Quarter	Performance (%)																																		
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Q1 2012/13	96%																																		
Q2 2012/13	88.3%																																		
<div>DC02</div> <div>% of development control pre-application/informal enquiries dealt with within 21 days</div> <div>(Quarterly)</div>	<div>Aim to Maximise</div>	<div>Actual 92.4%</div> <div>Target 90%</div> <div></div> <div>Previous Years Data</div> <div><table><tr><td></td><td>Target</td><td>Actual</td></tr><tr><td>2011/12</td><td>90%</td><td>98%</td></tr><tr><td>2010/11</td><td>90%</td><td>93%</td></tr></table></div>		Target	Actual	2011/12	90%	98%	2010/11	90%	93%	<div></div> <div><table><thead><tr><th>Quarter</th><th>Performance (%)</th></tr></thead><tbody><tr><td>Q1 2010/11</td><td>97%</td></tr><tr><td>Q2 2010/11</td><td>98%</td></tr><tr><td>Q3 2010/11</td><td>97%</td></tr><tr><td>Q4 2010/11</td><td>93%</td></tr><tr><td>Q1 2011/12</td><td>95%</td></tr><tr><td>Q2 2011/12</td><td>86%</td></tr><tr><td>Q3 2011/12</td><td>98%</td></tr><tr><td>Q4 2011/12</td><td>98%</td></tr><tr><td>Q1 2012/13</td><td>96%</td></tr><tr><td>Q2 2012/13</td><td>92.4%</td></tr></tbody></table></div>	Quarter	Performance (%)	Q1 2010/11	97%	Q2 2010/11	98%	Q3 2010/11	97%	Q4 2010/11	93%	Q1 2011/12	95%	Q2 2011/12	86%	Q3 2011/12	98%	Q4 2011/12	98%	Q1 2012/13	96%	Q2 2012/13	92.4%	<div>A total of 195 informal enquiries dealt with in the 2nd quarter, of which 180 informal enquiries dealt within 21 days and 15 enquiries dealt with over the 21 day period resulting in a performance of 92.4% exceeding the target of 90%.</div>
	Target	Actual																																	
2011/12	90%	98%																																	
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Priority C: to make Nottinghamshire a safe place to live












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

Indicator	Maximise or minimise	Actual vs Target	Trend Chart	Improvements								
Strategic Action: SCA07 Through our road casualties reduction plan, work to further reduce the number of road deaths and serious injuries on Nottinghamshire roads												
SCP16/CS101 People killed or seriously injured in road traffic accidents (KPI) (Quarterly)	Aim to Minimise	Actual 112		Given these latest figures, we are on line to meet the agreed 2020 agreed targets. This measure has been supported by annual programme of engineering measures to target locations with high a number of treatable collisions. For example, the traffic signals implemented at the junction of the A60 and Forest Lane and the right turn facility on the A17 will ensure turning manoeuvres at these locations are carried out more safely. Progress has been made against the measures identified in "Nottinghamshire's Decade of Action for Road Safety" – an action plan for the period 2011-2020.								
		Target 119										
												
		Previous Years Data										
		<table><tr><td></td><td>Target</td><td>Actual</td></tr><tr><td>2011/12</td><td>479</td><td>458</td></tr><tr><td>2010/11</td><td>529</td><td>416</td></tr><tr><td>2009/10</td><td>529</td><td>446</td></tr></table>				Target	Actual	2011/12	479	458	2010/11	529
	Target	Actual										
2011/12	479	458										
2010/11	529	416										
2009/10	529	446										

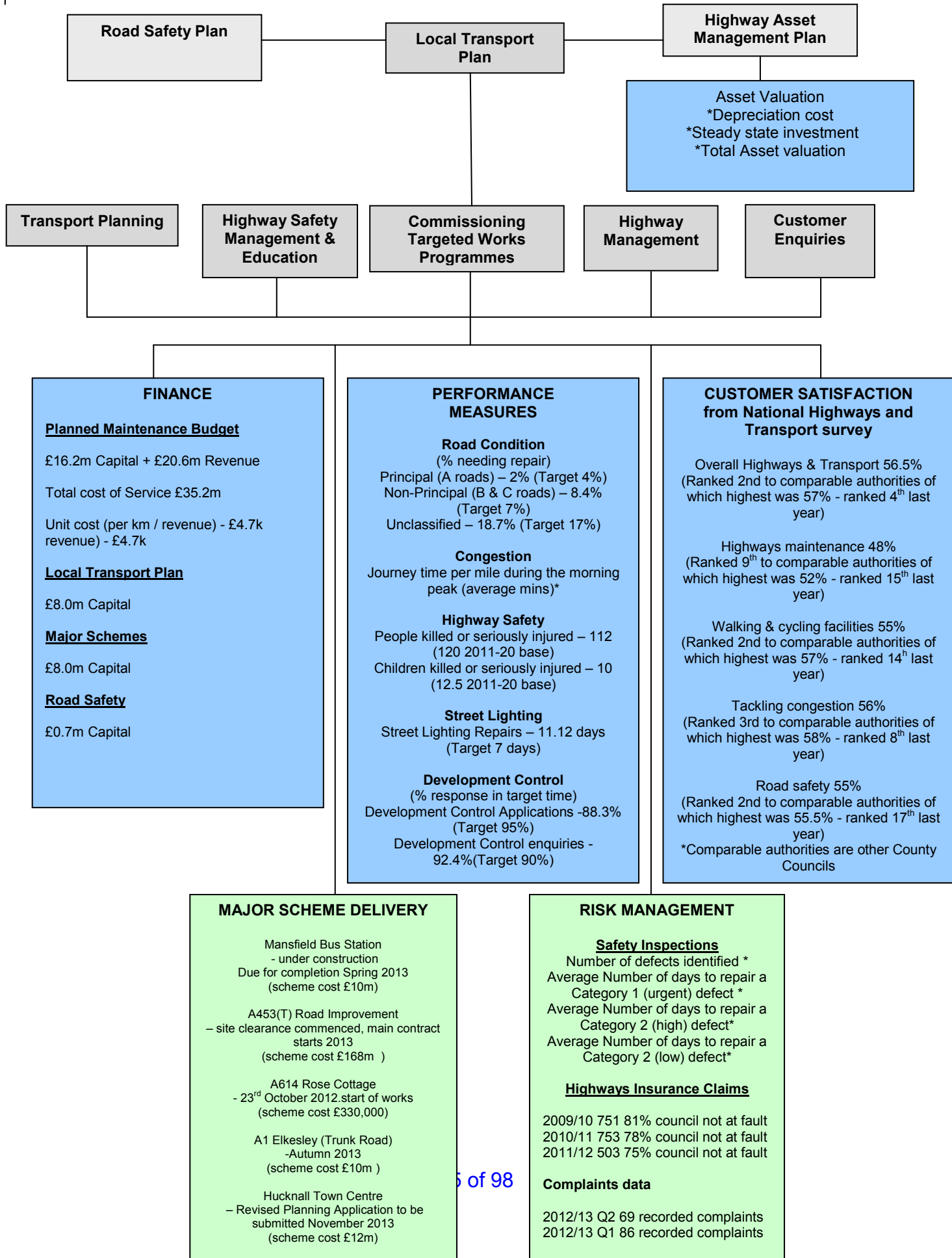
<div>CS102</div> <div>Number of children killed or seriously injured in road traffic accidents (against 2020 target)</div> <div>(Quarterly)</div>	<div>Aim to Minimise</div>	<div><div>Actual 10</div><div>Target 12.4</div><div></div><div>Previous Years Data</div><table><thead><tr><th></th><th>Target</th><th>Actual</th></tr></thead><tbody><tr><td>2011/12</td><td>50</td><td>41</td></tr></tbody></table></div>		Target	Actual	2011/12	50	41	<div></div>	<div>Given these latest figures, we are on line to meet the agreed 2020 agreed targets.</div> <div>This measure has been supported by annual programme of engineering measures to target locations with high a number of treatable collisions. For example, the traffic signals implemented at the junction of the A60 and Forest Lane and the right turn facility on the A17 will ensure turning manoeuvres at these locations are carried out more safely.</div> <div>Progress has been made against the measures identified in "Nottinghamshire's Decade of Action for Road Safety" – an action plan for the period 2011-2020.</div>
	Target	Actual								
2011/12	50	41								

Indicator	Maximise or minimise	Actual vs Target	Trend Chart	Improvements												
<div>BV215a</div> <div>The average number of days taken to repair a street light fault, which is under the control of the Local Authority</div> <div>(Quarterly)</div>	Aim to Minimise	<div>Actual 11.12</div> <div>Target 7.00</div> <div></div> <div>Previous Years Data</div> <table><thead><tr><th></th><th>Target</th><th>Actual</th></tr></thead><tbody><tr><td>2011/12</td><td>7.0</td><td>6.98</td></tr><tr><td>2010/11</td><td>7.0</td><td>7.86</td></tr><tr><td>2009/10</td><td>7.0</td><td>6.02</td></tr></tbody></table>		Target	Actual	2011/12	7.0	6.98	2010/11	7.0	7.86	2009/10	7.0	6.02		<div>A total of 3357 street light faults were reported in the 2nd quarter. County-wide average of 11.12 response times to repair a street light fault.</div> <div>As part of the continuous improvement, Highways team are implementing a series of reports in October/November 2012 that will allow staff to run off weekly and monthly performance reports to monitor and take responsive action quicker as well as introducing a new trigger report that will notify senior lighting engineers of jobs to allow appropriate actions to be taken.</div>
	Target	Actual														
2011/12	7.0	6.98														
2010/11	7.0	7.86														
2009/10	7.0	6.02														
Highways TPP01 Number of defects	Aim to Minimise	To be developed		Indicator to be developed using analysis information from Highways Asset												

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

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

Highways Division



*indicates indicator being developed or data currently

22nd November 2012**Agenda Item:12****REPORT OF THE CHAIRMAN OF THE TRANSPORT & HIGHWAYS
COMMITTEE****RESPONSE TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE
COUNTY COUNCIL ON 20TH SEPTEMBER 2012****Purpose of the Report**

The purpose of this report is to provide responses to the issues raised in petitions presented to the Chairman of the County Council at the Council meeting on 20th September 2012.

- A. Petition requesting a pedestrian crossing on Toton Lane, Stapleford
- B. Petition regarding road resurfacing at Chancery Close and Courtfield Road
- C. Petition requesting a bus shelter on Beacon Hill Road, Newark
- D. Petition concerning highways issues in Huthwaite
- E. Petition concerning parking issues in Huthwaite
- F. Petition regarding cars 'rat running' through residential streets in Kirby
- G. Petition requesting a Zebra crossing near Annesley Primary School
- H. Petition regarding street lighting in Keyworth
- I. Petition requesting speed cameras on the A60 between Church Warsop and Cuckney
- J. Petition requesting street lighting on Blidworth Lane
- K. Petition requesting a speed limit reduction on Blidworth Lane
- L. Petition regarding changes to the Number 13 Bus timetable
- M. Petition concerning a school crossing patrol on Davies Road, West Bridgford
- N. Petition opposing the opening of a pathway at Sulis Gardens, Worksop

- O. Petition concerning street lighting in Styrrup
- P. Petition concerning parking on residential areas in Littleworth
- Q. Petition opposing an LIS project in Forest Road, Mansfield
- R. Petition requesting a Residents' Parking Scheme for Redhill Road, Arnold
- S. Petition concerning grass cuttings in Windmill Lane, Worksop

A. Petition requesting a pedestrian crossing on Toton Lane, Stapleford

- 1. A petition with 725 signatures was presented to the County Council on 20th September by County Councillors Stan Heptinstall and Brian Wombwell. The petition requests the provision of a light controlled crossing on Toton Lane Stapleford near to the junction of New Eaton Road.
- 2. a light controlled crossing on Toton Lane in the provisional programme for 2013/14. Consultation has also already taken place with County Councillor Stan Heptinstall and local residents.
- 3. When the programme is confirmed and a start date has been agreed there will be further consultations and the petition organisers informed accordingly.

B. Petition regarding road resurfacing at Chancery Close and Courtfield Road

- 4. An 88 signature petition was presented to the 20 September 2012 meeting of the County Council by Councillor Jason Zadrozny. The petition is from residents of Courtfield Road and Chancery Court, Sutton In Ashfield and requests that the roads be resurfaced.
- 5. Transport and Highways Committee had already approved on 13th September the inclusion of Chancery Court and Courtfield Road in the 2013/2014 resurfacing/repair programme.
- 6. This site has also been inspected by the highways inspector and found to be safe although in a state of deterioration requiring future resurfacing. The highways inspectors will continue to monitor Chancery Court and Courtfield Road in order to maintain safety and it is recommended that the petitioners be informed accordingly.

C. Petition requesting a bus shelter on Beacon Hill Road, Newark

7. A 140 signature petition was presented by County Councillor Stuart Wallace to the 20th September meeting of the County Council. The petition was requesting the installation of a bus shelter on Beacon Hill Road, Newark.
8. Previously a request had been considered seeking the relocation of the shelter from the Wharf in Newark if it were no longer required in that location to avoid the expense of purchasing a new shelter. This did not prove possible as the specification of the shelter at the Wharf was designed for that precise location owing to the historic conservation area of the Wharf. The request for a new shelter at Beacon Hill Road was therefore moved to the waiting list for works.
9. In September 2011 the request reached the top of the waiting list. With the assistance of Councillor Wallace providing some financial assistance for the works the shelter had already been ordered. Installation of the shelter is due to take place in December 2012.

D. Petition concerning highways issues in Huthwaite

10. A 104 signature petition was presented to the 20 September 2012 meeting of the County Council by Councillor Fiona Asbury. The petition is from residents of Huthwaite and requests an investigation into traffic flows and parking issues in Huthwaite.
11. At present, Highways Officers are working with developers to review parking restrictions and carry out junction improvement works at Skegby Lane. Any proposals for double yellow lines will be discussed with residents and Councillor Asbury at the appropriate time.
12. There have been no previous requests for Mill Close to be considered for parking restrictions. Investigations have revealed that there are no obstructions on a regular, frequent and extremely severe basis. As such the site should not be prioritised for double yellow lines. However, further investigations will be carried out to determine if there are specific vehicles causing obstructions and if this is the case they will be reported to the police for possible action. It is recommended that the petitioners be informed accordingly..

E. Petition concerning parking issues in Huthwaite

13. A 129 signature petition was presented to the County Council meeting on 20th September by Councillor Fiona Asbury requesting parking restrictions at the junction of the B6027 Common Road and Mill Lane, Huthwaite due

to business parking from premises on Common Road causing obstruction at this location.

14. There is no previous record of complaints regarding this issue at this junction. The accident record shows there has been only one accident in the period between January 2009 and 31st August 2012 but this did not cite parking as a contributing factor.
15. To overcome the parking problem discussions will be held with Councillor Asbury, residents and businesses to establish the extent of any possible parking restrictions or whether there is alternative business car parking that could be provided. If the introduction of double yellow lines is the best solution then public consultation will be undertaken over the next few months and the petitioners informed accordingly.

F. Petition regarding cars 'rat running' through residential streets in Kirby

16. An 81 signature petition was presented to the 20 September 2012 meeting of the County Council by Councillor Rachel Madden. The petition is from residents of Kirkby In Ashfield and is requesting a solution to 'rat running' to avoid Kirkby town centre.
17. There have been no reported injury accidents in the previous 3 year period and as such traffic calming measures cannot be justified. However, further investigations will be carried out, including traffic counts and discussions with Councillor Madden to assess the level of traffic and any possible solutions and the petitioners informed accordingly.

G. Petition requesting a Zebra crossing near Annesley Primary School

18. A 232 signature petition was presented to the 20 September 2012 meeting of the County Council by Councillor Rachel Madden. The petition is from residents of Annesley Woodhouse and Newstead Village and requests a Zebra crossing be installed on Forest Road.
19. As a result of previous representation from residents, this request has been considered in the past. However, due to the proximity of the A611 Derby

Road and Forest Road junction (the Badger Box) where there are 'red and green man' pedestrian facilities, the preferred route for pedestrians is to use the existing crossing facilities. There have been no reported injury accidents at this location and as such another Zebra crossing near to the traffic signals cannot be justified. It is recommended that the petitioners be informed accordingly.

H. Petition regarding street lighting in Keyworth

20. A 543 signature petition was presented by Councillor Cottee to the Chairman of the County Council at its meeting on 20th September. The petition requested the return of night street lighting in Keyworth and other affected areas.
21. Councillor Cottee had already raised this issue following which it has already been agreed that lights along the late night bus route and at junctions or within 250m would be returned back to all night lighting. This has now been implemented. It is recommended that the petitioners be informed accordingly.

I. Petition requesting speed cameras on the A60 between Church Warsop and Cuckney

22. A 1270 signature petition, in the form of a Chad campaign, was presented to the 20th September meeting of the County Council by Councillor John Allin. The petition requests the installation of speed cameras on the A60 Mansfield Road/Cuckney Hill between Cuckney and Church Warsop.
23. All fatal road collisions are investigated by the County Council and in this case arrangements have already been made for traffic speeds and flows along this length of road to be surveyed as a matter of priority. This information will be used to make a judgement on what sort of casualty reduction measures, if any, would be appropriate.
24. Once this work has been concluded the petitioners will be informed accordingly.

J/K Petitions requesting street lighting and a speed limit reduction on Blidworth Lane

25. Two petitions signed by 416 and 740 residents respectively were presented to the 20th September meeting of the County Council by Councillor Martin Wright. They are requesting that on Blidworth Lane both the speed limit is reduced and the road is street lit.
26. Blidworth Lane is mainly rural in character and links the B6020 at Blidworth to the B6020 to the east of Mansfield. It is de-restricted between these two points.
27. In the last 3 years there have been 5 injury accidents, 4 of those have been on the same bend south of Foulevil Brook. These are being investigated in detail and a remedial treatment will be considered. This will address the accident pattern on the bend by means of surfacing or signage. There is no justification for street lighting either on a section or the whole length on casualty reduction grounds.
28. National guidelines are followed when setting local speed limits so that there is consistency across the country. This means setting local speed limits that will be obeyed by the vast majority of drivers because they can see from the road conditions and environment that it would be too risky to travel any faster. Drivers are likely to expect and respect lower speed limits, and be influenced when deciding on what is an appropriate speed, where they can see there are potential hazards, for example outside schools, in residential areas or villages and in shopping streets.
29. It is good practice to site speed limits where the general characteristics of the road change from a rural environment to an urban environment. This reinforces the message provided by speed limit signs for drivers to reduce their speed when entering the built up area. Because this length of road has little or no frontage development it would be seen as unrealistic and in all likelihood be disrespected by a significant proportion of drivers.
30. Due to development on Blidworth Lane in Blidworth itself the village has expanded. A 40mph buffer zone between the de-restricted section and the village will therefore be considered to reduce the speed of traffic entering the village and reinforced by an interactive 'Your speed' sign and it is recommended that the petitioners be informed accordingly.

L. Petition regarding changes to the Number 13 Bus timetable

31. A 180 signature petition was presented to the Chairman at the 20th September 2012 County Council meeting by Councillor Steve Carr. The

petition concerned changes that had been made to the timetable for the Number 13 bus to Beeston.

32. Service 13 is a wholly commercial service which runs from the City to Beeston via the QMC and the University of Nottingham campus.
33. This service was revised on Sunday 25th March 2012 when the route inbound to the City centre was changed to accommodate a new one way traffic flow introduced within the University campus.
34. The revised route takes longer to complete which means that the hourly frequency cannot be maintained without additional vehicle resources and ensuing extra costs.
35. The evening and Sunday services to Brook Road were withdrawn due to low passenger take up.
36. The County Council has discussed the possible reinstatement of the full service with Nottingham City Transport (NCT) but NCT has clarified that it has no intention of doing so at present.
37. NCT are, however, considering options for their services in the |Beeston area in connection with the impending new tram services and there will be a review of bus services in the area as part of the County Council's TITAN (Towards Integrated Transport across Nottinghamshire) project.
38. It is recommended that the petitioners be informed accordingly.

M. Petition concerning a school patrol crossing on Davies Road, West Bridgford

39. A 42 signature petition was presented by Councillor Cooper to the meeting of the County Council on 20th September 2012. The petition requested the reinstatement of the School Crossing patrol on Davies Road, West Bridgford.
40. The school crossing patrol site on Abbey Road has been vacant since the patrol resigned in June 2011.
41. No recruitment to the site has been undertaken since the site has been vacant as the site due to the low (from 2010 to 2012 9 counts had less than 15, 3 over 15 with the most 18) number of children crossing to make it sustainable as a school crossing patrol site.

43. Given the low numbers using the site it was deemed appropriate not to recruit and schools, parents and carers were informed of the intention to close the site.
45. Since the site closure 4 further site counts have been done covering both the morning and afternoon periods. A summary of the numbers crossing is attached in Appendix 1, Site Counts in School Year 2011/12.
46. A more recent site count taken a few weeks after the start of the new school year show an increase in the number of child pedestrians crossing (Appendix 1, Site Counts in School Year 2012/13). These counts show a total of 16 children in the morning and 21 in the afternoon. A further count will be undertaken within the next few weeks to confirm whether this increase is sustained and if so, recruitment to find another patrol can begin.
47. Following concerns from a parent regarding the difficulty she and other parents were experiencing when trying to cross the road during the absence of a patrol, site investigations were carried out to see if any improvements could be made to the site to support pedestrians as, even if a patrol is found, there will be occasions throughout the day when the patrol will not be present. These investigations are ongoing and the site has been included in the safer routes to school schemes for 2013/14.

N. Petition opposing the opening of a pathway at Sukis Gardens, Worksop

48. An 81 signature petition was presented to the 20th September meeting of the County Council by Councillor Sybil Fielding. The petitioners are objecting to the opening of a link footway by Barratt Homes.
49. The footpath link was part of a formal Planning requirement relating to the Barratt Homes development of which Sulis Gardens forms a part. It provides a short route for pedestrians, many of whom will be children, walking and cycling to the school and playing fields to the east. The link is located away from the highway, the alternative route being longer and adjacent to the B6041 Raymoth Lane.
50. Given the above it is not proposed to close this link.

O. Petition concerning street lighting in Styrrup

51. A number of questionnaires were presented to the meeting of the County Council on 20th September 2012 by Councillor Sheila Place. They were in connection with night street lighting in Styrrup.
52. The questionnaires included a mixture of negative and positive comments.
53. The part night lighting scheme was introduced in April 2012, it is therefore still in its early stages. The six month crime data will not be available for several weeks. It is intended to wait until that data is available and if there has been a significant increase in night time crime then relevant action will be taken.

P. Petition concerning parking on residential areas in Littleworth

54. A petition of 56 signatures was presented to the County Council on 20/9/12 by Councillor Stephen Garner requesting a parking strategy for the Council's Meadow House building to prevent parking by Council staff on adjacent roads causing obstruction and difficulties for residents and businesses.
55. There have been various complaints in the last 5 years regarding staff parking on the surrounding residential roads, specifically Baums Lane (7), Littleworth (2), Meadow Ave (2) and Park View Way (2).
56. Meadow House is situated on Littleworth in Mansfield. It accommodates roughly 500 staff and has 82 spaces in its car park with a further 2 spaces for loading only.
57. The Water Meadows Pay and Display Car park is adjacent and all visitors to Meadow House are encouraged to use this facility.
58. The Council has made an agreement with the nearby local Sainsbury's and B&Q Stores for staff to park their vehicles, but this is limited to 10 spaces each. Staff are also encouraged to car share.
59. In addition, all staff are notified by email when complaints are received and are asked to be considerate to the needs of the local residents.
60. Other options using available land around the area to accommodate further parking have been explored, but have not been successful.
61. A petition was received last year from local businesses on Littleworth who said their customers were struggling to park and they could not carry out loading operations due to the all day parking outside their premises.

- 62. Subsequently, a scheme has been devised consisting of 2 hour limited waiting bays on Littleworth between the Cromwell St and Great Central Rd junctions with double yellow lines to protect the junctions in this area.
- 63. This scheme will solve some of the parking problems in the area and will be subject to public consultation before Christmas and it is recommended that the petitioners be informed accordingly.

Q. Petition opposing an LIS project in Forest Road, Mansfield

- 64. A petition was presented to the County Council meeting on 20th September by Councillor Stephen Garner. The petition concerns an application received under the Local Improvement Scheme for improved safety measures on Forest Road, Mansfield through the installation of physical traffic calming features.
- 65. The information supplied with the petition will be added to the application and considered accordingly when the application is assessed. Officers are currently evaluating applications received for the 2013/14 programme for which this scheme has been put forward.
- 66. Decisions on which schemes may be included in next year's programme will happen in the new year and are based on the assessment of the benefit of each individual scheme will bring. In particular considering, levels of community support, quality of the local environment, what improvements the proposal will bring, deliverability and risk, how the project will be maintained and how much funding is available. The scheme applicant will be advised of the outcome of the submission in April 2014.

R. Petition requesting a Residents' Parking Scheme for Redhill Road, Arnold

- 67. A 10 signature petition was presented to the County Council meeting on 20th September by Councillor Ged Clarke. The petition requests that a residents' parking scheme be implemented on Redhill Road, Arnold near its junction with Cross Street.
- 68. With the introduction of car parking charges in Gedling, it was anticipated that some parking may have been displaced onto nearby residential streets such as Redhill Road. It is also a no through road and the turning circle is protected by double yellow lines.
- 69. The majority of properties are semi detached with an even mix of on / off-street parking. A recent inspection revealed a low number of parked cars, possibly belonging to shoppers using the town centre.

70. The petitioners expressed concerns relating to the street being used by a large number of employees from a business called 'All Answers' on Cross Street, which has no off street parking facility and where staff often work evenings until 9.30pm, including weekends.
71. In light of the request the residents will be consulted to determine whether there is sufficient support for a residents' parking scheme and if so a scheme will be included in the programme for 2013/14 and the petitioners informed accordingly.

S. Petition concerning grass cuttings in Windmill Lane, Worksop

72. A 31 signature petition was presented to the 20th September 2012 meeting of the County Council by Councillor Glynn Gilfoyle. The petition related to the frequency of grass cutting on Windmill Lane, Worksop and also requested the answers to several questions:

Q1. How come Bassetlaw Council can keep up with there grass cutting all year looking really good?

A1. Bassetlaw District Council cuts grass for amenity purposes and this can be up to 15 times per year.

Q2. Why is it that the Bassetlaw Council don't cut the grass on Windmill Lane when it's a residential area?

A2. Nottinghamshire County Council is responsible for maintaining highway grassed areas on Windmill Lane. These areas will be maintained to our grass cutting frequency as stated in the Nottinghamshire Highway Network Management Plan and are cut for safety reasons.

Q3. Why is it that the grass only gets cut every two to three months?

A3. Frequencies for grass cutting vary depending on whether the area is classified as rural or urban. For grass cutting purposes an urban road is classified as a section of road subject to a speed limit of 40mph or less and a rural road is

classified as having a speed limit exceeding 40mph. Windmill Lane is in an urban area and is cut 5 times per year.

Q4. How is it that all golf courses in Bassetlaw can keep up with their grass cutting and NCC can not?

A4. A golf course will be run as a business and will have different needs, requirements and responsibilities for grass cutting.

Q5. Why is it that Bassetlaw cut part of Windmill Lane and NCC cut the other part?

A5. As per Question 2 - Nottinghamshire County Council is responsible for maintaining highway grassed areas on Windmill Lane. These areas will be maintained to our grass cutting frequency as stated above. We are not aware that Bassetlaw District Council cut any grass on Windmill Lane.

73. The concerns and questions raised will be passed on to the grass cutting team and every effort will be made to maintain the highway verges/areas along Windmill Lane to an acceptable standard. The petitioners to be informed accordingly.

Reason for Recommendation

74. To update Members on the petitions presented to the meeting of Full Council on 20th September 2012.

Statutory and Policy Implications

75. 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) It is RECOMMENDED that the proposed actions be approved and passed to Full Council for noting.

For any enquiries about this report please contact: Sara Allmond, Governance Team
Background Papers

None

Electoral Division(s) and Member(s) Affected

Bramcote & Stapleford, Sutton in Ashfield North, Newark East, Sutton in Ashfield West, Kirkby in Ashfield South, Keyworth, Warsop, Mansfield East, Sutton in Ashfield East, West Bridgford Central & South, Worksop North, Blyth & Harworth, Mansfield South, Arnold North, Worksop East.

APPENDIX 1

School Crossing Patrol, Davies Road, West Bridgford

Site Counts in School Year 2011/12

Date	Time	Number of Children Crossing
December 2011	08.15-08.45	7
	15.30-16.00	16
March 2012	08.15-08.45	10
	15.30-16.00	18
May 2012	08.15-08.45	10
June 2012	08.15-08.45	14
	15.30-16.00	8

Site Counts in School Year 2012/13

Date	Time	Number of Children Crossing
October 2012	08.20-08.45	18
	15.30-16.00	21

22 November 2012**Agenda Item:****REPORT OF CORPORATE DIRECTOR, POLICY, PLANNING AND
CORPORATE SERVICES****WORK PROGRAMME****Purpose of the Report**

1. To consider the Committee's work programme for 2012/13.

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 30/10/2012)

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

Financial Comments (MA 27/010/2012)

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

Background Papers

None.

Electoral Division(s) and Member(s) Affected

All

TRANSPORT & HIGHWAYS COMMITTEE - WORK PROGRAMME

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information ?</u>	<u>Lead Officer</u>	<u>Report Author</u>
22nd November 2012				
Petitions Response	For Full Council on 20 th Dec	Decision	Pete Barker	
Rail Update	Robin Hood Line and Nottingham to Newark to Lincoln Line	Info.	Jim Bamford	Jim Bamford
TITAN	Proposals for Mansfield / Ashfield network	Decision	Mark Hudson	Mary Roche
Concessionary Travel	Progress report and statutory notice for 2013/14	Decision	Mark Hudson	Dave Bennett
Highways Quarterly Progress Report	Review of performance	Info.	Andy Warrington	
A453	Regular Update	Info.	Andy Warrington	Neil Hodgson
Guidelines for providing brown tourism signs and implications for County boundary signs	Tourism signs criteria	Decision	Andy Warrington	Clive Wood
Workshop Bus Station	Update Report	Info.	Andy Warrington	Neil Hodgson
Changes to Staff Structure in Highways	Reorganisation Progress Report	Decision	Andy Warrington	Andy Warrington
10th January 2013				
Quarterly Progress Report	Review of performance (Oct - Dec).	Info.	Various	
Environmental Weight Limits	Programme and Lorry Watch scheme update	Info.	Andy Warrington	Neil Hodgson
Local Transport Plan	Implementation plan.	Decision	Andy Warrington	Kevin Sharma
Flood Investigations	Update	Info.	Gary Wood	Andy Wallace
Highway Maintenance	Pot hole and patch repair improvements	Info.	Andy Warrington	Clive Wood
Highway Service Review	Review of progress and creation of new posts	Decision	Andy	Chris Charnley

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information ?</u>	<u>Lead Officer</u>	<u>Report Author</u>
Update			Warrington	
Changes to Local Bus Services - Update	Progress Report	Info.	Mark Hudson	Mark Hudson
Local Bus Services - Mansfield Area	Progress Report	Info.	Mark Hudson	Chris Ward
6th February 2013				
A453	Regular Update	Info.	Andy Warrington	Neil Hodgson
Petitions Response	For Full Council on 28 th Feb	Decision	Pete Barker	
TITAN	Award of contracts Mansfield / Ashfield network	Decision	Mark Hudson	Mary Roche
Mansfield Statutory Quality Bus partnership	Progress report	Info.	Mark Hudson	Pete Mathieson
2012/13 Capital Highways Programme	Programme Update	Info.	Andy Warrington	Kevin Sharman/Mike Barnett
2013/14 Capital Highways Programme	Final Programme Approval (subject to budget decisions)	Decision	Andy Warrington	Kevin Sharman/Mike Barnett
Charges for Highway Services	Setting of annual charges	Decision	Andy Warrington	Clive Wood
Quarterly Progress Report	Review of Performance (Oct-Nov-Dec)	Info.	Andy Warrington	Gary Wood
21st March 2013				
Consessionary Travel	Progress report and final scheme 2012/13	Info.	Mark Hudson	Dave Bennett
Speed Management	Policy Update	Decision	Andy Warrington	Clive Wood
Changes to Local Bus Network	Update Report	Info.	Mark Hudson	Pete Mathieson

<u>Report Title</u>	<u>Brief summary of agenda item</u>	<u>For Decision or Information ?</u>	<u>Lead Officer</u>	<u>Report Author</u>

Dates and Deadlines for Transport & Highways Committee - TBC

<u>Report deadline</u>	<u>Date of pre-agenda</u>	<u>Agenda publication</u>	<u>Date of Committee</u>

*Early due to Bank Holidays