

# **Communities and Place Review and Development Committee**

**Thursday, 30 January 2020 at 10:30**

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

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## **AGENDA**

- |   |  |         |
|---|--|---------|
| 1 | Minutes of Last meeting held on 28 November 2019   | 3 - 6   |
| 2 | Apologies for Absence  |         |
| 3 | Declarations of Interests by Members and Officers:- (see note below)<br>(a) Disclosable Pecuniary Interests<br>(b) Private Interests (pecuniary and non-pecuniary) |         |
| 4 | Review of Committee Activity and Achievements - November 2018 to January 2020  | 7 - 12  |
| 5 | Highways Environmental Matters - Recommendations   | 13 - 16 |
| 6 | Highways Drainage  | 17 - 22 |
| 7 | Work programme   | 23 - 26 |

### **Notes**

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

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

Customer Services Centre 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. Those declaring must indicate the nature of their interest and the reasons for the declaration.

Councillors or Officers requiring clarification on whether to make a declaration of interest are invited to contact Noel McMenamin (Tel. 0115 977 2670) or a colleague in Democratic Services prior to the meeting.

- (4) Councillors are reminded that Committee and Sub-Committee papers, with the exception of those which contain Exempt or Confidential Information, may be recycled.
- (5) This agenda and its associated reports are available to view online via an online calendar - <http://www.nottinghamshire.gov.uk/dms/Meetings.aspx>

Meeting Communities and Place Review and Development Committee

Date 28 November 2019 (commencing at 10:30 am)

#### **Membership**

Persons absent are marked with an 'A'

### **COUNCILLORS**

Gordon Wheeler (Chairman)  
Errol Henry (Vice-Chair)

Richard Butler  
Andrew Brown  
Stephen Garner  
John Longdon

David Martin  
Liz Plant  
Yvonne Woodhead

### **COUNCILLORS IN ATTENDANCE**

Councillor John Cottee  
Councillor Maureen Dobson  
Councillor John Ogle

### **OFFICERS IN ATTENDANCE**

Doug Coutts	-	Via East Midlands Ltd
Martin Carnaffin	-	Place Department
Frank Fearn	-	Via East Midlands Ltd
Sally Gill	-	Place Department
Monty Hall	-	Via East Midlands Ltd
Kevin Heathcote	-	Via East Midlands Ltd
Suzanne Heydon	-	Via East Midlands Ltd
Derek Higton	-	Place Department
Chris Mason	-	Via East Midlands Ltd
Noel McMenamin	-	Chief Executive's Department
Sean Parks	-	Place Department
Kevin Sharman	-	Place Department
Gary Wood	-	Place Department

## **1 MINUTES OF LAST MEETING HELD ON 26 SEPTEMBER 2019**

The minutes of the meeting held on 26 September 2019 having been circulated to all Members, were taken as read and were signed by the Chairman.

## **2 APOLOGIES FOR ABSENCE**

No apologies for absence were received.

Councillor John Longdon replaced Councillor Sue Saddington for the remainder of the 2019-2020 municipal year.

## **3 DECLARATIONS OF INTEREST**

None.

## **4 INTEGRATED TRANSPORT MEASURES PROGRAMME**

The Committee considered a report and received a detailed presentation, explaining the process for monitoring and reviewing integrated transport measures against a range of economic, safety, health and wellbeing and environmental indicators. The Committee received an update on current performance against these indicators.

### **RESOLVED 2019/11**

That:

- 1) the approach to monitoring the integrated transport programme to help ensure delivery of County Council priorities, national priorities and local transport goals and objectives be endorsed; and
- 2) no additional monitoring was required at this time.

## **5 HIGHWAYS ENVIRONMENTAL MATTERS**

The Committee considered a report and received a detailed presentation, setting out the Council's policy in respect of roadside grass cutting and plant life management, weed spraying – including consideration of alternative treatments, and the maintenance of trees and hedges – including tree felling and re-planting protocols.

Members made a number of comments on a range of issues, including on co-ordination with district and parish councils on cutting regimes, junction visibility, litter picking and exploring an expansion of the wildflower beds initiative.

Recommendations would be drawn up for the Committee's approval and submission to Communities and Place Committee, based on the information provided, and on points raised.

## **RESOLVED 2019/012**

**That the information in the report and presentation, as well as Committee members' comments, be considered and used to inform recommendations for the Committee's approval and submission to Communities and Place Committee.**

## **6    WORK PROGRAMME**

### **RESOLVED 2019/13**

That the Committee's work programme be agreed.

The meeting concluded at 12:30 pm

**Chairman**



**30 January 2020****Agenda Item:4****REPORT OF CORPORATE DIRECTOR, PLACE****REVIEW OF COMMITTEE ACTIVITY AND ACHIEVEMENTS NOVEMBER 2018  
TO JANUARY 2020****Purpose of the Report**

1. The purpose of this report is to provide the Committee with a review of the subjects it has considered between November 2018 and January 2020 and update Members about the service improvements it has instructed officers to pursue during this period.

**Information**

2. The subjects considered by the Committee are set out below in chronological order.

**Targeted gully cleaning**

3. The targeted gully cleansing project employs conventional gully emptiers equipped with GPS tracking systems which record the position of each gully being emptied, information about the amount of silt removed and any defects which may be encountered such as blockages or jammed gully grates.
4. Prior to establishing the targeted regime it was necessary to undertake two cleanses, the first to ensure the gulleys were cleaned and operating correctly and the second – *18 months later* – to establish how much silt had accumulated since the previous cleanse. Once the level of silting over the intervening period was known it was possible to establish which gullies needed more frequent cleansing and which could be placed on a two-year cycle.
5. In addition to considering levels of silt accumulation each road was also risk assessed to determine whether a reduced gully cleansing regime was appropriate, this exercise considered factors such as vehicle speeds and road hierarchy. All changes to the cleansing frequencies were done on a '*street by street*' rather than '*gully by gully*' basis.
6. The targeted gully cleansing project won the CIHT East Midlands award for innovation in 2018.
7. The targeted cleansing strategy has continued to evolve, and over the course of 2019, the following improvements have now been introduced:
  - Quarterly progress meetings have been taking place.
  - A gully emptier team has been assigned to work permanently on routes requiring traffic management.

- Gully emptier teams now follow smaller and more manageable routes.
- Gully emptier routes have been reconfigured to ensure that gullies on any roads previously missed are cleansed.
- Roads which are prone to parked cars, which makes it difficult for gulley emptiers to access gullies, have been proactively targeted with letter drops and advance warning signs prior to gully emptier teams arriving on site.

### **Electronic Works Management systems**

8. The electronic works management system used by Via EM Ltd. has been developed from the County Council's computerised Highway Asset Management System (*a computer application known as 'Confirm'*). HAMS was originally a customer services database however, it now includes electronic highway inspection and works ordering (which is vital for the defence of third-party claims against the authority).
9. Since its original installation the functionality of HAMS has been extended to allow hand held electronic devices to be used to record highway works. Hand held devices have been available to the Highway Inspectorate, the Highway Maintenance Assistants and some Operational teams for some time however, during 2019 they were rolled out to the street lighting maintenance gangs.
10. Other recent developments of the electronic works management system include the prioritisation of sites for the Spray Injection Patching and Mechanised Patching teams and the 'real-time' management of their works.

### **Self-provision of temporary traffic management**

11. Via EM Ltd undertook a detailed analysis during 2018/19 of temporary traffic management arrangements. This identified work types undertaken by Via where temporary traffic management could be delivered using Via's own resources rather than subcontracting the work. A challenge process has been implemented within the business to consider each traffic management requirement against internal capability and external cost. Training continues to be provided within Via to grow competence and capacity to deliver in-house traffic management. During 2019/20, this activity has been further challenged as part of a leadership development project, the conclusion of which is expected in June 2020.

### **Artemis, claims recovery service**

12. Since January 2018 Via EM Ltd. has employed Artemis Recoveries to recover the costs of making good damage to the highway from third party insurance companies. Artemis Recoveries has a team of specialists with backgrounds in civil engineering, loss adjusting and highways legislation.
13. Initial actions to make the highway safe and subsequent permanent repairs are now documented more robustly, this includes keeping photographic records of before and after the works are undertaken. For each incident a detailed pack is produced to recover Via EM Ltd.'s costs, this pack is built around a comprehensive list of priced up items which covers the activities undertaken. These items are costed on standard labour, material and plant content plus an allocation towards the Emergency Action overhead but does not include any profit element.



14. Artemis Recoveries pursue the third party's insurance companies for the recovery of Via EM Ltd. costs and have demonstrated that they can successfully negotiate with the loss adjusters employed by insurance companies.
15. Prior to the use of Artemis Recoveries, from July 2016 to December 2017, Via had recovered £60,000 of damage costs. Since January 2018 this figure has increased to a cumulative amount of £1,200,000.
16. Since October 2019, Artemis Recoveries has been trading under the name of Osha Recoveries.

### **Recycling of highway waste and arisings**

17. The County Council's additional allocation of twenty million pounds for highway maintenance over four years has resulted many roads being identified for resurfacing works which contain tar bound material. Rather disposing of these materials at a cost of approximately £100 per tonne the decision was made that it would be more cost effective to re-use this material on suitable parts of the highway network. To achieve this tar-bound road planings were transported to a facility in Warsop and subsequently processed using mobile plant to produce a material called 'Foamix' (a Tarmac Ltd. product) which is suitable to overlay some rural routes. Foamix is not suitable for the final road surface because the tar it contains can potentially leech out so in 2018/19 it was overlaid with a bituminous surface course to encapsulate it.
18. During 2019 a similar process was been undertaken however, to reduce costs, the bituminous surface course was replaced by the application of a surface dressing or micro-asphalt. The roads where these techniques have been utilised are still being monitored however, costs have been significantly reduced.
19. Via EM Ltd and the County Council continue to explore other methods to manage tar-bound waste, one of which is in-situ recycling. In-situ recycling has the potential to be even more advantageous because the tar-bound material does not leave the site where it was generated, this greatly reduces the amount of vehicle movements required. Several trial sites have been identified for in-situ recycling which – *if successful* – could result in the wider adoption of this process.

### **Salix bid for replacing street light lanterns with LEDs units**

20. Salix Finance Ltd. provides interest-free Government loans to the public sector to improve its energy efficiency, lower its carbon emissions and reduce its energy bills. The savings generated by reduced energy consumption are then used to pay back the loan.
21. In 2019 the County Council successfully secured an additional £2,470,000 of funding from Salix Finance Ltd. The additional funding will be split equally over 2019/20 and 2020/21 and brings the total amount secured since 2014 to £11,600,000.
22. The County Council has used of this funding to replace over 62,000 traditional sodium lamps which had become expensive to illuminate and repair with LED alternatives. Thus far the replacement lanterns have reduced the County Council's energy costs by approximately £7,500,000 and reduced carbon dioxide emissions by 55,000 tonnes. An additional 8,000 lanterns will be replaced by 2021.

23. The LED replacement programme targeted the oldest low-pressure sodium lanterns first because they were the least energy efficient and replacing them generated the greatest savings however, the additional funding secured this year will allow the remaining the high-pressure sodium lanterns in Ashfield and Broxtowe to be replaced. The lantern replacement works currently taking place in Ashfield will be completed by the beginning of April 2020 after which similar works will begin in Broxtowe. The works in Broxtowe are programmed to be completed by the beginning of April 2021.

### **Additional and improved road repair techniques**

24. The additional and improved road repair techniques (*Spray Injection Patching and Mechanised Patching*) were introduced in the late summer of 2019. Spray Injection Patching works began on the 7<sup>th</sup> of August 2019 and Mechanised Patching began on the 12<sup>th</sup> of August 2019. It should be noted that Spray Injection Patching is a seasonal operation which is unsuitable for cold weather.
25. Thus far a total of 36,656m<sup>2</sup> patching has been identified as being suitable for Spray Injection Patching repairs of which 11,313m<sup>2</sup> has already been completed. In November, the vehicle was effectively placed in 'hibernation' until the spring, when warmer temperatures will allow operations to resume.
26. The Mechanical Patching team consists of three to four operatives who are equipped with a Bobcat planer, compaction equipment and a hotbox vehicle. A second Mechanised Patching team will be deployed when additional vehicles are delivered in the new year. It is intended to replace the Bobcat planer with a modified JCB 3X fitted with a planning head and road sweeping equipment. It is intended that both teams will make use of JCB 3Xs which will further reduce manual handling and increase productivity.
27. Thus far a total of 16,349.5m<sup>2</sup> of patching has been identified as being suitable for mechanised patching of which 7,725m<sup>2</sup> has already been completed. Mechanised patching is not susceptible to cold weather therefore it is anticipated these works will continue throughout the winter.

### **Road Safety**

28. A review of 'red routes' was requested at the 18 July 2019 Committee meeting. The initial research undertaken to date has investigated the legislation that allows for the introduction of 'red routes', as well as where these have been used to date, and for what purposes. The DfT approved the use of the red routes regulations to authorities beyond London to help meet their duties set out in the Traffic Management Act 2004. The recent revision of The Traffic Signs Regulations and General Directions 2016 has now brought 'red routes' into line with yellow line restrictions as an effective parking management tool without the need for special approval. Research has identified at least ten highway authorities which have introduced red routes to improve congestion and reduce illegal and inconsiderate parking along key arterial routes.
29. The next phase of the research will be to identify what the benefits/disbenefits would be for residents and businesses if 'red routes' were introduced in the county; and should it be considered that they would offer value for money how and where such routes should be introduced. If necessary, any recommendations from the study will be presented to a future Communities & Place Committee for consideration.

## **Integrated Transport Measures**

30. The review of the Local Transport Plan (LTP) Evidence Base, approved at the 26 September 2019 Committee meeting, has started and will take approximately 12 months to complete. It is planned that the LTP Evidence Base will be completed in time to inform the next LTP Implementation Plan which will cover the period from 2021/22.

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

31. The recommendations contained in this report arise from the instructions previously made by the Committee.

## **Statutory and Policy Implications**

32. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment 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 approves the service improvements described in this report, and that the report be submitted to a future meeting of Communities and Place Committee for its consideration.

### **Gary Wood**

Group Manager Highways and Transport

**For any enquiries about this report please contact:** Martin Carnaffin - Contract Manager  
Tel: 0115 9774229

## **Constitutional Comments (SDS 23/12/2019)**

33. The Committee is the appropriate body to consider the contents of this report.

## **Financial Comments (MM 24/12/19)**

34. There are no specific financial implications arising directly from this report.

## **Background Papers and Published Documents**

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

- None

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

- All

**30 January 2020****Agenda Item: 5****REPORT OF CORPORATE DIRECTOR, PLACE****HIGHWAYS ENVIRONMENTAL MATTERS – RECOMMENDATIONS****Purpose of the Report**

1. To seek approval for officers from Via EM Ltd. and the County Council to pursue the recommendations set out in this report.

**Information**

2. The recommendations set out below arise from the deliberations of the Communities and Place Review and Development Committee which took place at its meeting on the 28<sup>th</sup> of November 2019.

**Frequency of Roadside Grass Cutting**

3. The following recommendations relate to roadside grass cutting:
  - The grass cutting frequencies set out in the County Council's Highway Network Management Plan shall remain unchanged.
  - The Committee recognises that the grass cutting frequencies currently set out in the Highway Network Management plan are amongst the least intensive in the region.
  - The '*Reduced Grass Cutting Frequency for Rural Roads*' trials which have taken place over the last two years shall be discontinued, these trials have delivered no appreciable benefits and the best practice guide - *produced by Plantlife* - suggests they may actually be counterproductive. The discontinuation of these trials will result in the verges concerned returning to their original cutting frequency i.e. two cuts per year. The best practice guide recognises that a two-cut management approach can help suppresses coarse grasses which are detrimental to the colonisation of verges by wild flowers.

**The Use of Grass Cuttings in Biodigester Plants**

4. The Committee recognises that economic and regulatory restrictions make the collection of grass cuttings from road side verges for use in biodigestion plants unviable at present. Officers shall continue to monitor this situation to see how it evolves and attempt to work with other Authorities to overcome these difficulties.

## Wild Flowers

5. The following recommendations relate to wildflower planting:

- The County Council shall seek to increase the extents of its wildflower planting across the highway network,
- Horticultural advice shall be sought to select the most appropriate species for future planting and the arrangements necessary for the maintenance of wildflower beds.
- Officers shall seek to engage with communities and Members to seek their preferences about the future locations for wild flower planting.
- Additional wildflower planting shall be introduced in an incremental fashion, this initiative shall commence in 2020.

## Weed Spraying

6. The following recommendations relate to weed spraying:

- The Committee acknowledges ADEPT's advice that the use of Glyphosate - *according to the manufacturer's instructions* - remains entirely legal and that no realistic or cost effective alternatives to its use currently exist.
- Officers in both Via EM Ltd. and the County Council shall continue to review possible alternatives to the use of Glyphosate.
- Officers in both Via EM Ltd. and the County Council shall review the implications arising from the possible re-licencing of Glyphosate in 2022.
- Via EM Ltd. and the County Council shall build upon their current contract management arrangements and introduce robust checks to ensure that where glyphosate is used it is done effectively, these checks shall place a emphasis on weed spraying works undertaken by sub-contractors working on behalf of Via EM Ltd.

## Tree Maintenance

7. The following recommendations relate to tree maintenance:

- The County Council shall seek to increase the number of trees on both its highway network and its green estate, options are currently being developed to facilitate this
- Via EM Ltd. and the County Council shall collaborate with other partners such as District Councils to increase the numbers of trees
- Possible additional sources of funding shall be explored, this may be in the form of a tree sponsorship scheme or grants from other organisations.

Via EM Ltd. shall seek to improve the public's perceptions of its arboreal works, this shall include the production of a number of short videos that will be available on-line. These videos shall explain why it is sometimes unavoidable that trees are removed for the sake of public safety and demonstrate the service's other day to day operations such as pollarding, removing epicormic growth, crown lifting etc.

## Reason/s for Recommendation/s

8. The recommendations set out above have been arrived at following due consideration of the available options by the Committee.

## **Statutory and Policy Implications**

9. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment 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 proposals contained in paragraphs 3 to 7 above, being the findings and recommendations of this Committee should now go reported to Communities and Place Committee for consideration.

**Adrian Smith**  
**Corporate Director, Place**

**For any enquiries about this report please contact:** Martin Carnaffin – Contract Manager Tel: 0115 9774229

## **Constitutional Comments (SJE – 23/12/2019)**

10. This decision falls within the Terms of Reference of the Communities & Place Review & Development Committee to whom responsibility for the review and development of all functions falling under the remit of the Authority's Communities & Place Committee, including the planning, management and maintenance of highways as well as environmental awareness and sustainability, has been delegated.

## **Financial Comments ([DJK 30/12/2019])**

11. There are no direct financial implications from this report, there will be further discussions as to how future tree maintenance and increase in trees will be funded, through external finance by way of grant or tree sponsorship schemes.

## **Background Papers and Published Documents**

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

- Nottinghamshire County Council's Highway Network Management Plan  
<https://www.nottinghamshire.gov.uk/media/110443/highwaynetworkmanagementplan.pdf>

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

- All





**30 January 2020****Agenda Item: 6**

## **REPORT OF CORPORATE DIRECTOR, PLACE**

### **HIGHWAYS DRAINAGE**

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

1. Review the information contained in this report - and its accompanying presentation - and report its findings and recommendations to Communities and Place Committee in due course, for further consideration.

#### **Information**

2. This report is accompanied by a presentation which will provide Members with further information and details about each of the topics discussed below.
3. The presentation will also refer to national and local specifications for the design of Highway drainage, this includes:
4.
  - **The Design Manual for Roads and Bridges (DMRB)** - The DMRB was introduced in 1992 in England and Wales, and later in Scotland and Northern Ireland. It includes all current standards, advice notes and other documents relating to the design, assessment and operation of trunk roads, including motorways.
  - **The Nottinghamshire Highway Design Guide (NHGD)** – This document is produced by the Authority itself, its purpose is to provide developers with guidance to design estate roads to adoptable standards.
5. Section 41 of the Highways Act 1980 places a duty on the County Council to maintain the highway in a reasonably safe condition so that it is reasonably passable by ordinary traffic during all seasons of the year. Highway drainage is an integral part of the highway network and must be maintained in the interests of safety, serviceability and sustainability.
6. Members should also be aware that the Council is a Lead Local Flood Authority (LLFA) and has powers and statutory duties to manage and co-ordinate local flood risk management activities. The County Council does this by working together with other organisations including the Environment Agency, who manage flooding from generally larger rivers known as Main Rivers, such as the River Trent; Internal Drainage Boards managing low lying areas; District, Borough, Parish and Town Councils; and infrastructure/ utility providers, such as Severn Trent Water and the Highways Agency.

7. This report is not intended to cover the County Council's work as a Lead Local Flood Authority. Flooding which effects housing and other area of land falls outside of the scope of this report.
8. This report is especially timely given that in 2019 Nottinghamshire experienced its wettest Autumn since records began.

### **The County Council's Highway Drainage Policy**

9. The County Council's policy for Highway drainage is set out in Section 5.12.12 of its *Highway Network Management Plan* and are as follows:

Highway drainage systems will be provided, and a risk-based approach taken to maintenance to mitigate flooding or standing water on the highway and surface water within the road foundation or on carriageways, footways and cycleways.

Positive drainage will be encouraged for new highway schemes.

For highway drainage on residential developments, the use of soakaways/SUDS will only be permitted as an alternative to positive drainage systems where ground conditions are favourable. They will require special approval, which will involve the payment of a commuted sum and or S106 maintenance agreement.

### **Drainage Infrastructure**

10. Drainage Infrastructure refers to the actual physical assets themselves that are present in the Highway for the purposes of Highway drainage.
11. The presentation will address the following:
  - Details of the types of drainage assets most frequently observed in the Highway, including ownership.
  - The design of these drainage assets
  - Limitations and common misconceptions associated with the different types of drainage assets.

### **Maintenance of Highway Drainage**

12. The County Council's drainage assets are designed to prevent water persistently accumulating in the highway, reducing the likelihood of vehicles aquaplaning or skidding on patches of ice during periods of cold weather. Standing water is also a major cause of highway deterioration and can result in the formation of potholes and structural defects.
13. The cleansing frequencies for the County Council's drainage infrastructure are specified in its *Highway Network management Plan* and are set out overleaf:
14. The presentation will address the following:
  - The delivery of cyclic gully cleansing by Via EM Ltd.'s subcontractor (ACL).
  - Via EM Ltd.'s own resources for undertaking other Highway drainage maintenance activities.
  - How Via EM Ltd. responds to highway drainage related enquiries.

- Typical remedial works required to rectify Highway drainage defects.
- The identification of Highway drainage capital schemes.
- Via EM Ltd.'s arrangements for dealing with flooding events.
- The funding available for the maintenance of Highway drainage.

### Drainage cleansing frequencies specified in the Highway Network Management Plan

Item	Frequency	Notes
Gullies and kerb offlets	Inspected during service inspection	Over the initial 3 year period of the Term Maintenance Contract the Contractor shall use the information initially provided by the Authority, supported by the information obtained by the Contractor during gully cleansing operations, to create a programme of gully cleansing based upon actual need for gully cleansing for the remainder of the term of the Contract. *
Grips	Inspected during service inspection	Cleared as required following inspection.
Highway Ditches	Risk based approach to inspection	Cleared as required after inspection.
Piped Drainage	Risk based approach to inspection	Cleaned/jetted as required. Problem areas should be identified with a view to remedial works.
Culverts, Manholes, Catchpits, Soakaways, Grips, SUDS	Risk based approach to inspection	Cleaned/jetted as required.

(\* The initial 3-year data collection period is now complete and gully emptying is in its second two-year targeted cleansing cycle)

### The Role of Other Organisations and Individuals.

15. The County Council is dependent upon other organisations and individuals for the eventual discharge of highway water into rivers, water courses and ditches. If this other infrastructure becomes compromised - *either because of inundation by other sources of surface water or because of inadequate maintenance* – then the County Council's drainage infrastructure will also fail to operate effectively.

16. The presentation will address the following:

- The role of the Environment Agency (EA), Internal Drainage Boards (IDBs) etc.
- The role of Water Companies i.e. Severn Trent Water.
- The riparian duties which are associated with owning land incorporating a ditch which drains any part of the Highway.
- Damage caused to the County Council's drainage infrastructure by the installation of apparatus by statutory undertakers.
- The duty of motorists to drive their vehicles in a manner commensurate to the prevailing conditions.

### **Other Options Considered**

7. The option to not maintain Highway drainage is not possible due to other duties under the Highways Act.

### **Statutory and Policy Implications**

8. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment 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**

9. The financial implications of this report will be dependent upon the findings and recommendations of the Committee. Any findings may form future recommendations to the Communities and Place Committee.

### **Implications for Sustainability and the Environment**

10. The implications for sustainability and the environment are set out in the report and will be discussed during the presentation.

## **RECOMMENDATION/S**

It is recommended that Committee:

- 1) Review the information contained in this report - *and its accompanying presentation* - and propose recommendations which will be subject to a further report for this committee to consider when it meets in March 2020.

**Adrian Smith**  
**Corporate Director, Place**

**For any enquiries about this report please contact:** Martin Carnaffin – Contract Manager  
Tel: 0115 9774229

## **Constitutional Comments (SJE 09/12/2019)**

11. This decision falls within the Terms of Reference of the Communities & Place Review & Development Committee to whom responsibility for the review and development of all functions falling under the remit of the Authority's Communities & Place Committee, including the maintenance of highways, has been delegated.

## **Financial Comments [RWK 09/12/2019]**

12. There are no specific financial implications arising directly from the report. The financial implications of any findings and recommendations to Communities and Place Committee will be addressed in future reports to that Committee.

## **Background Papers and Published Documents**

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

- Nottinghamshire County Council's Highway Network Management Plan
- Nottinghamshire Highway Design Guide
- Design Manual for Roads & Bridges  
<http://www.standardsforhighways.co.uk/ha/standards/index.htm>

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

- All



**30 January 2020****Agenda Item: 7**

## **REPORT OF SERVICE DIRECTOR, GOVERNANCE AND EMPLOYEES WORK PROGRAMME**

### **Purpose of the Report**

1. To consider the Committee's work programme for the period up to March 2020.

### **Information**

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, each committee is expected to review day to day operational decisions made by officers using their delegated powers. The Committee may wish to commission periodic reports on such decisions where relevant.

### **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, public sector equality duty, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such

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

## **RECOMMENDATION/S**

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

**Marje Toward**  
**Service Director, Governance and Employees**

**For any enquiries about this report please contact: Noel McMenamin, Democratic Services Officer on 0115 993 2670**

### **Constitutional Comments (HD)**

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

### **Financial Comments (PS)**

9. There are no financial implications arising directly from 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.

- New Governance Arrangements report to County Council – 29 March 2012 and minutes of that meeting (published)

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

All



## **COMMUNITIES & PLACE REVIEW & DEVELOPMENT COMMITTEE**

### **WORK PROGRAMME – JANUARY–JULY 2020**

<b>Report</b>	<b>Description</b>	<b>Lead Officer</b>	<b>Report Author</b>
<b>30 January 2020</b>			
Review of Committee Activity and Achievements – November 2018 to January 2020	To review and evaluate the work of the Committee since its first meeting in November 2018, and to inform future direction of the Committee.	Derek Higton	Gary Wood/ Martin Carnaffin/Via
Highways Environmental Matters - Recommendations		Derek Higton	Gary Wood/Martin Carnaffin/Via
Highways Drainage - Introduction		Derek Higton	Gary Wood/Martin Carnaffin/Via
<b>19 March 2020</b>			
Highways Asset Management – Introductory Report		Derek Higton	Gary Wood/Martin Carnaffin/Via
Highways Drainage – Recommendations		Derek Higton	Gary Wood/Martin Carnaffin
<b>14 May 2020</b>			
Highways Asset Management – Recommendations		Derek Higton	Gary Wood/Martin Carnaffin/Via
<b>9 July 2020</b>			

