

Transport and Highways Committee

Date: Thursday, 14 June 2012
Time: 10:30
Venue: County Hall
Address: County Hall, West Bridgford, Nottingham NG2 7QP

AGENDA

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14 June 2012**Agenda Item:****REPORT OF CHIEF EXECUTIVE****TERMS OF REFERENCE****Purpose of the Report**

1. To note the Committee's terms of reference.

Information and Advice

2. County Council on 29 March 2012 agreed the following terms of reference for the Transport and Highways Committee:-

1. The exercise of the powers and functions set out below are delegated by the County Council in relation to transport and highways:
 - a. All decisions within control of the Council including but not limited to those listed in the Table below
 - b. Policy development
 - c. Review of performance in relation to the services provided on at least a quarterly basis
 - d. Review of day to day operational decisions taken by Officers
 - e. Approval of consultation responses
 - f. Approval of departmental staffing structures as required
2. If any decision required falls within the remit of more than one Committee the relevant Committee Chairs will agree which Committee would be the most appropriate to consider it. In the event agreement cannot be reached the report will be referred to the Policy Committee for determination.
3. As part of the detailed work programme the Committee will receive reports on the exercise of powers delegated to Officers.
4. The Committee will be responsible for its own projects but, where it considers it appropriate, projects will be considered by a cross-committee project steering group that will report back to the most appropriate Committee.

Table
<p>Responsibility for transport and highways (except those which are delegated to other committees) including:</p> <ul style="list-style-type: none"> • the planning management and maintenance of highways including traffic management and residents' parking schemes • the development of integrated transport systems • road safety
To make highways observations relating to planning applications, on which the County Council is consulted as required by the agreed protocol
Responsibility for the provision of passenger transport services, including bus and rail initiatives
Responsibility for the Council's highways internal trading organisations

Other Options Considered

3. None.

Reason/s for Recommendation/s

4. To inform the committee of its terms of reference.

Statutory and Policy Implications

5. 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 report be noted.

Mick Burrows

Chief Executive

For any enquiries about this report please contact: David Forster 0115 977 3552

Constitutional Comments

6. As the report is for noting only, no constitutional comments are required.

Financial Comments (PS 2/5/12)

7. 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.

- a) Report to County Council – 29 March 2012 (published).

Electoral Division(s) and Member(s) Affected

All

14 June 2012**Agenda Item:****REPORT OF SERVICE DIRECTOR HIGHWAYS****INTEGRATED TRANSPORT AND HIGHWAYS MAINTENANCE CAPITAL
PROGRAMMES 2012/13****Purpose of the Report**

1. To seek Committee approval for the integrated transport and highways maintenance capital schemes which were not approved previously at Cabinet or Transport and Highways Portfolio Meeting (as detailed in paragraph 6 of this report).
2. To provide an update on the progress of the delivery of the integrated transport and highways maintenance capital programmes to be implemented during 2012/13.

Information and Advice

3. The funding for local transport improvements, such as addressing congestion or road safety, is called the integrated transport block. The integrated transport block and highways capital maintenance block allocations both benefit from capital grant funding from the Department for Transport.
4. The funding allocations are detailed below, and were approved by County Council at the meeting on the 23 February 2012. It should be noted that this includes £1.25m carried over from 2011/12 for potential Local Sustainable Transport Fund match funding and a contribution towards Elkesley A1 junction improvements being carried out by the Highways Agency (approved in November 2011); and an additional investment in road safety (£621k in 2012/13, £350k in 2013/14; and £350k in 2014/15).
5. The Autumn budget statement allocated an additional £50m for transport expenditure. The Authority's share of this pot has now been confirmed at £823k and this will support the programmes detailed within this report.

Block	Provisional allocations		
	2012/13	2013/14	2014/15
Integrated transport	£7.98m	£6.7m	£7.281m
Highways capital maintenance	£16.157m	£15.97m	£15.102m

6. The detailed integrated transport and capital maintenance programmes was approved at the 8 February 2012 Cabinet meeting. Further development work has, however, been undertaken on the two programmes and some additional schemes have been included as a result of completion of feasibility, design work, member requests and recent deterioration. In addition to the local safety schemes which have been developed based on casualty data, eight additional schemes have been included in the 2012/13 integrated transport programme (all of which have a forecast cost of less than £50k) and four additional schemes have been included in the capital maintenance programme:
- A612 Bulcote speed limit extension
 - Bridgford Road, West Bridgford removal of bus lane
 - Hickling environmental weight limit
 - Richmond Road, West Bridgford residents' parking scheme review
 - King Edward Street/Bolsover Street, Hucknall residents' parking scheme
 - Bridge Grove, West Bridgford residents' parking scheme review
 - Davies Road, West Bridgford parking restrictions
 - Nuthall bus gate enforcement camera
 - Hillside Road, Blidworth footway resurfacing
 - Main Street, North Muskham (part) footway resurfacing
 - Lingwood Lane, Woodborough (part) carriageway resurfacing
 - A610 safety fencing renewals.
7. Two schemes that were previously included in the 2012/13 ITM programme have now been abandoned:
- Wellington Road, Burton Joyce reduced crossfall as the widening of the footway is not feasible
 - B6034 Church Lane, Edwinstowe new footway as it was not possible to purchase the private land required.

Progress on delivery of the programmes

8. Most schemes have now been scheduled for construction and these dates are included on the attached appendices. The remainder of the schemes will be scheduled as soon as possible once feasibility, design work etc. has been completed. Each County Council Member will, however, be provided with quarterly bulletins to update them on the schemes planned within their ward including proposed construction dates.
9. Scheme development work is underway for future years' programmes as well as feasibility work on schemes which may be included as reserve schemes for the 2012/13 financial year's programme. Reserve schemes could potentially be delivered during the 2012/13 financial year should other schemes become undeliverable or if other funding sources become available – these schemes can be identified on the attached appendices as 'Feasibility/design work only'.

Conclusions

10. The provisional integrated transport block and highways capital maintenance block programmes, detailing the proposed schemes to be delivered during

2012/13 are attached as appendices 1 and 2 respectively to this report. Each of the schemes is subject to the necessary consultation, statutory undertakings and other issues arising from detailed scheme investigation, design and consultation.

Statutory and Policy Implications

11. 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 Committee:
 - a) approve the proposed additional integrated transport and capital maintenance schemes as detailed in paragraph 6 of this report
 - b) that the report and its appendices are noted.

Andrew Warrington
Service Director Highways

For any enquiries about this report please contact:

Sean Parks – Local Transport Plan manager or Mike Barnett - Highway Asset manager

Constitutional Comments (SHB 17/05/12)

12. Committee have power to decide the Recommendation.

Financial Comments (MA 17/05/12)

13. The schemes detailed in the report and accompanying Appendix will be met from the Transport and Highways Committee Capital Programme.

Background Papers

Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
Nottinghamshire Local Transport Plan Implementation Plan 2011/12-2014/15
Nottinghamshire Local Transport Plan Evidence Base 2010

Electoral Division(s) and Member(s) Affected

All

14 June 2012**Agenda Item:****REPORT OF THE SERVICE DIRECTOR FOR TRANSPORT, PROPERTY AND
ENVIRONMENT.****WORKSOP BUS STATION – PROPOSALS FOR THE TRAVEL INFORMATION
OFFICE.****Purpose of the Report**

1. To seek approval for the County Council to take over the running of Worksop travel information office.
2. To seek approval for the progression of local bus and National Express ticket sales to mirror the existing service currently provided by Stagecoach.

Information and Advice

3. Councillors are already aware that the County Council is collaborating with key stakeholders to progress plans to build a new bus station in Worksop which would be owned, managed and operated by the County Council. The County Council already operates the bus stations in Newark and Retford, which also incorporate travel information offices and will operate the new Mansfield bus Station from spring 2013. The Retford and Newark bus stations have been hugely successful and popular with the public and instrumental to increasing patronage and travel choices. The same would no doubt be the same in Mansfield and Worksop.
4. Worksop bus station travel information office is located within the Stagecoach depot and is currently operated by Stagecoach staff. The travel information office also carries out ticket sales for National Express Services and the volumes of ticket sales is quite considerable because of the connectivity of Worksop to many key destinations.
5. Stagecoach has advised the County Council that it intends to close the Travel Office from 1st August and have asked whether the County Council would take over the travel office from this date. The plans and negotiations for a new Worksop Bus Station are at an advanced stage and include a travel information office. Further details will be brought to Committee as soon as possible.

6. The County Council has carried out exploratory talks with Stagecoach to discuss the financial and resource implications of taking over the travel office. These negotiations with Stagecoach about terms of a leasing agreement have been agreed in principle, pending approval of this report. The outcome of these negotiations means that the County Council would pay a peppercorn rent and meet staff and ICT costs related to service provision. Stagecoach will meet all other utility and cleaning costs.

Proposals

7. It is proposed that the County Council take over the existing travel office from 1st August, to provide continuity of service and enhanced information to bus and coach passengers in Worksop. Facilities in the office will be upgraded so that it closely mirrors the travel information offices at Retford and Newark bus stations.
8. Negotiations have also been undertaken to pilot the provision of a local bus and National Express ticketing sales at the Worksop travel information office. If successful this will be rolled out to other NCC bus stations.

Outcomes

9. The continued provision of the travel information office will provide a valuable service for bus and coach passengers and provide continuity of travel information between the existing and the proposed new bus station.
10. The promotion of public transport in the main helps tackle congestion, reduce CO₂ emissions and maintain the commercial viability of bus services in Worksop. This in turn reduces pressures on the supported local bus service budget. In view of the foregoing it is considered appropriate that the County Council takes over the operation of the existing travel information office in Worksop from Stagecoach. This will also standardise the provision of travel information in bus stations in the interim period before the provision of a travel information office is incorporated into the proposed new bus station in Worksop.

Financial Implications

11. The costs will be up to £20k per annum and will be met from the existing Transport and Travel Services revenue budget.

Other Options Considered

12. Do Nothing –
 - Worksop bus station would not have a travel information office which would have a detrimental impact on bus and coach customers
 - The County Council will provide a travel information office in the proposed new bus station for Worksop, and therefore the interim

provision is part of that transition process. This approach was taken with Newark during the construction of the new Newark Bus station.

Reason for Recommendation

13. This recommendation meets Local Transport Plan objectives to promote public transport and help tackle congestion and reduce CO₂ emissions.

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.

RECOMMENDATION/S

- 1) It is recommended that the County Council enters into an agreement with Stagecoach to transfer the operation of the travel information office on 1st August.
- 2) Implement a trial of ticket sales at Worksop Bus Station to inform future rollout to other bus stations.

Mark Hudson
Group Manager, Transport and Travel Services

For any enquiries about this report please contact: Mark Hudson, Group Manager, Transport and Travel Services

Constitutional Comments (NAB 25.04.12)

15. The Transport and Highways Committee has authority to approve the recommendation set out in this report.

Financial Implications (DJK 11.05.12)

- 16 The funding of £20k will be sourced from the Travel & Development area of the TTS Revenue budget for 2012/13 and following years.

Implications for Sustainability and the Environment:

- 17 The adoption of the proposals within this report would help to promote alternative modes of transport, achieve an overall reduction in mileage and therefore reduce CO₂ emissions generated by business related and commuter travel.

Background Papers

Confirmation letter from Stagecoach – Worksop Travel Shop – 25/04/12

Electoral Division Affected

Bassetlaw



14 June 2012

Agenda Item: 8

REPORT OF SERVICE DIRECTOR TRANSPORT, ENVIRONMENT AND PROPERTY

PUBLIC TRANSPORT SEASON TICKET PURCHASE SCHEME

Purpose of the Report

1. To seek approval for a public transport annual season ticket purchase scheme for business travel.
2. To seek approval for the purchase of Senior, Disabled and Young Persons Railcards for business travel.

Information and Advice

3. The County Council at its meeting on 15th December 2011 approved the transfer of responsibility for staff travel and accommodation to Transport and Travel Services. This was done to achieve improved and more efficient business travel arrangements to generate savings and support environmental objectives.
4. The Ways of Working project plans for the closure of 18 buildings and maximising occupancy at the remaining buildings. This will put extra pressure on the available parking spaces. Care therefore needs to be taken to relieve any parking pressures by encouraging people to consider other environmentally sustainable modes of travel such as bus, train, car-sharing, walking and cycling.
5. For work related journeys, people are encouraged to use pre-paid travel cards for local journeys, which will be available at all County Council building receptions. This will be rolled out in the first instance across the West Bridgford campus.
6. No arrangements currently exist for the purchase of annual public transport season tickets through the County Council payroll system. It is expected that commuters will use their season ticket for business travel.

7. The Travel Register also shows that just over £80,000 was spent in 2011/12 on rail fares for business travel. The County Council employs 23,494 staff including teaching staff (correct as of September 2011). Approximately 8-10% of staff would be eligible for a Senior, Young Persons or Disabled railcard which would reduce the cost of travel for business travel.
8. The 2011 staff travel survey indicated that only 10% of respondents use public transport to get to work but over 60% would consider doing so, this represents great scope to help with parking pressures and traffic congestion.

Proposals

9. It is proposed that the County Council introduces a scheme to allow the advance purchase of annual season tickets similar to the cycle scheme that is already in place i.e. the cost of the annual season pass would be spread over monthly payroll deductions.
10. Negotiation with several public transport providers has been undertaken to ensure that the administration of the proposed scheme is administratively efficient and therefore will be cost neutral to the County Council.
11. It is also proposed that the County Council purchases Senior, Disabled and Young Persons Railcards for eligible regular business travellers in order to help achieve financial savings for the Council.
12. The purchase of Senior, Disabled and Young Persons Railcards will typically save the Council one third on the rail fares. A railcard costs £20-28, depending on the type purchased, using a railcard generates a saving of £50 on a return trip to London meaning it pays for itself on a single ticket purchase. Based on rail journeys undertaken in 2011/12 and the profile of the County Council, projected savings of £7,000 of savings could be made in year one. This will be in addition to the £700k efficiency savings made for business travel since new measures were introduced in 2011/12. A further £700k will be saved in 2012/13.
13. Management and employee guidance in respect of the operation of the scheme will be published in due course to cover all aspects of the scheme. The Trade Unions were consulted through the Informal Consultative Joint Forum (ICJF) in September 2011 and are in agreement with this proposal.

Outcomes

14. The above proposals will help to relieve parking pressures at County Council buildings and to reduce congestion particularly around the Trent Bridge area which lies within an Air Quality Management Area. Efficiency savings could also be generated through reduced mileage claims and discounted rail tickets, when staff use their travel cards for business travel.

Financial Implications

15. The proposals are expected to generate further savings from the use of personal public transport tickets for work related journeys. An employee using their personal season ticket for a return business trip to Nottingham would save the County Council the following amounts when compared to the alternative options.
 - Travelling by car - £5.30 (based on 2 miles each way plus 2 hours on-street parking)
 - Purchasing a day ticket - £3.40
 - Using an NCT Anytime Card from building receptions - £2.10
16. The purchase of Senior and Young Persons Railcards will mean a financial saving of approximately one third of the cost of travel and it will accrue to the County Council.
17. The advance purchase of annual season tickets will be paid for through Transport and Travel Services budgets initially with the money claimed back through monthly payroll deductions of individuals taking part in the scheme.

Other Options Considered

18. Do Nothing - This would not offer the financial savings or encourage more public transport use or relieve parking pressures at County Council sites.

Reasons for Recommendations

19. To realise financial savings on business travel.
20. To relieve parking pressures at County Council buildings, particularly in light of the Ways of Working project.
21. To offer employees cost effective public transport options for their daily commute in line with the County Council travel plan.

Statutory and Policy Implications

22. 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) Implement a travel scheme for the advance purchase of public transport season tickets for business travel.
- 2) Implement a scheme for the advance purchase of Senior, Disabled and Young Persons Railcards for business travel.

Name of Report Author: Mark Hudson

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

For any enquiries about this report please contact: Mark Hudson, Group Manager Transport and Travel Services.

Constitutional Comments [NAB 15.05.12]

24. The Transport and Highways Committee has authority to approve the recommendation set out in this report.

Financial Implications (DJK 27.04.12)

25. The contents of this report are duly noted; there should be a net nil effect on revenue budgets with the cost of season tickets being charged to the department requesting travel.

Human Resources Implications (CD 09.05.12)

26. Management of the scheme will be undertaken from within existing resources. Guidance for managers and staff will be produced and publicised and the Trade Unions have been consulted via normal corporate procedures and are in agreement with the proposals.

Equalities Implications

27. The scheme will be made available to all members of staff.

Implications for Sustainability and the Environment

28. The adoption of the proposals within this report would help to promote alternative modes of transport, achieve an overall reduction in mileage and therefore reduce CO₂ emissions generated by business related and commuter travel.

Background Papers

New Arrangements for Travel – Report to Full Council 15/12/11

Electoral Division(s) and Member(s) Affected

All

14 JUNE 2012**Agenda Item:****REPORT OF SERVICE DIRECTOR, HIGHWAYS****A453 IMPROVEMENT SCHEME UPDATE****Purpose of the Report**

1. To inform Committee of the current status and the anticipated timescale of delivery of the A453 improvement scheme.

Information and Advice

2. For many years the need for a significant highway improvement scheme along the A453 corridor between the M1 at Junction 24 and the A52 at Clifton /Silverdale has been accepted. The road itself is nationally recognised as one of the most congested of its type, with a poor safety record and high traffic volumes. The route forms part of the Trunk Road network and as such falls within the stewardship and responsibility of the Highways Agency.
3. The improvement scheme has been a top priority for Nottinghamshire County Council for many years. This is because of the daily congestion experienced mainly by business travellers and freight travelling between the M1 motorway and Nottingham. Business colleagues from across the county have cited delays on the A453 as a concern for their operations and factor into decisions being made regarding potential relocations. Removing this congestion will offer massive journey time savings to all users of the route whatever the nature of the journey. The scheme also offers significant accident savings which is an NCC priority also.
4. The Government's Comprehensive Spending Review of October 2010 suspended all major transport schemes being considered for funding, including the A453 improvement and sought to reassess all such projects. The result of the spending review was to place the A453 improvement project into a category of schemes to be developed for start of construction in future spending reviews. In essence this was a set back for the project compared to its previous position and delayed any funding announcement until beyond 2015.

5. Following this announcement Nottinghamshire County Council supported by local business and neighbouring authorities embarked on a campaign to encourage Government to make available funding for the much needed project. Members will recall that at the Full Council meeting of 30th June 2011 it was determined that an NCC contribution of £20 million be made towards the A453 project subject to its funding approval by Government and commencement on site. This contribution being made in an attempt to accelerate a positive decision from Government regarding the scheme which NCC considered to be at an advanced state of readiness for delivery.
6. As part of the November 2011 Autumn Statement the Chancellor announced that the £168 million (DfT October 2010) A453 widening scheme was to be prepared for start of construction before 2015, subject to the outcome of statutory process. This latter point relating to the required Secretary of State sign off in respect of the Public Inquiry into the scheme which was held during November 2009. This necessary sign off was confirmed in writing on 29th March 2012.
7. The made orders associated with the scheme were published on Thursday 24th May 2012 and available to view for a 6 week period up to Thursday 5th July 2012, this is a statutory requirement. During this period any interested party may make representations to the Secretary of State that the necessary statutory procedures have not been followed correctly. Subject to any representations being made this concludes the statutory process required to deliver the project.
8. The proposed scheme will involve the dualling (with central reservation) of the 9km section of the A453 from the M1 Junction 24 to a new roundabout (Mill Hill) close to the urban edge at Clifton. Between the new roundabout and the Farnborough Road existing traffic signalled junction the road will be upgraded to a four lane carriageway with no central reservation. The scheme is shown on the accompanying drawing.

Current Programme

8. The Highways Agency contractor Laing O'Rourke will be finalising the more detailed work programme and construction method statement upon completion of the statutory process. The following dates may be subject to change as the programme develops.
9. During Autumn 2012 diversion of statutory services will commence along with the site clearance in October. Site compounds at West Leake and Crusader Roundabout will be established during November 2012 and fully occupied from 7th January 2013 as the main contract construction commences. The first few months of 2013 will involve the start of construction of bridges along the route. It is anticipated that the urban section of the improved route will be complete in May 2015 and the rural section in November 2015. Further reports will be brought to Committee as more detail of the method of works and effect upon the highway network emerge.

Network Management

10. There are significant traffic management implications for NCC during the construction of the scheme arising from road closures required and also in general terms as it will be the case that many motorists will simply avoid the A453 during the entire construction period. Most obvious routes for transferred traffic to use are the A610 (from M1 junction 26), the A52 (from junction 25) and the A606 which will pick up any traffic exiting the M1 at Junction 21a and using the A46 to reach Nottingham.
11. It should also be noted that whilst the A453 project is being constructed the NET phase 2 extension will be under construction to its terminal points at Clifton Park and Ride site adjacent to the A453 and to the Bardills Park and Ride site off the A52. In addition with the temporary closure of Nottingham Rail Station for a period during Summer 2013 and the transference of a number of services to Beeston Rail Station and East Midlands Parkway this will further impact upon the Highway Network.
12. In order to manage the road network as well as is possible and minimise disruption to the public a number of co-ordination meetings have taken place involving all parties involved in the projects. Whilst every effort is being made in advance of, and during, the construction periods to minimise disruption and communicate to the public it remains inevitable that there will on occasion be serious and unavoidable delays to road users. A key message that will be related to the public is that throughout the construction period the County and City will remain open for business as usual. This will be particularly important at the time of key events such as the Ashes test match taking place at Trent Bridge during 2013 and again in 2015.

Other Options Considered

13. Over many years several scheme suggestions have been considered by the Highways Agency as offering the best project for delivery. The proposed scheme has been through public inquiry and has full approvals to proceed.

Reason/s for Recommendation/s

14. This report is presented for information only.

Statutory and Policy Implications

15. 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

The contents of the report be noted.

Neil Hodgson
Team Manager Major Projects and Improvements

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

Constitutional Comments (SB 15th May 2012)

There are no constitutional comments as the report is for noting only.

Financial Comments (MA 24th May 2012)

As noted in the report Nottinghamshire County Council has allocated £20m as a contribution to this scheme, phased as £2.5m in years 2013/14 and 2017/18 and £15m in year 2015/16.

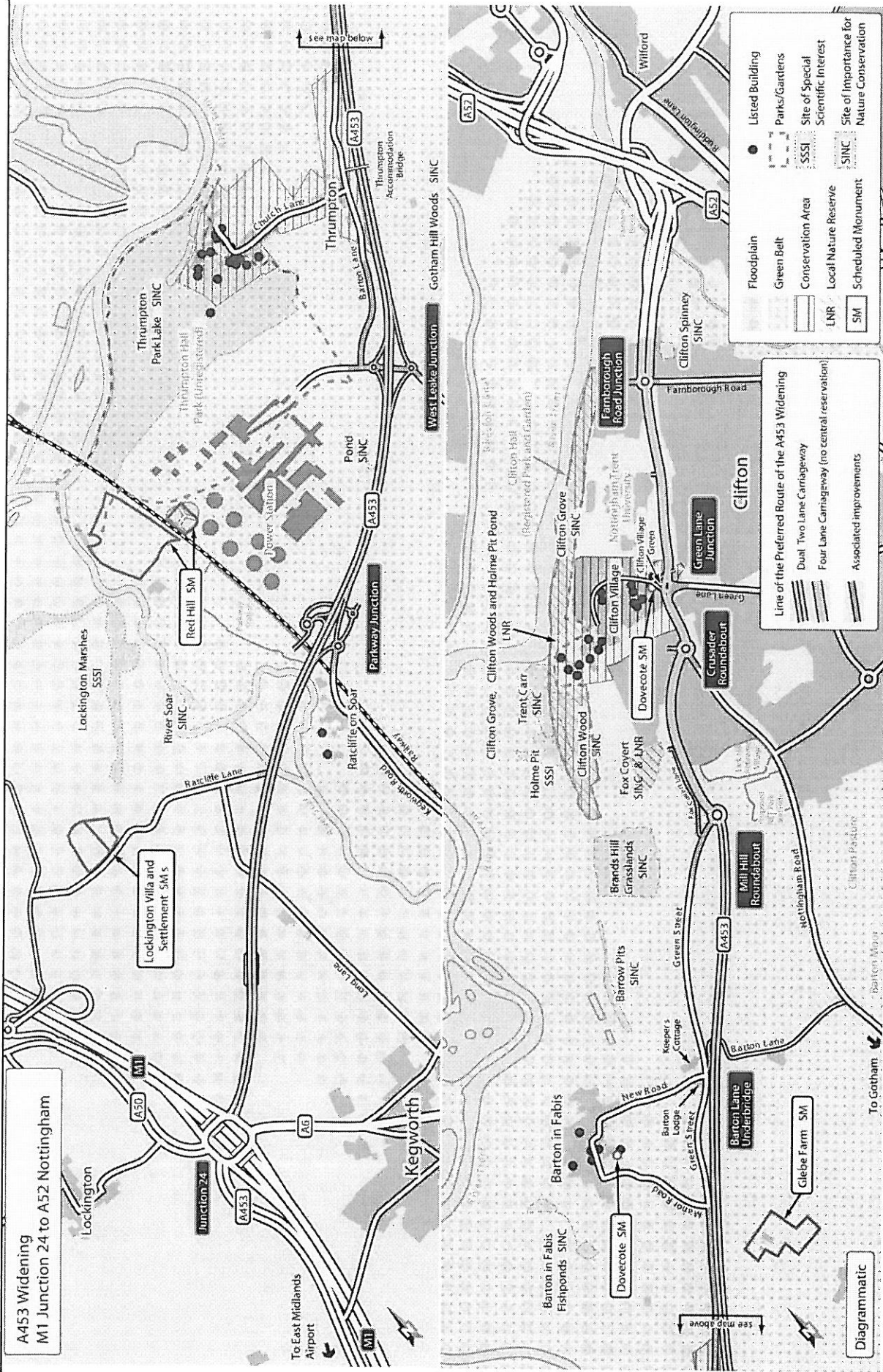
Background Papers


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 Division(s) and Member(s) Affected

Soar Valley. Councillor Lynn Sykes

H/HW0013 - A453 June 2012
14 May 2012



<div><div><div>Nottinghamshire County Council</div></div></div>		A453 WIDENING M1 (J24) to A52 Nottingham	
© Nottinghamshire County Council		This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. (1000019713) (2007)	
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14 June 2012**Agenda Item: 10****REPORT OF SERVICE DIRECTOR TRANSPORT, PROPERTY AND
ENVIRONMENT****NOTTINGHAMSHIRE CONCESSIONARY TRAVEL SCHEME 2012 / 2013****Purpose of the Report**

1. 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

2. In April 2011 the County Council became a Travel Concession Authority (TCA) 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. The County Council continues to provide additional travel entitlements both on the tram and for companions to travel with people who have particular disabilities as detailed in paragraph 9 of this report. These enhancements will cost approximately £408k in 2012/13 but are a huge benefit to qualifying residents especially during the current difficult economic situation.
3. The County Council is responsible for reimbursing the bus 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 TCA issued the pass. The statutory scheme notices were issued on 1 December 2011 and 3 March 2012 to enable the scheme to commence on 1 April. These notices, which are available as background papers, detail scheme entitlements and reimbursement arrangements.
4. The bus 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.
5. Reimbursement to transport operators 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) issued guidance to assist with these calculations. Although it is not mandatory to use this guidance it was used

as the basis of negotiations and subsequent agreements with the operators. Using this methodology minimises the risk of any appeals against the level of reimbursement, which can be a very costly process. 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 was used to calculate reimbursement for these services.

6. There are 21 operators currently participating in the Nottinghamshire scheme of which 16 are bus operators, 1 tram operator and 4 community transport schemes. Following successful negotiations 18 operators have signed a two year fixed reimbursement agreement with the County Council for 2012/13 and 2013/14 thus enabling the County Council to manage and deliver the scheme over the next two years within the available funding. The 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 a review 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. Regular update reports regarding data will be submitted to Committee for consideration.
7. At present there are 175,000 Nottinghamshire pass holders of which 164,000 qualify on age and 11,000 on disability criteria. Based on the latest population statistics there is approximately 89% take up of passes on age grounds from eligible Nottinghamshire residents.
8. The County Council currently reimburses operators for approximately 11 million journeys per annum at a revenue cost of £10.7m per annum including management costs. As this is a demand led service it is difficult to forecast actual usage so regular monitoring is essential so that funding can be managed. Additional budget pressures of £771k have already been identified for the current financial year.

Discretionary Travel Entitlements

9. Discretionary travel entitlements are currently offered using powers from Section 93 of the Transport Act 1985 which provide a companions facility and discounted travel on the tram. These additional entitlements are only 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. Of the 11,000 passes issued to disabled holders 2,800 include the discretionary additional companions travel entitlement which the County Council has kept despite the difficult financial choices currently being faced. This discretionary entitlement is worth an additional £60 per annum to each of the pass holders.

Application, Pass Issue and Replacement

10. A full range of application forms has been successfully introduced and widely distributed through the Customer Service Centre (CSC), libraries, District Council offices and many more outlets. A copy is also available for download on the County Council website. It is envisaged that in the future applications will be made online.
11. Customer enquiries are initially handled by the CSC with about 1000 calls being received monthly. Between April 2011 to March 2012 a total of 10,801 passes were issued of which 5,303 were new applications on age grounds, 1,082 new applications on disability grounds and 4,416 were replacements for either lost, damaged or stolen passes. A charge of £10.00 is made for the replacement of lost passes. Re-issue of stolen cards and expiring cards is provided free of charge.
12. When passes were first issued at the launch of the English National Concessions Scheme in 2008 they were given the maximum 5 year life. Approximately 115,000 passes are due for replacement by 31 March 2013. Planning for this process is well advanced and all current pass holders will receive their new pass free of charge during March 2013. 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. The cost of the replacement passes is covered in the current budget provision.

Other Options Considered

13. The provision of the national concessionary travel scheme for elderly and disabled people is a statutory duty. The County Council has continued its £408k investment in the discretionary elements of the scheme as these ensure that residents with mobility difficulties can access key services and have an enhanced choice of travel modes.

Reason/s for Recommendation/s

14. To keep Members informed about the performance of the Nottinghamshire Concessionary Travel Scheme.

Statutory and Policy Implications

15. 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

16. The provision of the scheme enables users to access key services and facilities across the County and England thus improving their quality of life and helping with their transport costs.

Financial Implications

17. The detailed and successful negotiations with the transport operators have led to agreements being reached which will deliver the Nottinghamshire Scheme within the budget available.

RECOMMENDATION

1) The report be noted.

Mark Hudson

Group Manager, Transport and 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 (NAB 15.05.12)

18. This report is for noting only and therefore no legal issues arise at present.

Financial Comments (DJK 15.05.12)

19. The Concessionary Fares revenue budget of £10.5 million for 2012/13 is currently forecast to fully fund the scheme's requirements; pending any additional patronage claims that may be made. It should be noted that the funding of the scheme is largely met by Central Government allocation of £9.7m; with the balance, the discretionary and management elements, met by the County Council Revenue Budget.

The cost of pass replacement has also been provided for and will be utilised by March 2013.

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.

- Nottinghamshire Scheme Notices dated December 2011 and March 2012.
- Department for Transport Reimbursement Guidance version 3.1 dated 29 November 2011.

Electoral Division(s) and Member(s) Affected

All

14 JUNE 2012**Agenda Item:****REPORT OF
SERVICE DIRECTOR HIGHWAYS
CASUALTY REPORT FOR NOTTINGHAMSHIRE 2011****Purpose of the Report**

1. To inform Committee of the Casualty Report for Nottinghamshire for 2011.

Information and Advice

2. The report attached outlines the progress made in 2011 towards the 2020 casualty reduction targets.
3. The 2020 target has been set at a challenging 40% reduction in the number of people killed or seriously injured compared to the 2005-2009 average as a baseline.
4. The baseline figure is 517 and the report shows the 2011 figure of 453 people killed or seriously injured as being on track to achieve the 2020 target.
5. Similarly the baseline figure for child killed or seriously injured is 54 and the 2011 figure of 41 is again on track to achieve the 2020 target.
6. The Casualty Report at its Appendix 1 sets out the Nottinghamshire Decade of Action for Road Safety which defines the approach to achieving the continued casualty reductions through engineering, education and enforcement measures.
7. In addition to programmes related to specific highway safety improvements led by accident data analysis it is noted that many other highway improvements such as new pedestrian crossings, interactive speed signs and so on, and maintaining our roads and footways to a reasonable condition through resurfacing and surface dressing also contribute to improving highway safety.

Other Options Considered

8. This report is presented for information only.

Reason/s for Recommendation/s

9. This report is presented for information only.

Statutory and Policy Implications

10. 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

11. The contents of the report be noted.

Suzanne Heydon
Group Manager, Highway Safety

For any enquiries about this report please contact: Suzanne Heydon

Constitutional Comments

This report is for information only.

Financial Comments

This report is for information only.

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 Division(s) and Member(s) Affected

All divisions

	Action	How Action to be Achieved/ Success Criteria	Time scale	Current Status	Lead
9.	FUNDING OPPORTUNITIES				
9.1	Seek new funding streams and opportunities to support Road Safety activities and initiatives.		Ongoing		RS BOARD
10.	LEGISLATION & STRATEGIC CHANGE				
10.1	Identify changes and review at RS Board meetings on a quarterly basis.		Quarterly		RS BOARD
11.	Monitor & review the Action Plan & report performance to the Cabinet Member. Publicise any significant achievement in casualty reduction.		Quarterly	Last review Feb 2012	RS BOARD

	Action	How Action to be Achieved/ Success Criteria	Time scale	Current Status	Lead
		Introduce safety camera enforcement at identified casualty sites where there is no other, more appropriate cost effective engineering solution.			
		2. Speed Limit Review Following a pilot 20mph zone, determine policy and action as appropriate.	End of 2013		GMTPP
		Village Speed limit extension – District Managers will prioritise villages in their area. A list of sites will be produced and included in future programmes	Mar 2012	2012/13 Schemes identified; Moorgreen, Zouch & Bunny.	GMHM
		Review A & B routes and finalise policy. An appropriate programme will then be implemented.	Mar 2012	A & B review complete, but no funding for full implementation. Policy needed	GMTPP
8.2	HIGHWAY & OPERATIONAL IMPROVEMENTS Seek to improve the road infrastructure to provide an environment that promotes a reduction in road casualties.	1. Highway Initiatives Develop a process of monitoring sites where Part night lighting has been implemented. Complete an initial review. 2. Highways Maintenance Review the performance of SMA. Review the policy for surface dressing post trading service review, ensuring appropriate treatment of correct sites. Winter maintenance route provision review after MOP transfer for 2012/13 season	June 2012 Early 2013 Spring 2013 Spring 2013	AIU Providing 6mth post-implementation results. So far, in 12 parishes, there have been no accidents.	GMTPP GMHSer GMHSer

	Action	How Action to be Achieved/ Success Criteria	Time scale	Current Status	Lead
		Data led Pedestrian Campaign planned for Autumn 2012. Main target group 11-20year olds. Activity in Secondary schools & colleges planned	Autumn 2012	On target	GMHS
		Support the autumn 'road sharing' campaign through JRSO, with supporting challenges and activities designed to enhance child pedestrian safety.	Autumn 2012	Road sharing campaign postponed.	GMHS
		2. Education & Training Continue to expand the delivery of 'Choices', aimed at year 8 pupils, with delivery to at least 400 pupils in each district annually.	2011/12 School year	Target amended to 300 pupils per district - Jan 2012 On target	GMHS
7.	OTHER ROAD USERS				
7.1	Monitor other road user casualty numbers and develop interventions to maintain low casualty numbers as necessary.	1. Mobility Scooters Work with partners to support training for scooter riders and provide information to the public on line and through mobility centres. Expand the training programme to at least one other training centre. 2. Road Workers Develop a road safety awareness campaign to designed to highlight the vulnerability of road workers. Monitor casualty numbers.	Summer 2012	First programme launched Sept 11.	GMHS
			Autumn 2012	On Target	GMHS
8.	NETWORK MANAGEMENT				
8.1	SPEED MANAGEMENT Reduce the number of casualties where there is inappropriate or excessive speed.	1. Safety Cameras Continue to monitor the performance of existing safety camera sites in terms of casualties, and speed, review any non performing sites and introduce additional/ alternative measures where appropriate.	Annually	On Target	GMHS / NRSP

	Action	How Action to be Achieved/ Success Criteria	Time scale	Current Status	Lead
		3. Continue to expand the Bikeability training programme in Nottinghamshire, deliver training to 2,000 pupils per school year to the Level 2 standard	Summer 2012	Currently on target	GMHS
		4. Pilot a transition Level 2+ course in at least 6 schools, designed to enable a trainee to cycle to secondary school safely. Evaluate the effectiveness of the training at improving confidence and skills. Expand future programme as appropriate.	Sept 2011	Complete Programme being expanded for summer 2012	GMHS
		4. Education Develop a resource for use with KS2 pupils in schools. Pilot & evaluate the effectiveness of the RSE.	Autumn 2012	Resource 'Pedal it' developed & currently being piloted.	GMHS
6.	PEDESTRIANS				
6.1	ADULT PEDESTRIANS Continue to improve pedestrian behaviour and cut the number of casualties year on year.	1. Road & Environment Management Launch a campaign in Autumn 2011 targeted at pedestrians. The campaign should encompass sharing the road with other road user groups. Evaluate subsequent attitude and behaviour change through surveys. Data led Pedestrian Campaign planned for Autumn 2012. Main target group 11-20year olds 2. Education & Training	Launch Autumn 2011 Autumn 2012	Postponed – under review On target	GMHS GMHS
6.2	YOUNG PEDESTRIANS Further decrease the number of pedestrian casualties with particular emphasis on those aged 11-15 years.	1. Road & Environment management Launch the JRSO (Junior Road Safety Officer) programme designed for primary aged pupils in Sept 2011. Aim to sign up 150 schools.	Launch Sept 2012 Summer 2012	Official Launch complete. Currently 67 schools onboard.	GMHS

	Action	How Action to be Achieved/ Success Criteria	Time scale	Current Status	Lead
3.7	YOUNG DRIVERS (17-24yrs) Reduce the number of young drivers involved in injury collisions in Nottinghamshire.	<p>1. Further expand the delivery of 'Wasted' and aim to deliver RSE to 200 sixth form pupils in each district across the county during 2011/12 school year.</p> <p>2. Pilot a pre- driver education session in at least 6 schools and evaluate its effectiveness in affecting attitude and behaviour of 'future' young drivers. Roll out programme as appropriate.</p> <p>3. In September 2011 re-launch the updated Nomoreliveswasted website (a regional project) and monitor the number of 'hits' to the website. Also to be launched a new Facebook page, with the aim of having 20,000 users/friends with 5,000 of those in Nottinghamshire.</p> <p>4. Investigate the effectiveness of young driver training programmes. Evaluate their usefulness and value for money. Formulate a policy.</p>	<p>2011/12 school year</p> <p>Spring 2012</p> <p>Autumn 2011 End of 2012</p> <p>Autumn 2011</p>	<p>Target amended to 150 students per district Jan 2012 On target</p> <p>Pilots complete & evaluated. Programme being rolled out</p> <p>Completed</p> <p>Regional campaign currently being reviewed</p> <p>Pilot Pre Driver event delivered 16.02.12 at Newark. Further events planned for Aug 2012</p>	<p>GMHS</p> <p>GMHS</p> <p>GMHS</p> <p>GMHS</p>
4	POWERED 2 WHEEL VEHICLES				
4.1	SPORTS & PERFORMANCE BIKE RIDERS Reduce the number of Riders in this category involved in injury collisions on Nottinghamshire's roads.	<p>1. Road Awareness Support SSUP advertising campaign designed to raise awareness of inappropriate speed and filtering, to run during summer 2012.</p> <p>2. Safety Clothing & Equipment</p> <p>3. Education & Training</p>	<p>Summer 2012</p>	<p>On target</p>	<p>SSUP</p>

	Action	How Action to be Achieved/ Success Criteria	Time scale	Current Status	Lead
3.	DRIVER / OCCUPANTS				
3.1	ROAD AWARENESS Promote an awareness and understanding of safety issues and improve driver's management of their vehicle on the road.				
3.2	IN CAR SAFETY Raise awareness of the consequences of inappropriate behaviour in a vehicle whilst driving or as a passenger.	1. Seatbelts Campaign provisionally scheduled for summer 2013 2. Mobile Phone Use Campaign provisionally scheduled for 2014	Summer 2013 2014		GMHS
3.3	DRINK/DRUGS Reduce the percentage of drivers driving under the influence of drink / drugs in Nottinghamshire.	1. Design targeted campaigns at key times including Christmas, European football championships (June 2012) and London Olympics (Aug 2012). Work closely with the Police and measure success through enforcement results and attitude surveys.	Dec 2011 Summer 2012	Completed On target	GMHS
3.4	DRIVING FOR WORK Increase awareness of occupational road risk with businesses and employees.	1. Evaluate the effectiveness of the current driving for work policy through liaison with Insurance and fleet managers etc. Formulate a report with appropriate recommendations. 2. Improve links to local businesses and pilot RSE/training for employers & employees in at least 5 establishments. Evaluate the effectiveness of the resource and develop an appropriate programme	Sept 2013 Mar 2012	Scheduled for discussion at the next RS Board Training/ RSE has been delivered/ scheduled at 5 establishments inc West Burton Power station, Percurra, British Gypsum	GMHSer/ RS BOARD GMHS
3.6	TRAINING Evaluate the effectiveness of driver training programmes and support their delivery as appropriate.				

Nottinghamshire Decade of Action for Road Safety

Our 2020 Vision

Appendix 1

Terms & abbreviations

RS	Road Safety	GMHM	Group Manager Highways Management
KSI	Killed and seriously injured	GMHS	Group Manager Highways Safety
RSE	Road Safety Education	GMTPP	Group Manager Transport Policy & Programmes
JRSO	Junior Road Safety Officer	GMHSer	Group Manager Highways Services
SSUP	Shinysideup partnership	CBT	Compulsory Basic Training
BB	Bare Bones	NRSP	Nottinghamshire Road Safety Partnership
MOP	Managing & Operating Partners		

	Action	How Action to be Achieved/ Success Criteria	Time scale	Current Status	Lead
1.	CASUALTY REDUCTION				
1.1	KSI Reduce the number of KSI on Nottinghamshire's roads by 40% <i>* compared to the 2005-2009 average</i>		2020	On Target	RS BOARD
1.2	CHILD KSI Reduce the number of Child KSI on Nottinghamshire's roads by 40% <i>* compared to the 2005-2009 average</i>		2020	On Target	RS BOARD
2.	DATA				
2.1	STATS 19 CASUALTY DATA Effective collection and use of the Police Stats 19 data to inform strategy & delivery.	1. Successful implementation of the new 'Key' accident data system including training of users. Roll out 'Key' data system across the Authority to other users. 2. Investigate data collected and identify road user behaviour, changes and trends. 3. Identify and monitor other casualty data both local and national to inform the road safety strategy.	Summer 2011 Summer 2012 Ongoing Ongoing	Completed On target On target On target	GMHS GMHS RS BOARD

Roundabout. In the 5 years before the cameras were installed, 289 people were killed or injured on this section of road. This type of camera records a driver's speed over a given distance and has successfully reduced the number of people killed or seriously injured by 91% where it has been used elsewhere in the county.



Our commitment to designing safer roads

A safety audit is carried out on all new schemes by experienced crash site investigators, to identify potential highway safety problems which may affect road users and to suggest measures to eliminate or reduce those problems. Safety audits are completed at three different stages, at the preliminary design, the detailed design and once the scheme has been built. 180 safety audits have been carried out in 2011.

The next 12 months

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

Education

Evidence based educational and behavioural change activities are carried out with specific vulnerable road user groups throughout the year. These include motorcycle campaigns, young driver workshops and work with large companies to target their specific problems. School based initiatives include cycle training, which has been delivered to 4900 young people this year and the Junior Road Safety Officer scheme, which has been rolled out in 67 primary schools in 2011.

A major education project delivered in 2011 was the Fatal 4 campaign. This targeted the four main causes of fatal and serious road crashes – “drinking and driving”, “speeding”, “mobile phone use” and “failure to wear a seat belt”.



As a result of radio advertising, roadside posters and face to face advice from the police –

- Speed reduced by 2%
- Mobile phone use decreased by 32%
- Seat belt usage increased by 30%
- People injured in road crashes reduced by 11%

This project was highly commended by the Prince Michael of Kent International Road Safety Awards.

Enforcement

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

An example of an enforcement project procured in 2011 was the safety cameras on the A614, from Leapool to Ollerton

Projects delivered in 2011

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

Engineering

In 2011, over 100 casualty reduction schemes were delivered, including junction improvements, interactive signs, anti-skid surfacing, road lighting improvements, rural route treatments and measures to reduce speed. These schemes cost £2.5M and provided at least a 200% rate of return on expenditure in terms of accidents saved. Performance monitoring of schemes implemented in 2008, 2009 and 2010 show a 51% reduction in the number of accidents occurring at these treated sites.

A major engineering scheme delivered in 2011 was the improvement to the junction of the A60 and Forest Lane Papplewick. Working in partnership with Growth Point to secure a large proportion of the necessary funding, traffic signals have been implemented at this junction to ensure the safe passage of road users at this long standing problem site.



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

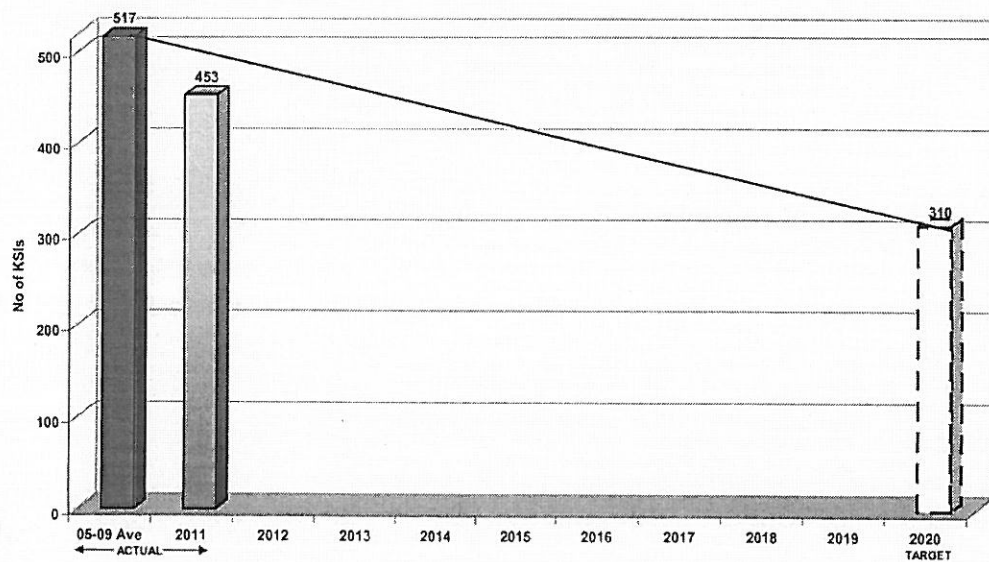
INJURY ACCIDENT AND CASUALTY ANALYSIS - County of Nottinghamshire (excluding the City of Nottingham)

From 01 January 2011
To 31 December 2011

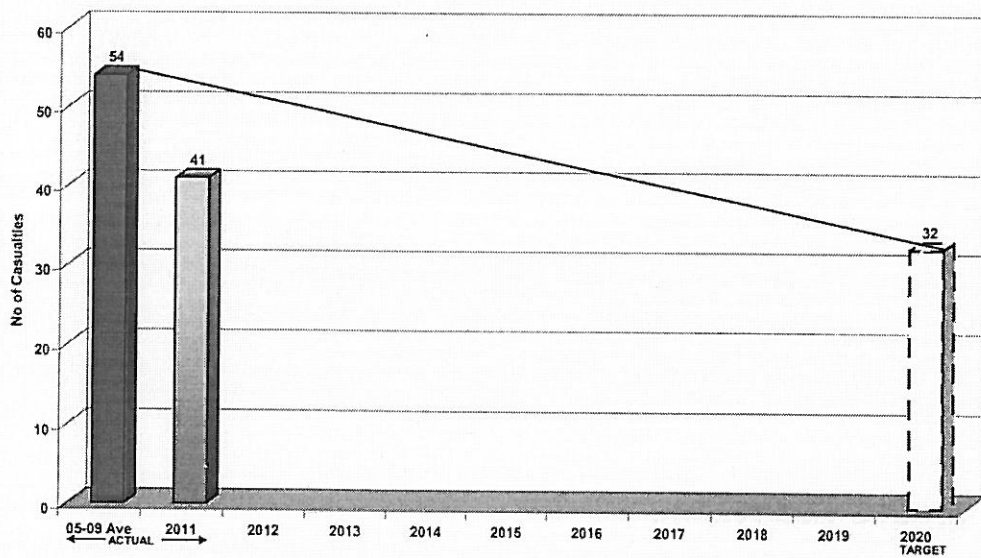
FIGURES AS OF 30/04/2012

	01 Jan - 31 Dec 2006 - 2009 Average	01 Jan - 31 Dec 2010	01 Jan - 31 Dec 2011	Comparison of 2011 with 2010		Comparison of 2011 with 2006 - 2009	
				Change	%Change	Change	%Change
ALL INJURY ACCIDENTS							
Fatal Accidents	42.6	18	35	17	94.4%	-7.6	-17.8%
Serious Accidents	409.2	353	378	23	6.5%	-32.2	-7.9%
Slight Accidents	2,079.8	1,681	1,814	-67	-4.0%	-485.8	-22.4%
TOTAL ACCIDENTS	2,530.6	2,052	2,025	-27	-1.3%	-505.6	-20.0%
FATAL + SERIOUS ACCIDENTS	450.8	371	411	40	10.8%	-39.8	-8.8%
ALL CASUALTIES							
Fatal Casualties	48.0	23	36	13	58.5%	-12.0	-25.0%
Serious Casualties	488.6	394	417	23	5.8%	-51.6	-11.0%
Slight Casualties	3,013.2	2,395	2,333	-62	-2.6%	-680.2	-22.6%
TOTAL CASUALTIES	3,529.8	2,812	2,786	-26	-0.9%	-743.8	-21.1%
KSI Casualties	516.6	417	453	36	8.6%	-63.6	-12.3%
CHILD CASUALTIES (0-15 yrs)							
Fatal Casualties	1.8	0	0	0	0.0%	-1.8	-100.0%
Serious Casualties	51.8	26	41	15	57.7%	-10.8	-20.8%
Slight Casualties	286.8	252	213	-38	-15.5%	-73.8	-25.7%
TOTAL CASUALTIES	340.4	278	254	-24	-8.6%	-86.4	-25.4%
KSI Casualties	53.6	26	41	15	57.7%	-12.6	-23.5%
PEDESTRIANS							
KSI Casualties	76.6	59	74	15	25.4%	-2.6	-3.4%
Slight Casualties	224.8	170	190	20	11.8%	-34.8	-15.5%
TOTAL CASUALTIES	301.4	229	264	35	15.3%	-37.4	-12.4%
Child peds (0-15 yrs) KSI Casualties	25.8	18	24	6	33.3%	-1.8	-7.0%
Child peds (0-15 yrs) Slight Casualties	89.6	69	60	-9	-13.0%	-29.6	-33.0%
Elderly peds (60 and over) KSI Casualties	12.4	16	18	0	0.0%	3.6	29.0%
Elderly peds (60 and over) Slight Casualties	24.0	12	28	16	133.3%	4.0	16.7%
PEDAL CYCLISTS - RIDERS AND PASSENGERS							
KSI Casualties	45.4	42	50	14	33.3%	10.6	23.3%
Slight Casualties	168.6	162	164	2	1.2%	-4.6	-2.7%
TOTAL CASUALTIES	214.0	204	220	16	7.8%	6.0	2.8%
MOTOR CYCLISTS (incl. Mopeds) RIDERS AND PASSENGERS							
KSI Casualties	123.6	103	106	3	2.0%	-17.6	-14.2%
Slight Casualties	224.2	160	159	-1	-0.6%	-85.2	-38.1%
TOTAL CASUALTIES	347.8	263	265	2	0.8%	-82.8	-23.8%
CAR/TAXI DRIVERS & PASSENGERS							
KSI Casualties	240.6	200	195	-5	-2.5%	-45.6	-19.0%
Slight Casualties	2,129.8	1,891	1,593	-86	-5.8%	-536.8	-25.2%
TOTAL CASUALTIES	2,370.4	1,891	1,788	-103	-5.4%	-582.4	-24.6%
ALL CASUALTIES WHERE DRIVER 17-24 yrs INVOLVED							
KSI Casualties	140.0	117	85	-32	-27.4%	-55.0	-39.3%
Slight Casualties	1,008.8	748	723	-25	-3.3%	-285.8	-28.3%
TOTAL CASUALTIES	1,148.8	865	808	-57	-6.6%	-340.8	-29.7%

PROGRESS ON NOTTS COUNTY 2020 TARGET FOR A 40% REDUCTION IN KSI CASUALTIES



PROGRESS ON NOTTS COUNTY 2020 TARGET FOR A 40% REDUCTION IN CHILD KSI CASUALTIES



Casualty Report for Nottinghamshire 2011

Introduction

Road accidents are the largest single cause of death and serious injury in the country. The cost of one fatal accident is estimated to be £1.79 million, but this pales into insignificance when compared to the suffering and grief that road accidents cause for family, friends and the local community.

Background

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

To support this process, Nottinghamshire Decade of Action for Road Safety (Appendix 1) has been developed. This is a living document which is updated quarterly, and pulls together areas across the authority that have a desire to improve the safety of road users in Nottinghamshire. The aim of this document is to;

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

Progress and Trends

The casualty figures for the end of 2011 indicate that we are on track to meet the 40% reduction target for 2020, for all people killed and seriously injured and for children killed and seriously injured.

14 June 2012**Agenda Item:****REPORT OF SERVICE DIRECTOR FOR HIGHWAYS****HIGHWAYS UPDATE****Purpose of the Report**

1. To provide the Transport and Highways Committee an over-view and update of the recent work in Highways.

Information

2. The Highways delivers the maintenance, improvement and management of the County Council's 4,200 km highway network. This includes preparation, review and delivery of the Local Transport Plan which sets out the strategic objectives for the highway service, including an Asset Management Plan. The division plans, designs and constructs highway maintenance and improvement works using a mix of in-house staff and consultants and contractors to deliver its capital and revenue funded programmes. This includes carriageways, footways, cycle-ways, Public Rights of Way, highway drainage systems, street lighting, highway grass cutting and so forth. The division also provides comments on District Council Local Development Framework and highways comments on planning applications to District Councils. All carriageways and footways are regularly inspected by highway management teams who also lead on resolving customer enquiries supported by the Customer Services Centre. The highway safety group develop and implement highway safety improvements through engineering, enforcement and education programmes including the provision of school crossing patrols. The in-house delivery of highway operations such as winter gritting and snow clearing, pot hole and patch repairs, and delivery of highway improvement schemes is managed through a trading account as is the fleet maintenance operation.
3. On 1st April some 120 staff transferred to the highways division from Ashfield, Broxtowe and Mansfield District Councils as the Manage and Operate Partnerships (MOP) arrangements were terminated with the highway service now completely provided by the County Council. Continuity of service delivery was successfully achieved on 1st April and work is underway to develop a County standard and consistency of service provision. Immediate savings of almost £0.5M are realised immediately through transferring service delivery back to the County and a further £0.5M are expected to be achieved through

economies of scale through a County wide operation.

4. A reduction in the number of depots required to deliver the in-house operations has been achieved with the opening of the new purpose built facility at Bilsthorpe.
5. The Traded Services Review will establish a new relationship with the private sector, and encourage local spending. A ten-year contract is currently being tendered for award by Christmas 2012, worth up to £150 million and includes resurfacing, road markings, surface dressing and patching, gully emptying, street light column replacement, fencing and land reclamation. This will rationalise highway procurement arrangements, out-source some highway services and compliment the retention of a responsive in-house highways team to deliver services such as winter maintenance.
6. We have been working closely with local communities, for example through the Snow Warden scheme and the Junior Road Safety officers. The Local Improvement Scheme (LIS) continues to deliver cost effective environmental improvements which make a big difference to residents.
7. It has been made easier for the public to access services with the introduction of on-line fault reporting and with procedures simplified and costs reduced for pavement cafe licences, seasonal decoration licences, sponsored planting in the highway, and dropped kerb installations.
8. Following very effective campaigns locally and at a national level the A453 trunk road widening scheme has been given the go-ahead, and funding provisionally approved for the County Council to develop the Hucknall Town Centre Improvement Scheme through planning and statutory procedures ready to build.
9. Construction work on the new Mansfield bus station is running ahead of schedule to deliver a modern public transport facility to support the town with the structural steel work for the building expected to rise above the hoardings and the new pedestrian footbridge being lifted into position over the next few weeks. The County Council will also be working with bus operators to develop a Quality Bus Partnership to drive further improvements into bus services operating through the town when the new bus station is opened.
10. New methods of communicating with our customers are being developed for example the use of on-line social media to run campaigns on Drink Driving, Cycling Safety, and the "Fatal 4" reaching sections of the community not reached by traditional press releases.
11. The 2011/12 £40M+ capital and £20M+ revenue budgets were both delivered within 2.5% of target and a small sample of the variety of projects includes the A614 safety camera scheme, the A60 Forest Lane junction improvement, the programmes of new pedestrian crossings, environmental weight limits and parking schemes, and the Ashfield and Mansfield Multi-user Trail.

Other Options Considered

10. Report is for information only.

Reason/s for Recommendation/s

11. Report is for information only.

Statutory and Policy Implications

12. 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 this report is noted

Andrew Warrington
Service Director Highways

For any enquiries about this report please contact: Andrew Warrington

Constitutional Comments

13. Report is for information only.

Financial Comments

14. Report is for information only.

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.

Local Transport Plan (NCC web site)

Report to Cabinet 8th February 2012 Highways Capital Programme (NCC web site)

Electoral Division(s) and Member(s) Affected

All

14 June 2012**Agenda Item: 13****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 Appendix attached as 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.
5. It is also expected that the committee will wish to receive regular reports on outside bodies. Administration Committee, which has overall responsibility for outside bodies, will decide which outside bodies should report to which committees. There will be a report to a future meeting about this.
6. The Council has also asked committees to consider whether there are any items identified through the previous scrutiny committees which it would like to include in the work programme. A potential item which is relevant to this committee is HGV Policy in Rural Communities

Other Options Considered

7. None.

Reason/s for Recommendation/s

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

Statutory and Policy Implications

- 9 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;
- 2) That the committee indicate which operational activities it wishes to receive regular reports on;
- 3) That the committee decide if the item identified by scrutiny is included in the work programme.

Jayne Francis-Ward

Corporate Director, Policy, Planning and Corporate Services

For any enquiries about this report please contact: Democratic Services Officer – David Forster 0115 977 3552

Constitutional Comments (SLB 30/04/2012)

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

Financial Comments (PS 2/5/12)

- 11 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.

a) Report to County Council – 29 March 2012 (published).

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>
14th June 2012				
A453	Regular Update	Info.	Andy Warrington	Neil Hodgson
Concessionary Fares	Progress Report	Info.	Mark Hudson	Dave Bennett
Petitions Response	For Full Council on 5 th July	Decision	Pete Barker	
2012/13 Capital Highways Programme	Programme Update	Info.	Andy Warrington	Kevin Sharman/Mike Barnett
Workshop Bus Information Office	NCC to takeover running of office	Decision	Mark Hudson	Pete Mathieson
Public Transport Season Ticket Scheme	Tickets for work related travel	Decision	Mark Hudson	Pete Mathieson
Casualty Report for Notts	Accident stats.	Info.	Andy Warrington	Suzanne Heydon
Highways Update	Progress Report	Info.	Andy Warrington	Andy Warrington
12th July 2012				
Quarterly Progress Report	Review of performance (Apr – Jun).	Info.	Various	Neil Hodgson (TRO decision summary)
Local Bus Deminimus Contracts	Recommendations to continue or terminate current agreements	Decision	Mark Hudson	Clive Greysen
Part Night (Street) Lighting	Programme Update	Info.	Andy Warrington	Clare Murden
Environmental Weight Limits	Programme and Lorry Watch scheme update	Info.	Andy Warrington	Neil Hodgson
New Highways Contract	Review of drainage policy.	Decision	Andy	Martin Carnaf

<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>
			Warrington	
Local Transport Plan	Implementation plan.	Decision	Andy Warrington	Kevin Sharma
Highway Safety	Annual Report of 2011 Casualties and Accidents	Info.	Andy Warrington	Suzanne Heydon
Green Light for Better Buses	Change in BSOG arrangements following Dft Consultation	Decision	Mark Hudson	Pete Mathieson
Changes to the Local Bus Service Network	To agree tender awards and any other actions	Decision	Mark Hudson	Chris Ward
School Transport Contracts	Permission to procure and award	Decision	Mark Hudson	Clive Greyson
Establishment of Mansfield Bus Station Manager post.	Creation of post.	Decision	Mark Hudson	Pete Mathieson
13th September 2012				
Highway Maintenance	Pot hole and patch repair improvements	Info.	Andy Warrington	Clive Wood
TITAN	Progress report and recommendations	Decision	Mark Hudson	Mary Roche
Petitions Response	For Full Council on 20 th Sept	Decision	Pete Barker	
2012/13 Capital Highways Programme	Programme Update	Info.	Andy Warrington	Kevin Sharman/Mike Barnett
2013/14 Provisional Capital Highways Programme	Provisional Programme Details	Decision	Andy Warrington	Kevin Sharman/Mike Barnett
Mansfield Statutory Quality Bus Partnership	Progress Report	Info.	Mark Hudson	Pete Mathieson
18th October 2012				
Quarterly Progress Report	Review of performance (Jul - Sep).	Info.	Various	Neil Hodgson (TRO decision summary)

<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>
Surface Dressing	External Presentation of process and benefits	Info.	Andy Warrington	Mike Barnett
A453	Regular Update	Info.	Andy Warrington	Neil Hodgson
Petitions Response	For Full Council on 1 st Nov	Decision	Pete Barker	
Funding of Major Transport Schemes	New DfT arrangements	Decision	Andy Warrington	Kevin Sharma
Passenger Transport Implementation Plan	Draft strategy and approval to consult	Decision	Mark Hudson	Pete Mathieson
22nd November 2012				
Petitions Response	For Full Council on 20 th Dec	Decision	Pete Barker	
Midland Mainline	Key Issues	Info.	Jim Bamford	
Award of Highways Contract		Decision	Andy Warrington	
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
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
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		Decision	Andy Warrington	
6th February 2013				

<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>
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
21st March 2013				
Consessionary Travel	Progress report and final scheme 2012/13	Info.	Mark Hudson	Dave Bennett

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

