

Transport and Highways Committee

Thursday, 20 March 2014 at 10:30

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

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

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

Customer Services Centre 0300 500 80 80

(3) Persons making a declaration of interest should have regard to the Code of Conduct and the Council's Procedure Rules. Those declaring must indicate the nature of their interest and the reasons for the declaration.

Members or Officers requiring clarification on whether to make a declaration of interest are invited to contact Dave Forster (Tel. 0115 9773552) or a colleague in Democratic Services prior to the meeting.

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

minutes

| | |
|---------|---|
| Meeting | TRANSPORT AND HIGHWAYS COMMITTEE |
| Date | 13 February 2014 (commencing at 10.30 am) |

Membership

Persons absent are marked with 'A'

COUNCILLORS

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

Andrew Brown
Ian Campbell
Steve Carr
Jim Creamer
Mrs K Cutts MBE

Stephen Garner
Colleen Harwood
Richard Jackson
Michael Payne

A Ex-officio (non-voting)
Alan Rhodes

ALSO IN ATTENDANCE

Councillor Bruce Laughton

OFFICERS IN ATTENDANCE

David Forster, Policy, Planning and Corporate Services Department
Tim Gregory Corporate Director Environment and Resources
Andrew Warrington, Service Director Highways
Jas Hundal, Service Director, Transport Property and Environment
Mark Hudson, Environment and Resources Department
Kate Butler, Environment and Resources Department

MEMBERSHIP

The Clerk reported orally that Councillor Jim Creamer and Mrs K L Cutts MBE had been appointed to Committee in place of Councillors Roy Allan and Richard Butler for this meeting only.

MINUTES

The minutes of the last meeting held on 9 January 2013 were confirmed and signed by the Chairman.

APOLOGIES FOR ABSENCE

None

DECLARATIONS OF INTEREST

None

The Chairman with the consent of the Committee changed the order of business set out on the agenda.

PROPOSED INTEGRATED TRANSPORT AND HIGHWAYS MAINTENANCE CAPITAL PROGRAMME 2014/15

RESOLVED 2014/014

1. That subject to the approval of Full Council on 27 February 2014 the proposed transport block programme be approved for implementation as set out in the report and detailed in Appendix 1 attached to the report.
2. That subject to the approval of Full Council on 27 February 2014 the proposed highway capital maintenance programme be approved for implementation as set out in the report and detailed in Appendix 2 attached to the report.

M1 JUNCTIONS 28 TO 35A PROPOSED MAXIMUM MANDATORY SPEED LIMIT – PUBLIC CONSULTATION

On a motion by the Chairman seconded by Councillor Mrs K Cutts MBE it was:-

RESOLVED 2014/015

1. That the Highway Agency proposals to introduce a mandatory maximum 60 mph speed limit on the M1 J28 to 35A to accompany the introduction of the smart motorways improvements in 2015.
2. That the County Council responds to the Highway Agencies proposed M1 mandatory maximum 60mph speed limit in the following terms “That the maximum mandatory speed limit should only be used when absolutely necessary and that at all other times the limit stays at 70mph”

LOCAL AUTHORITY PARKING – RESPONSE TO DEPARTMENT OF TRANSPORT CONSULTATION

RESOLVED 2014/016

That the response to the consultation as set out in in the appendix to the report be approved.

2014 HIGHWAYS GRASS CUTTING DELIVERY

RESOLVED 2014/017

That Highway Environmental Services including grass cutting and weed spraying in the Districts/Boroughs of Ashfield, Broxtowe and Mansfield are delivered by those District/Borough Councils for the next 3 years and that this arrangement may be extended by a further 2 years.

NOTTINGHAMSHIRE CONCESSIONARY TRAVEL SCHEME 2014/15

RESOLVED 2014/018

1. That the 2014/2015 Nottinghamshire Concessionary Travel Scheme and associated reimbursement arrangements outlined in the report be approved and
2. The publication of the final scheme notice on 3 March 2014 be approved.

DEVOLVED BUS SERVICE OPERATORS GRANT

RESOLVED 2014/019

1. That the changes to the Bus Service Operators Grant for tendered and section 19 services be noted and
2. That approval be given for the acceptance and ring-fencing of the devolved Department of Transport funding for services operated under contract to the Council.

LOCAL BUS SERVICE CONSULTATION

That the outcomes of the consultations on Local Bus Services be noted.

CHANGES TO THE LOCAL/COMMERCIAL BUS SERVICE NETWORK

RESOLVED 2014/020

That the changes to the supported and local and bus service networks be noted

THE NOTTINGHAMSHIRE COUNTY COUNCIL (SOUTHWELL AREA) (WEIGHT RESTRICTION) TRAFFIC REGULATION ORDER 2013

RESOLVED 2014/021

That the Nottinghamshire County Council (Southwell Area) (Weight Restriction) Traffic Regulation Order 2013 be made as advertised and the objectors informed accordingly.

THE NOTTINGHAMSHIRE COUNTY COUNCIL (CHAPEL STREET, CHARLES STREET, CHURCH STREET, CUMBERLAND STREET, DISTILLERY STREET, HIGH STREET AND WILFORD ROAD, RUDDINGTON) (PROHIBITION OF WAITING AND PARKING PLACES) TRAFFIC REGULATION ORDER 2013

RESOLVED 2014/022

That the Nottinghamshire County Council (Chapel Street, Charles Street, Church Street, Cumberland Street, Distillery Street, High Street and Wilford Road, Ruddington) (Prohibition Of Waiting and Parking Places) Traffic Regulation Order 2013 is made as advertised and the objectors informed accordingly

WORK PROGRAMME

RESOLVED 2014/023

That the work programme be noted.

The meeting closed at 12.05 pm.

CHAIRMAN

20 March 2014**Agenda Item:****REPORT OF SERVICE DIRECTOR, HIGHWAYS****LOCAL SUSTAINABLE TRANSPORT FUND 2015/16****Purpose of the Report**

1. The purpose of this report is to seek Committee approval for the submission of a bid to the Department for Transport (DfT) for Local Sustainable Transport Fund (LSTF) revenue funding.
2. The County Council continues to invest in providing and maintaining a quality walking and cycling network for the benefit of local residents, road users and the local economy through a programme including:
 - Continued investment in the highway maintenance programmes including for footway maintenance
 - Continued investment in sustainable transport including programmes to improve passenger transport, walking and cycling infrastructure (e.g. new and improved crossing facilities, new footways, new cycleways, and passenger transport waiting facilities)
 - Further investment in highway safety improvements to encourage walking and cycling including speed management measures and 20mph speed limits outside schools.

Information and Advice

3. In 2011 a £600m LSTF was launched to support the delivery of the Government white paper 'Creating Growth, Cutting Carbon'. The LSTF runs until March 2015 and has two core objectives:
 - Support the local economy and facilitate economic development (e.g. by reducing congestion and improving access to employment)
 - Reduce carbon emissions (e.g. by increasing the numbers of journeys made sustainable modes).
4. The DfT has announced that a further £100m LSTF capital element for sustainable transport infrastructure would be available in 2015/16. The capital element will be distributed to Local Enterprise Partnerships through their Local Growth Fund allocation and would be based on their Strategic Economic Plan (SEP) submission to be made in March 2014. Consequently, the packages of measures submitted by the County Council for inclusion in the SEP contain

sustainable transport infrastructure improvements to enable people to access jobs and training and to help unlock employment and housing development sites.

5. The DfT has also announced that it is to make £78.5m LSTF revenue funding available in 2015/16. The LSTF revenue funding will not, however, form part of the Local Growth Fund and highway authorities have been invited to make bids for this funding. Highway authorities are able to bid for up to £1m of the revenue funding and the deadline for applications is 31 March 2014. DfT intend to make announcements on the successful bids in July 2014.
6. The successful bid programmes for both the capital and revenue elements of the 2015/16 LSTF must be delivered by 31 March 2016; and the availability of future LSTF funding will be determined and announced as part of the next Comprehensive Spending Review.
7. In December 2013 the DfT issued guidance on 2015/16 LSTF revenue bids which states that bids will need to give a clear explanation of economic impacts on the area in question in terms of their contribution to the local economy and their impact on transport.
8. The 2015/16 LSTF revenue bids must demonstrate alignment with the emerging SEP and the DfT's Door to Door Strategy, as reported to Committee 4th July 2013. As stated previously the SEP will include sustainable transport improvements. The Door to Door Strategy aims to make sure people are able to make the whole of their journeys sustainably.
9. The County Council made an unsuccessful bid for LSTF funding in 2012 which encompassed all four market towns. Feedback on the unsuccessful bid indicated that it was not geographically focussed enough and that the bid's many components would make it difficult to deliver. Funding had been set aside to match fund the unsuccessful LSTF bid and this funding was utilised to carry out small-scale personalised travel planning in Mansfield and Worksop during 2013. The results of the personalised travel planning show that it was very successful in reducing single occupancy car trips on both work and shopping trips. Amongst those who participated:
 - Car (as driver) journeys to work decreased from 68% to 50%
 - Car sharing journeys to work increased from 7% to 13%
 - Bus journeys to work increased from 6% to 13%
 - Walking journeys to work increased from 11% to 13%
 - Cycling journeys to work increased from 2% to 5%
 - Train journeys to work increased from 1% to 2%
10. Utilising this 2012 LSTF bid feedback and the results of personalised travel planning it is proposed that the 2015/16 bid focuses geographically on only Mansfield and Worksop town centres. Given the successful results of the personalised travel planning already undertaken in the two towns it is proposed that the bid will primarily focus on the delivery of personalised travel planning expanding the work undertaken in 2013 to more households.

11. Undertaking the personalised travel planning (PTP) in these two areas will help to increase all sustainable transport modes (walking, cycling, train and buses), reduce congestion on the highway network and deliver both the objectives of the SEP and the Door to Door Strategy. Focusing on Mansfield and Worksop will also maintain the anticipated increase in passenger transport journeys in Mansfield and will promote the planned bus station in Worksop which is due to open in April 2015. It is envisaged that the PTP will offer many beneficial economic benefits as it will help:
- reduce journey time delay to provide benefits to bus punctuality as well as general traffic (given the reductions in car journeys delivered by the 2013 travel planning)
 - support the delivery of the planned employment and housing development around Mansfield (such as Lindhurst, Penniment Farm and Summit Park) and Worksop (such as Manton Wood)
 - unemployed people back into work by broadening their job opportunities by providing them with the travel information on all forms of sustainable travel to work
 - increase footfall and therefore trade in the town centres by improving access to them by all forms of sustainable travel.
12. By increasing the levels of cycling and walking the PTP will also help deliver wider benefits such as:
- Increased levels of physical activity and the resultant health benefits
 - Improvements in air quality standards from reduced vehicle emissions
 - Wider environmental benefits such as noise reduction.
13. Many elements have been considered for inclusion in a 2015/16 LSTF bid but it is proposed that the final bid will only include those measures that do not dilute the bid's effectiveness and complement the personalised travel planning to maximise its impact, such as:
- Workplace travel planning
 - Free/discounted passenger transport tickets for jobseekers to access work and training opportunities
 - Integrated ticketing
 - Discounted season travel passes for employees
 - Marketing campaigns (including promotional literature such as bus, walking and cycling maps).
14. The LSTF revenue bid requires 20% matched funding which can be matched from capital funding allocations for complementary infrastructure. It is therefore proposed that the 20% match funding will be found from the relevant 2015/16 integrated transport sub-block depending on the types of infrastructure schemes delivered (e.g. access to local facilities; bus improvements; cycling, leisure and health sub-blocks).
15. Discussions are ongoing between the County Council and Nottingham City Council on the potential to undertake a joint bid for the Nottingham conurbation. Nottingham City Council are intending to submit a bid focussing on community travel hubs located in specific communities (delivering personal travel advice) and bespoke travel planning for businesses delivered through the Big Wheel Business

Club. These discussions revolve around how the City's proposals could be feasibly extended into the county and offer value to a Nottingham conurbation bid. It should also be noted that the maximum amount of funding payable to any highway authority is £1m, meaning that any joint bid with the City Council will reduce the money available for the Mansfield and Worksop bid.

Other Options Considered

16. Other options considered are set out within this report. Whilst the LSTF programme is detailed within this report, the programme development is ongoing and therefore may vary slightly.

Reason/s for Recommendation/s

17. The LSTF programme detailed within this report has been developed to help ensure delivery of County Council priorities, national priorities and local transport goals and objectives. The packages of measures have been developed to reflect a balance of member, public and stakeholder requests and priorities, evidence of need (including technical analysis), value for money (including the co-ordination of works) and delivery of the County Council's priorities and transport objectives.

Statutory and Policy Implications

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

RECOMMENDATION/S

It is recommended that Committee:

approve the submission of the proposed LSTF revenue bid as detailed in this report.

Andrew Warrington
Service Director Highways

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

Constitutional Comments (SHB 25/02/14)

19. Committee have power to decide the Recommendation.

Financial Comments (TMR 25/02/14)

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

Background Papers and Published Documents

- Local Sustainable Transport Fund – Guidance on applications for revenue funding in 2015/16

Electoral Division(s) and Member(s) Affected

- Mansfield East – Councillors Bell and Harwood
- Mansfield North – Councillors Bosnjak and Tsimbiridis
- Mansfield South – Councillors Sissons and Garner
- Mansfield West – Councillors Langton and Meale
- Worksop East – Councillor Gilfoyle
- Worksop North – Councillor Fielding
- Worksop North West and Carlton – Councillor Rhodes
- Worksop West – Councillor Greaves

20 March 2014.**Agenda Item:**

REPORT OF SERVICE DIRECTOR, HIGHWAYS

RESTRUCTURE OF THE HIGHWAYS DIVISION

Purpose of the Report

1. The Highways Division, in order to meet the budget challenges for 2015/2016, has refined the current structure.
2. Consultations with staff and trade unions have now been undertaken on the detailed staff structure for the division. Responses have been given to all staff enquiries raised during the informal and formal consultation periods running from 12/11/13–06/12/13 and 02/01/14–31/01/14 respectively
3. The report therefore seeks approval of the staff structure (Appendix A) to allow completion of the enabling process by the end of April, to minimise uncertainty for staff and to achieve the budget savings at the earliest opportunity.

Information and Advice

4. In order to meet the challenge of delivering services within a significantly reduced budget, it is proposed that efficiency savings are necessary. An operational and organisational review of the Highways Division has been undertaken to ensure that, despite the necessary staffing reductions, services continue as far as possible to meet customer needs.

Other Options

5. None. A structure change was required in order to deliver services with reduced resources.

Reason/s for Recommendation/s

6. The recommendations are proposed to assist in the delivery of the budget reductions necessary to meet the authority's financial challenge.

Statutory and Policy Implications

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

Financial Implications

8. The restructure will provide a cost saving of £1.5m

Human Resource Implications

9. The human resource implications are set out in the report. Staff and the relevant trade unions have been consulted on the proposals. The restructure will incur staffing reductions of 105.70 full time equivalent posts.

Implications for Service Users

10. More time may be needed for resolving complex customer enquiries.

RECOMMENDATION/S

It is recommended that:

The staff structure shown at Appendix A be approved.

Andrew Warrington
Service Director, Highways

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

Constitutional Comments (SLB 20/2/2014)

11. Transport and Highways Committee is the appropriate body for considering the content of this report. It is responsible for approving departmental staffing structures as required, subject to the Employment Procedure Rules which state that all reports regarding changes to staffing structures must include HR advice and any views provided by the recognised trade unions. The trade unions must be consulted on all changes.

Financial Comments (TMR 25/02/2014)

12. The financial implications are set out in paragraph 8.

Background Papers and Published Documents

None

Electoral Division(s) and Member(s) Affected

All divisions

TRANSPORT AND HIGHWAYS COMMITTEE - 20TH MARCH 2014 – 10.30AM

ITEM 5 – HIGHWAYS RESTRUCTURE

ADDENDUM TO PARAGRAPH 9 OF THE REPORT

The following paragraph replaces paragraph 9 within the report.

Human Resource Implications

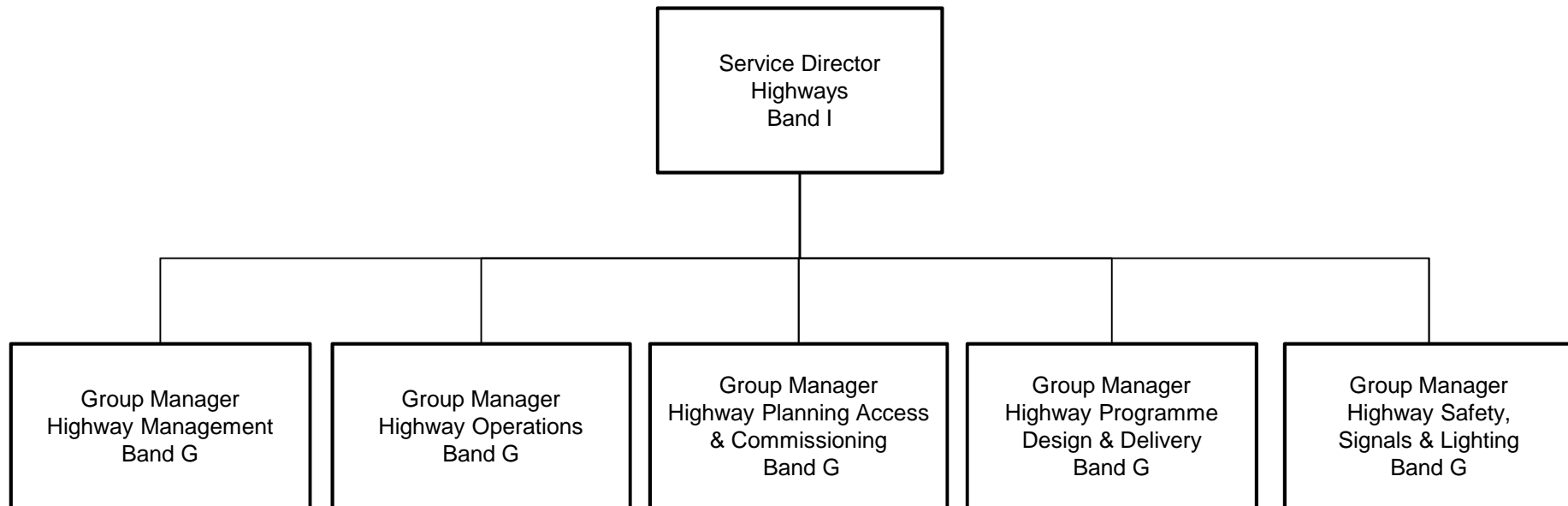
9. The human resources implications are set out in the report. Staff and the relevant trade unions have been consulted on the proposals. The restructure will incur staffing reductions of 121.46 FTE's. Expressions of interest in voluntary redundancy will be agreed wherever this meets the service needs, along with the dis-establishment of 72 vacant posts. (JD – 14/3/14).

Appendix A

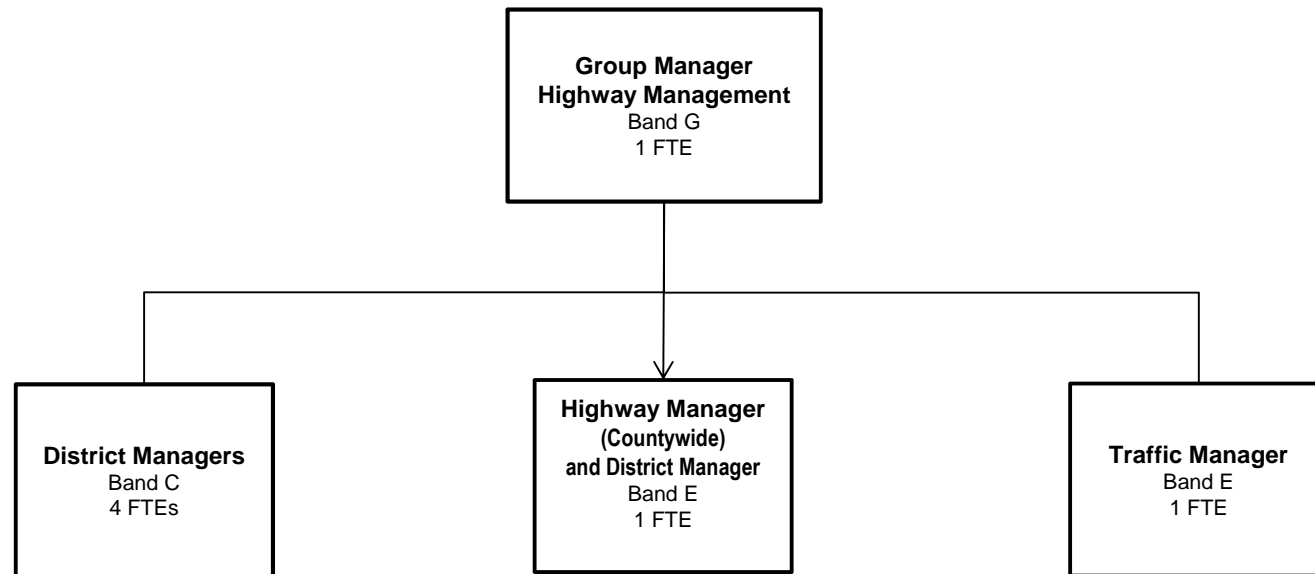
Highways Division

HIGHWAYS DIVISION

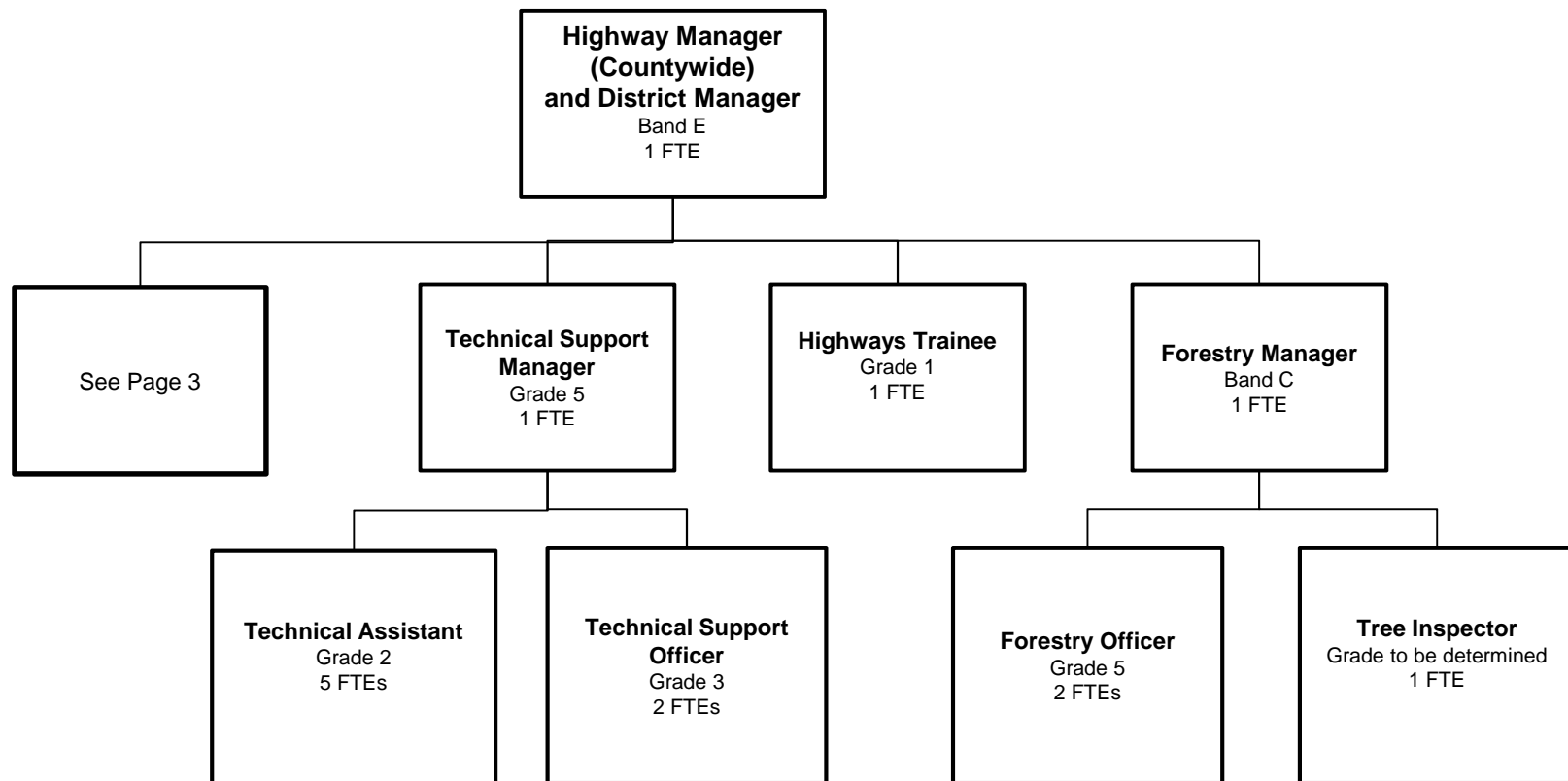
Post numbers shown are
full time equivalents



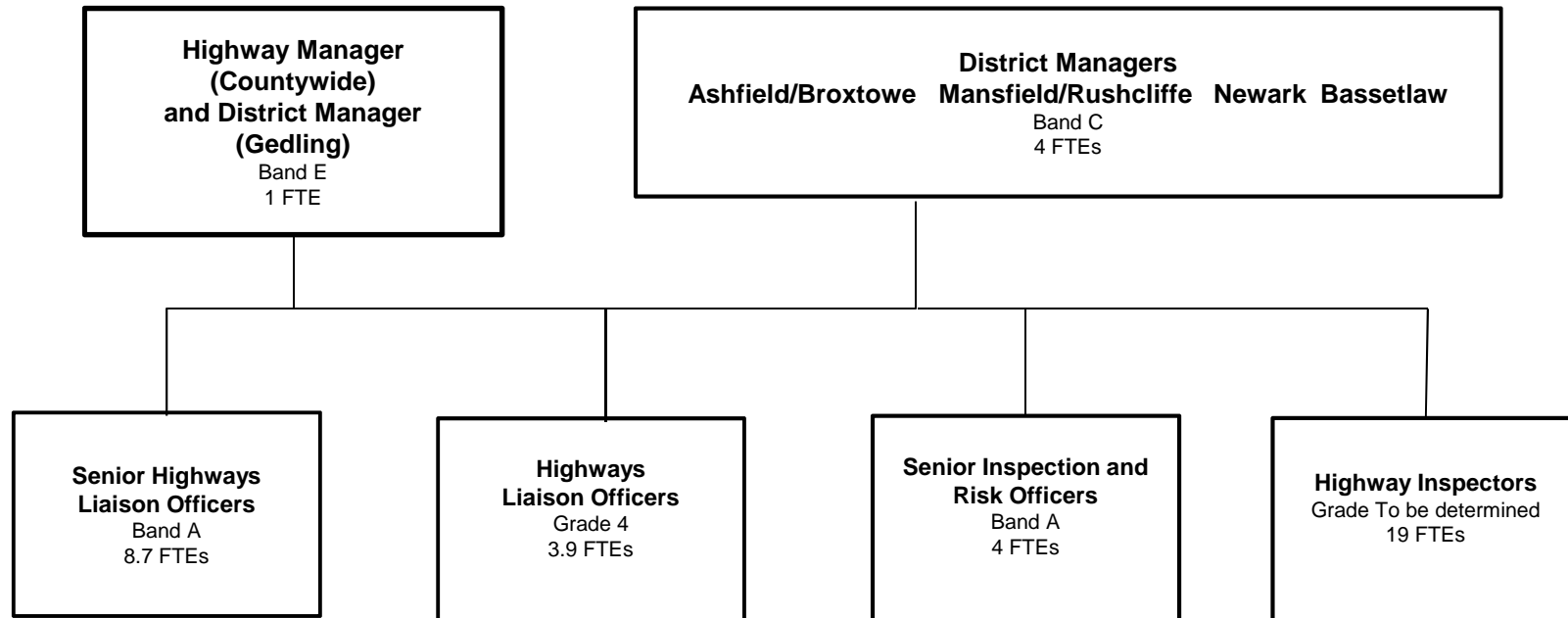
HIGHWAY MANAGEMENT



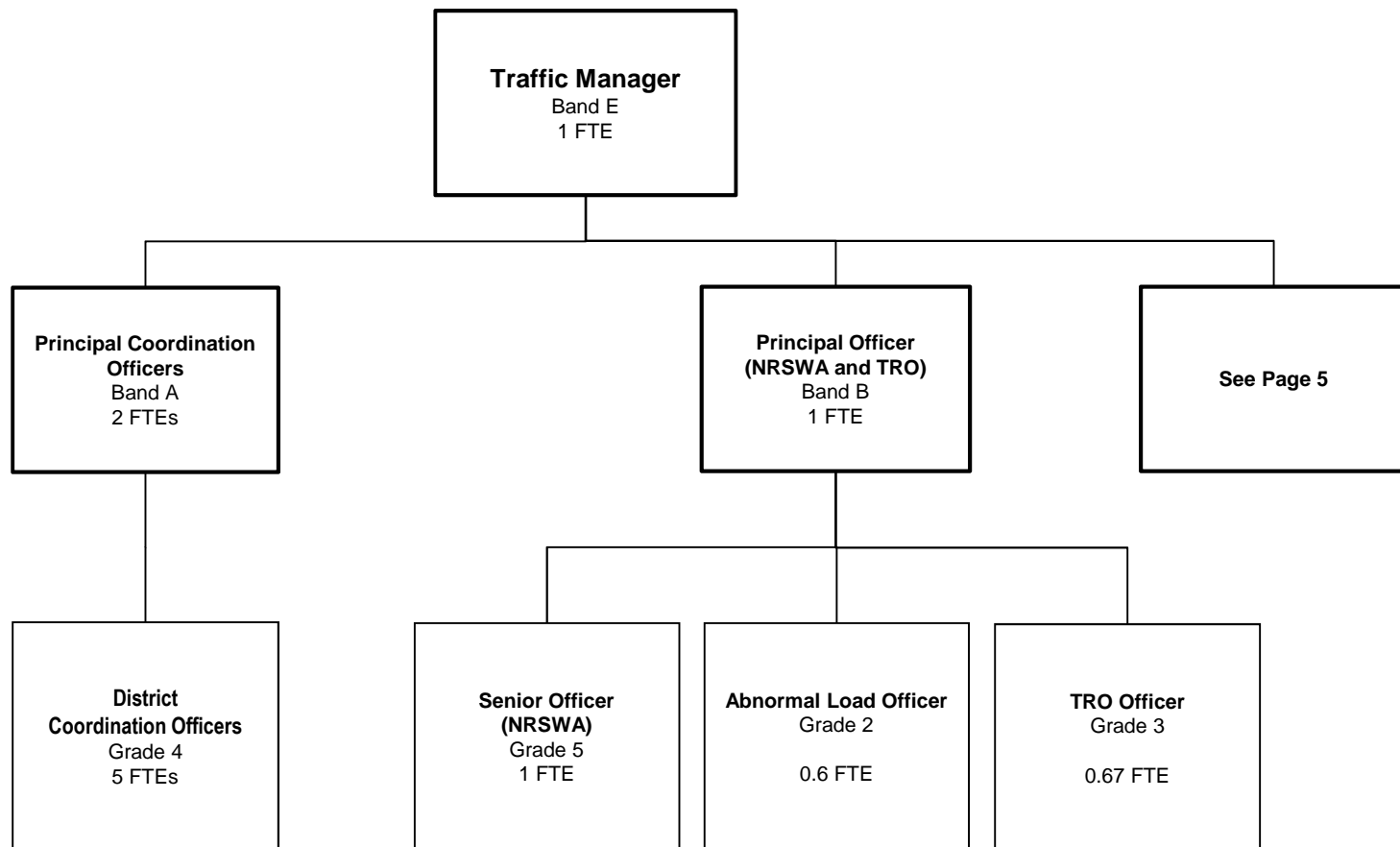
HIGHWAY MANAGER (COUNTYWIDE) AND DISTRICT MANAGER



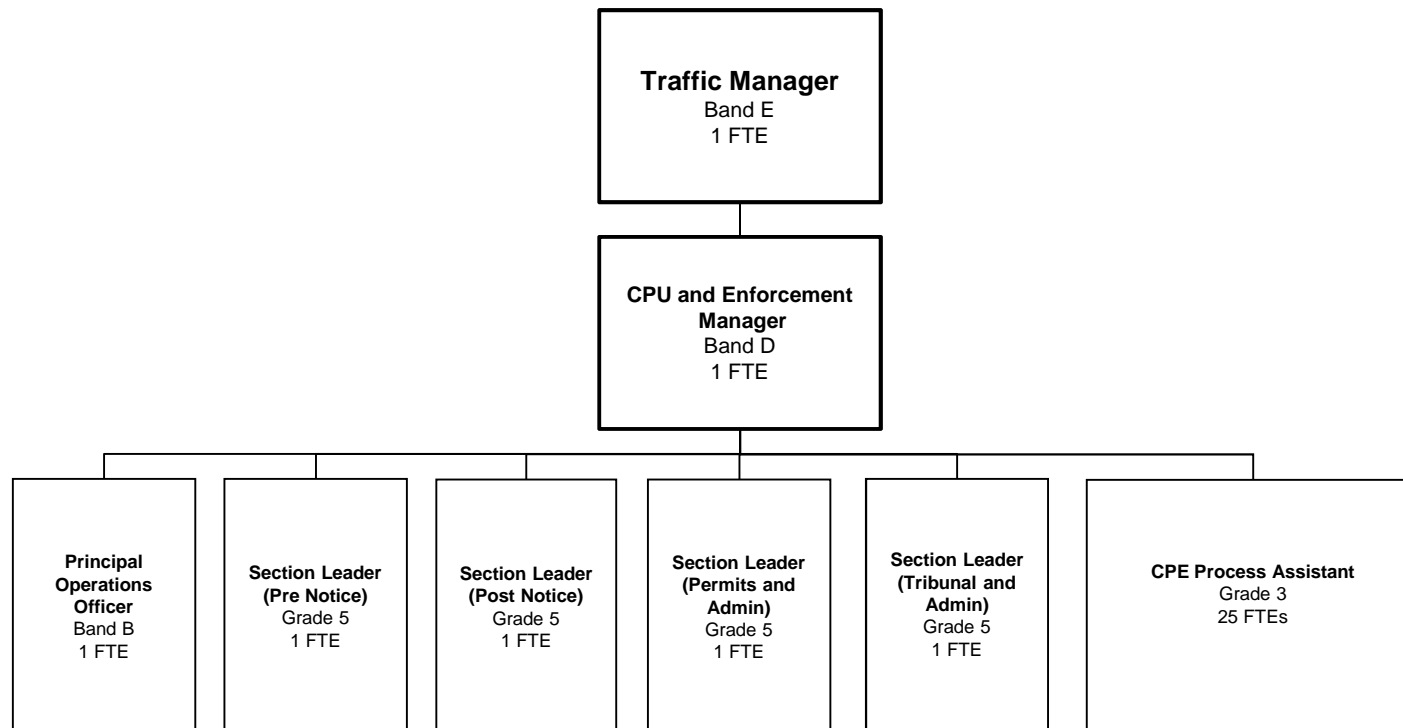
DISTRICT MANAGERS



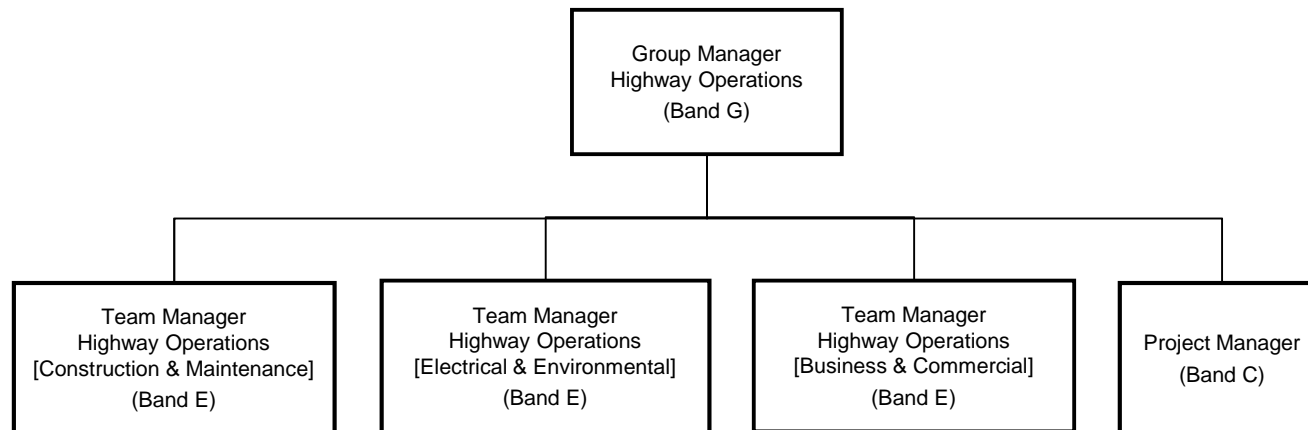
TRAFFIC MANAGER (Part 1)



TRAFFIC MANAGER (Part 2)

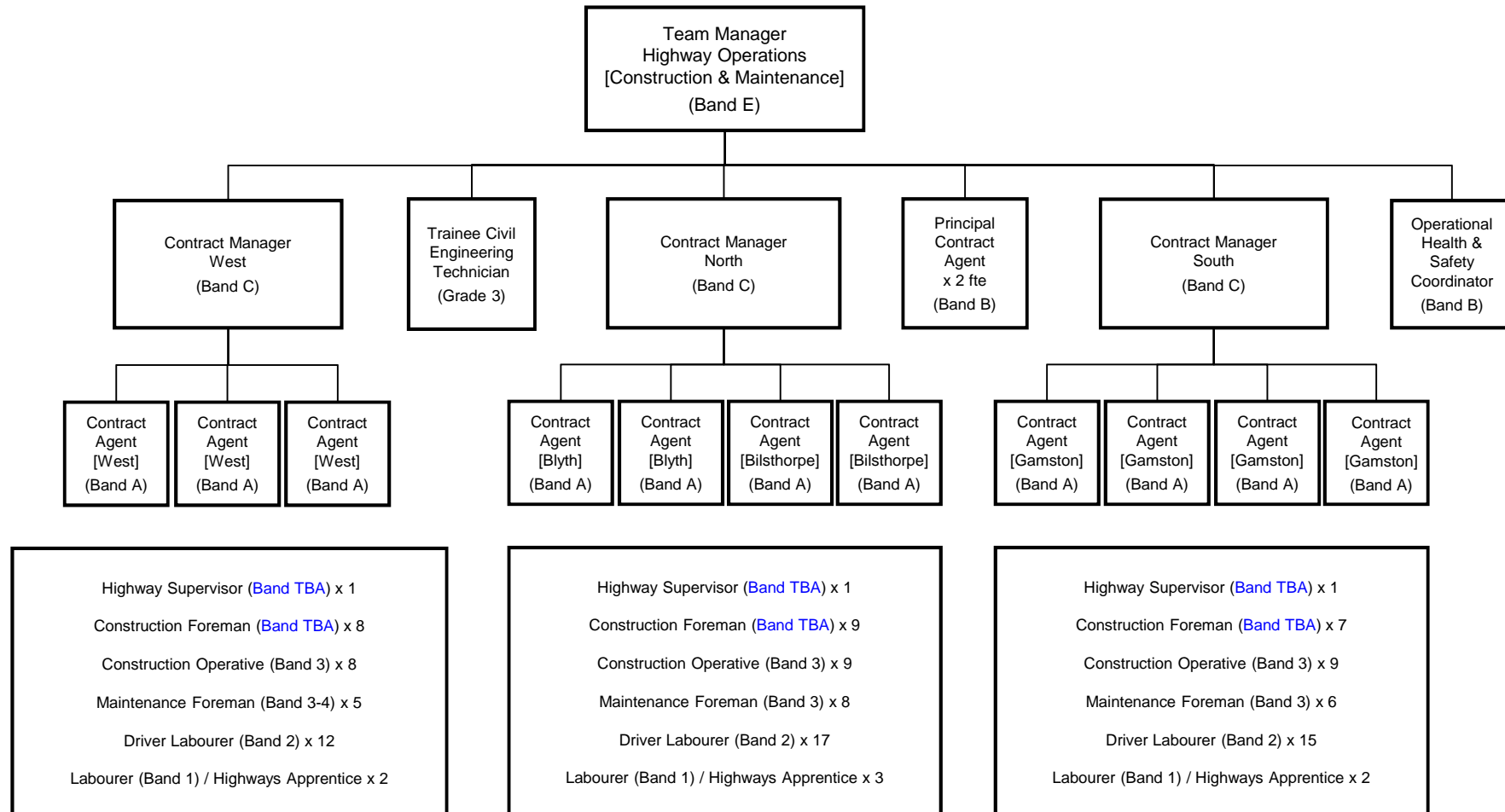


HIGHWAY OPERATIONS GROUP



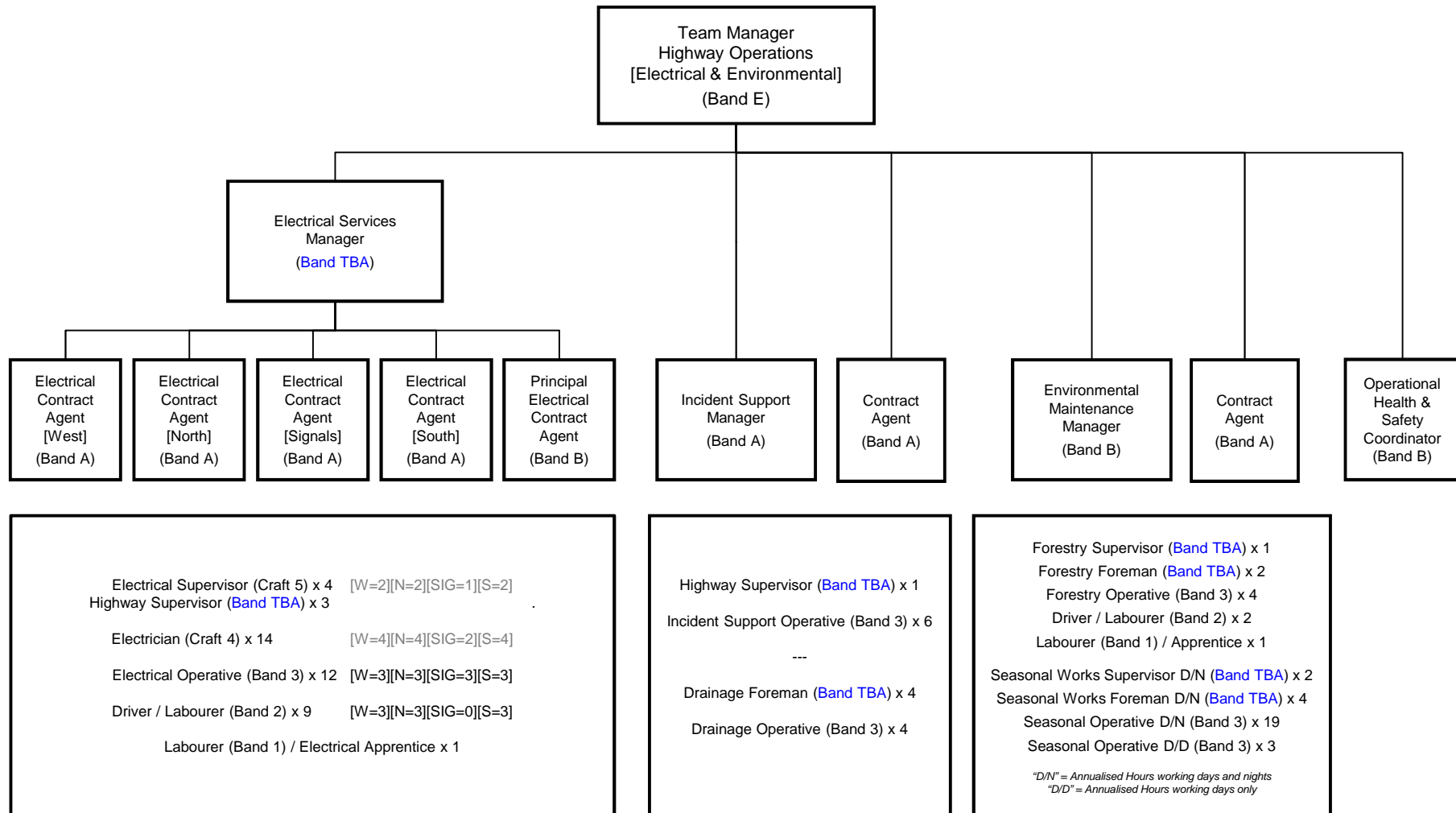
NOTE: Posts shown 'Band TBA' are still awaiting grade confirmation following the Job Evaluation process

CONSTRUCTION & MAINTENANCE



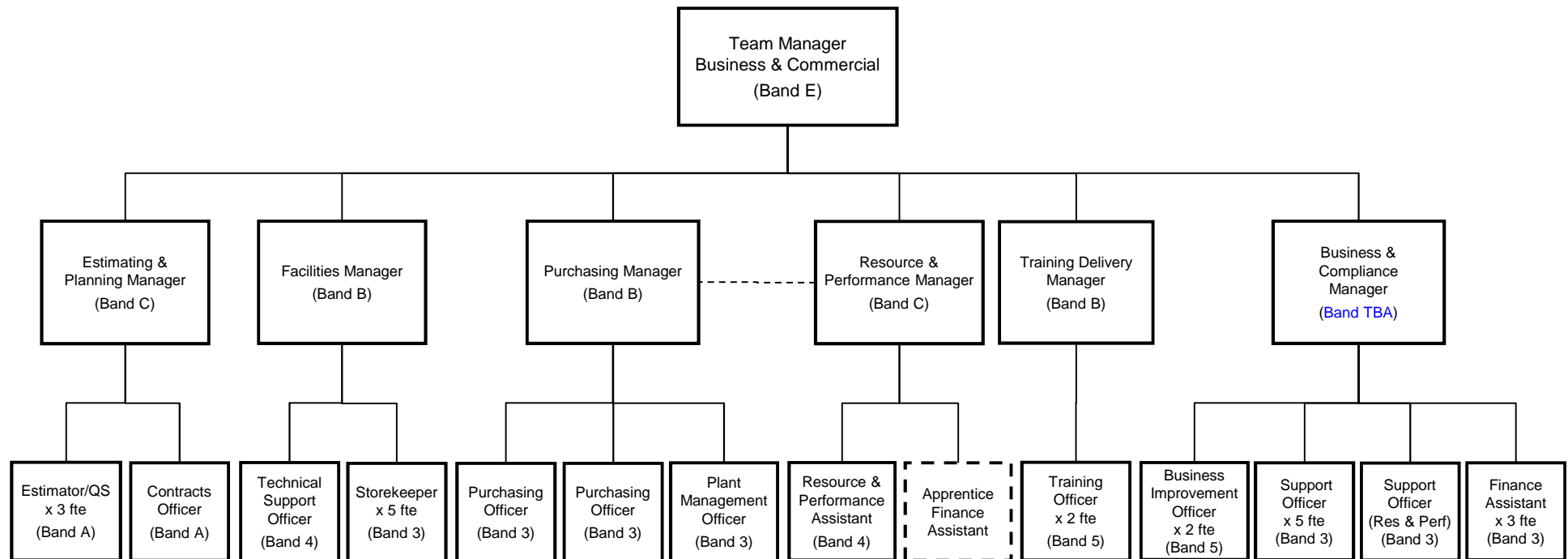
NOTE: Posts shown 'Band TBA' are still awaiting grade confirmation following the Job Evaluation process

ELECTRICAL & ENVIRONMENTAL



NOTE: Posts shown 'Band TBA' are still awaiting grade confirmation following the Job Evaluation process

BUSINESS & COMMERCIAL

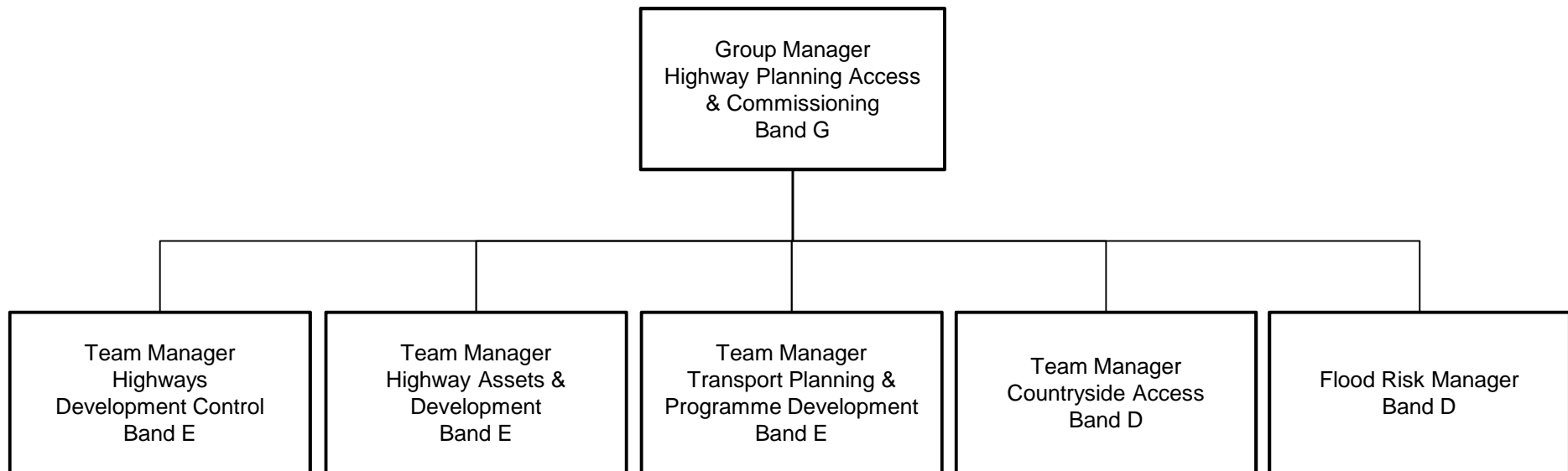


The Storekeeper posts are frontline

Apprentices are not employed by Nottinghamshire County Council

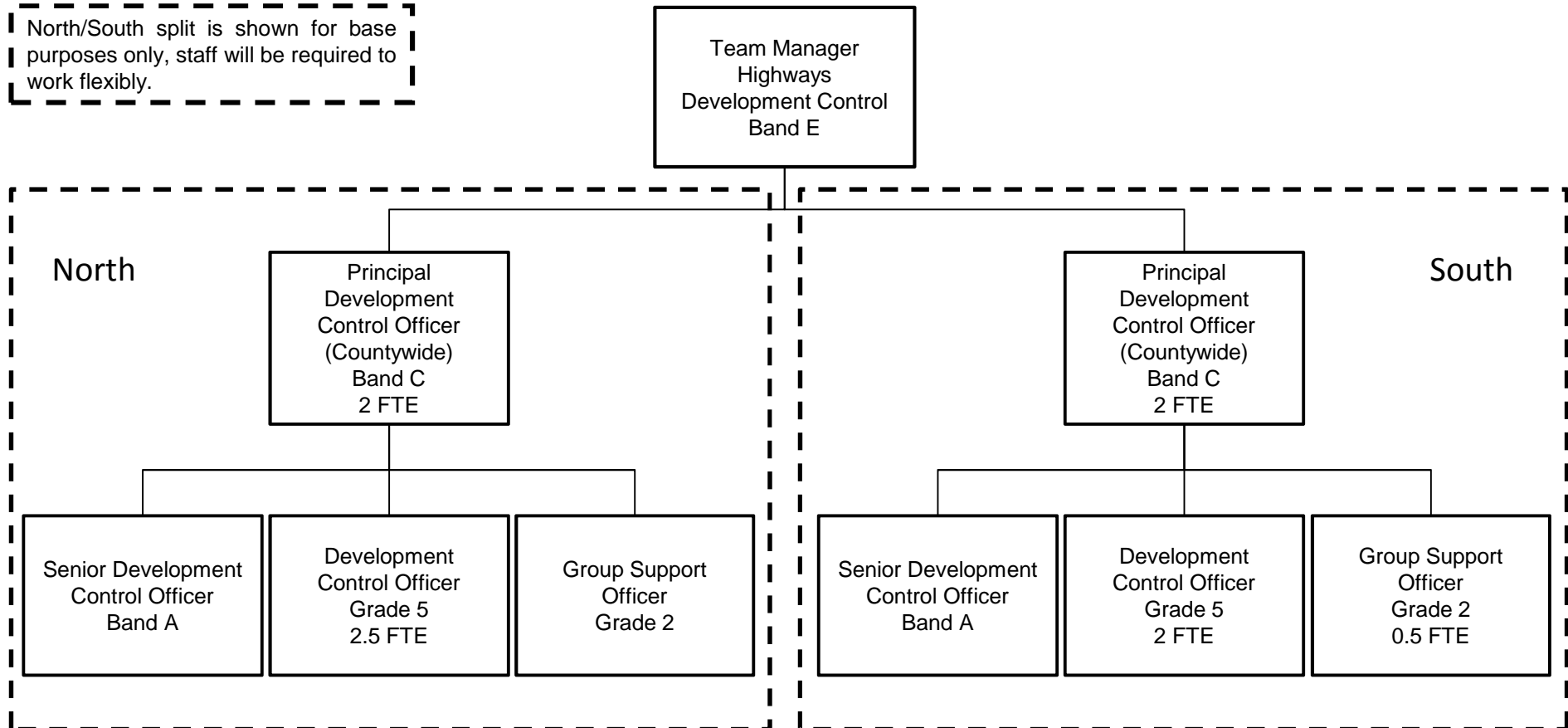
NOTE: The above Finance Assistant posts are transferring into Highway Ops Group from E&R Business Support

HIGHWAY PLANNING ACCESS & COMMISSIONING

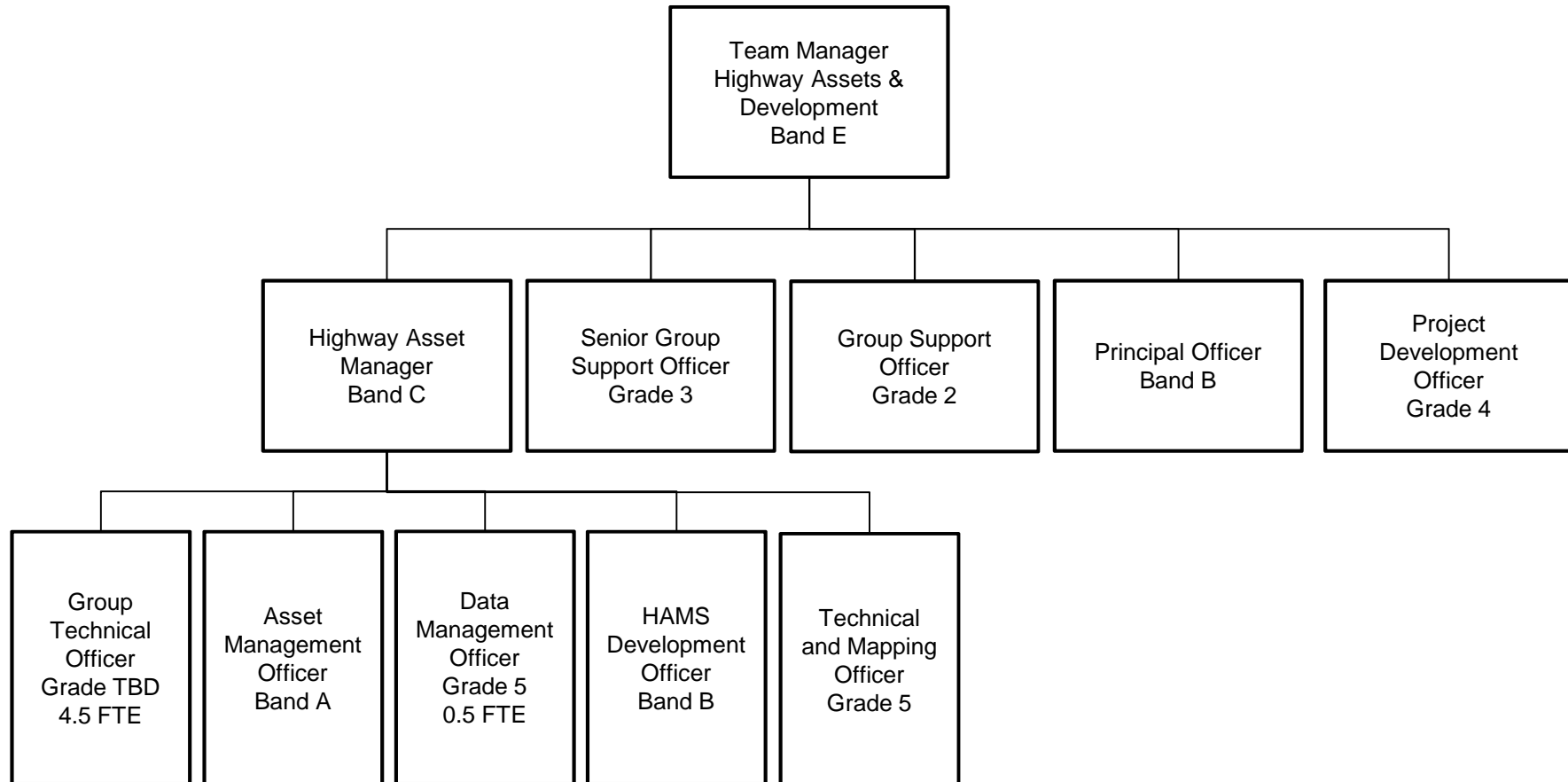


HIGHWAYS DEVELOPMENT CONTROL

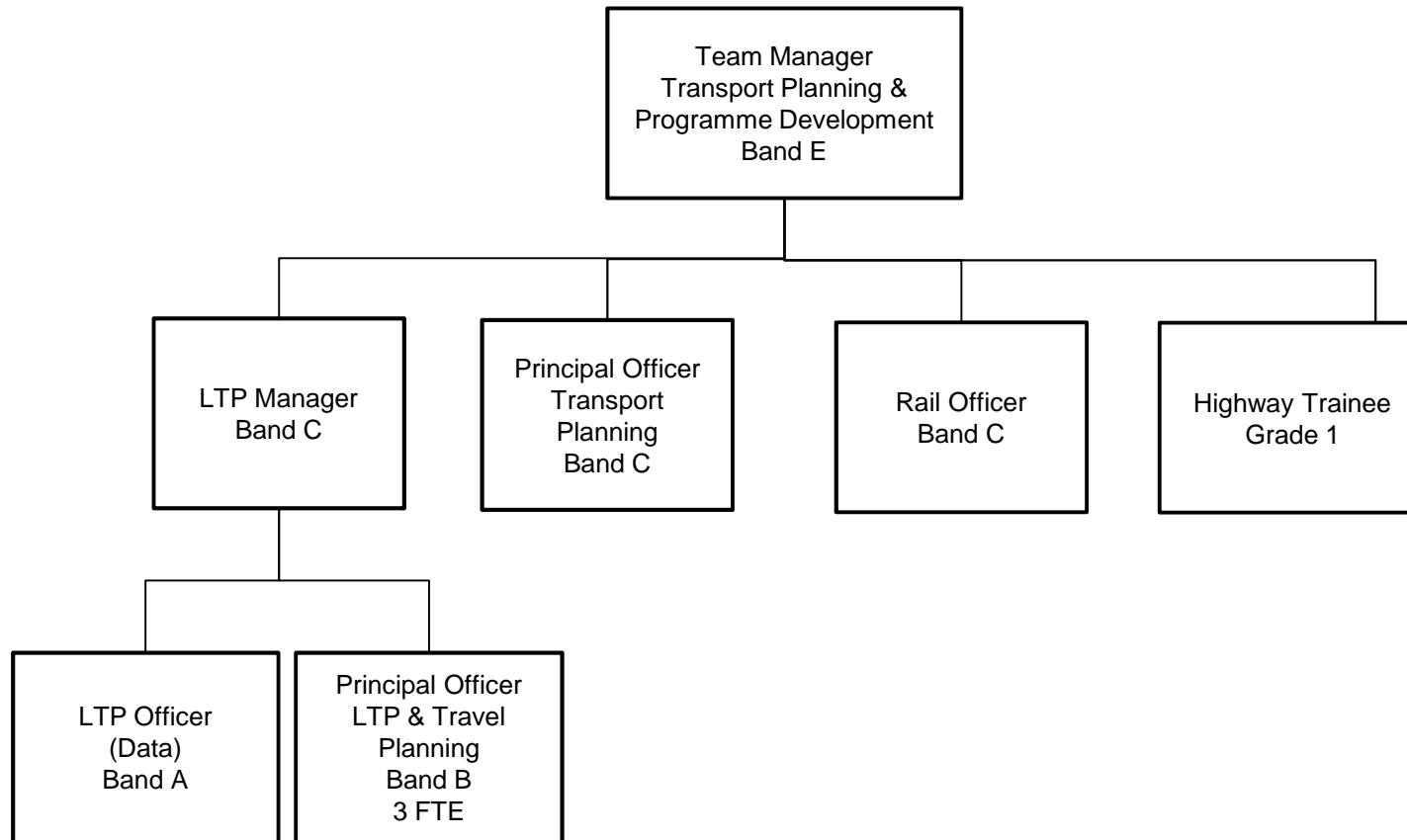
North/South split is shown for base purposes only, staff will be required to work flexibly.



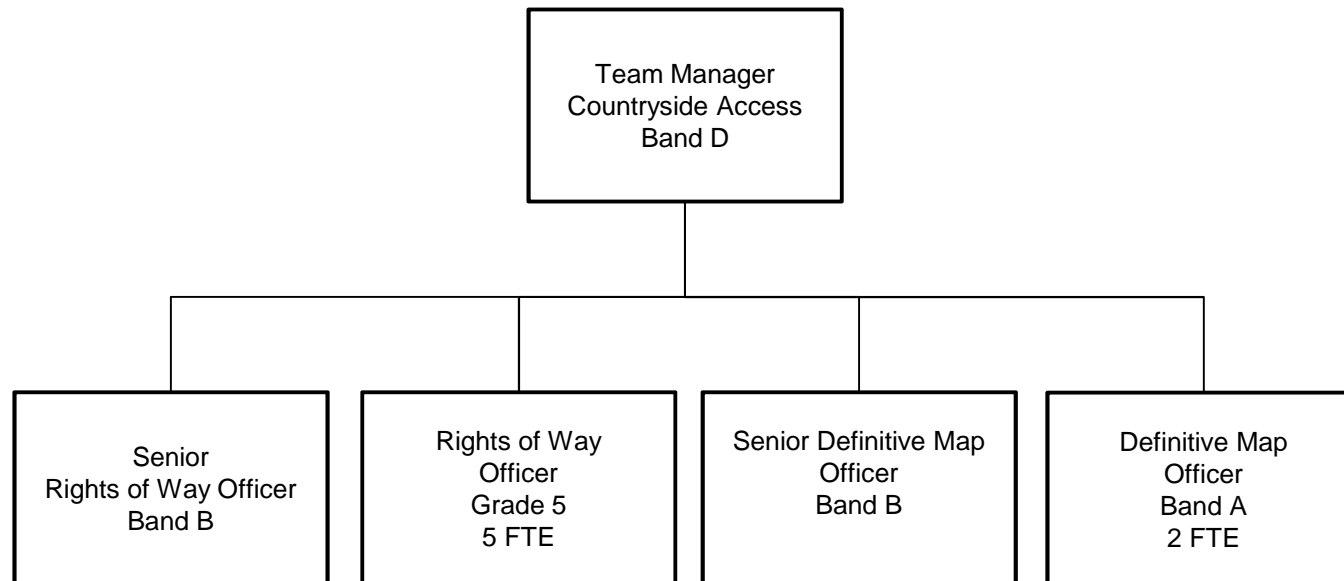
HIGHWAY ASSETS & DEVELOPMENT



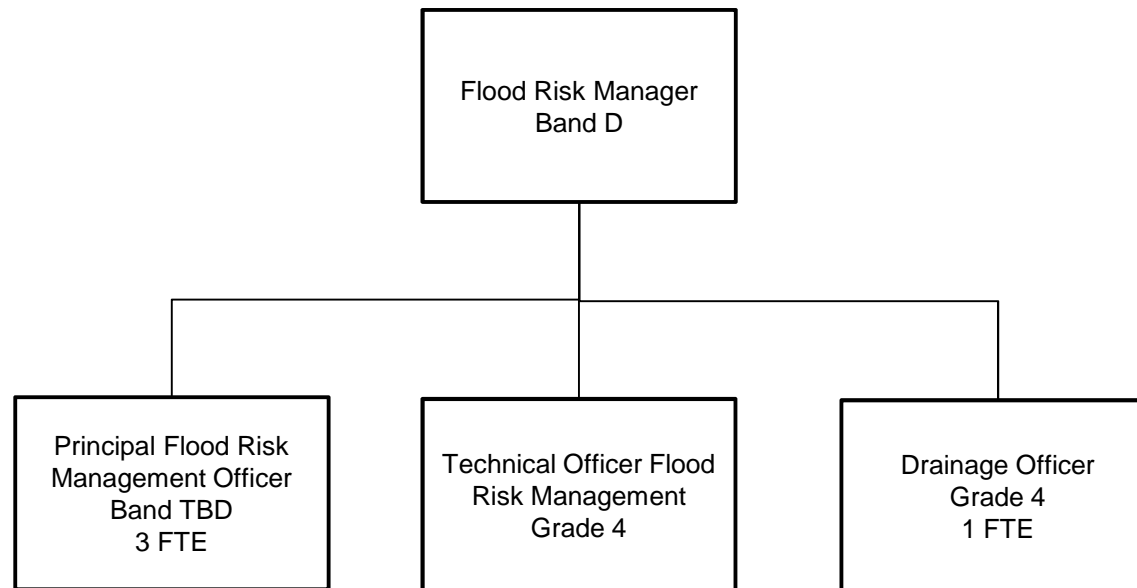
TRANSPORT PLANNING & PROGRAMME DEVELOPMENT



COUNTRYSIDE ACCESS

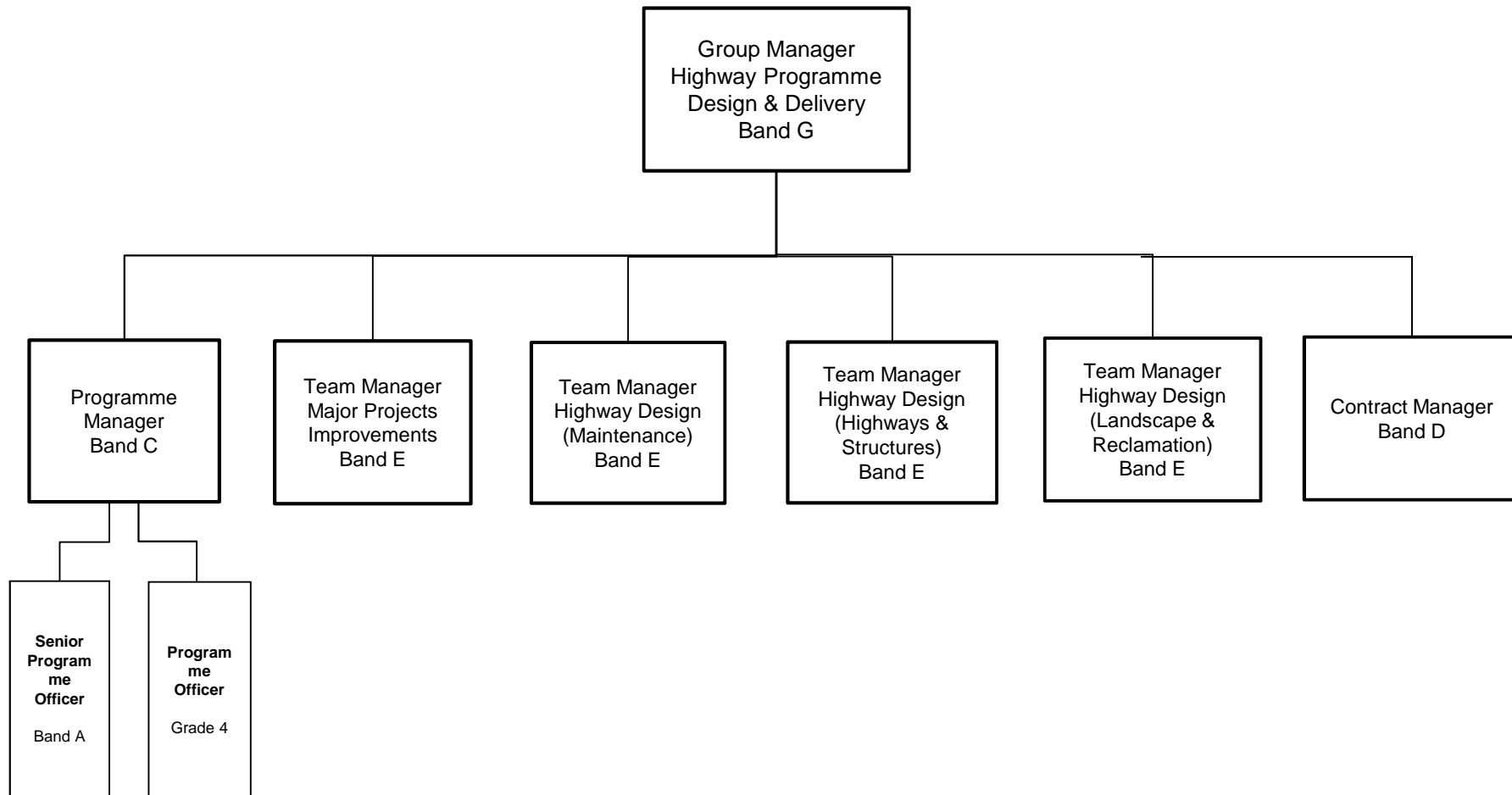


FLOOD RISK MANAGEMENT



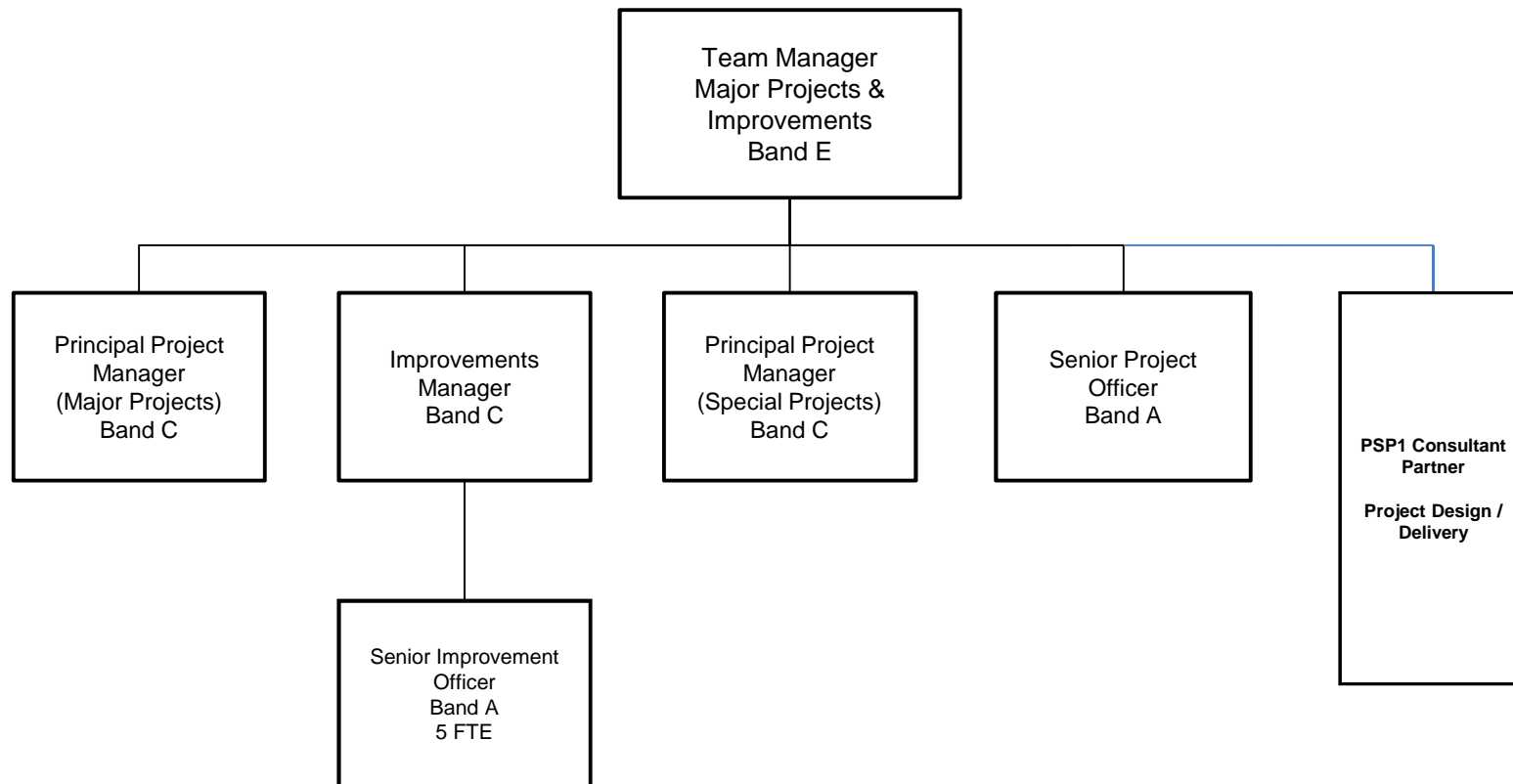
HIGHWAY PROGRAMME DESIGN & DELIVERY

Post numbers shown are
full time equivalents



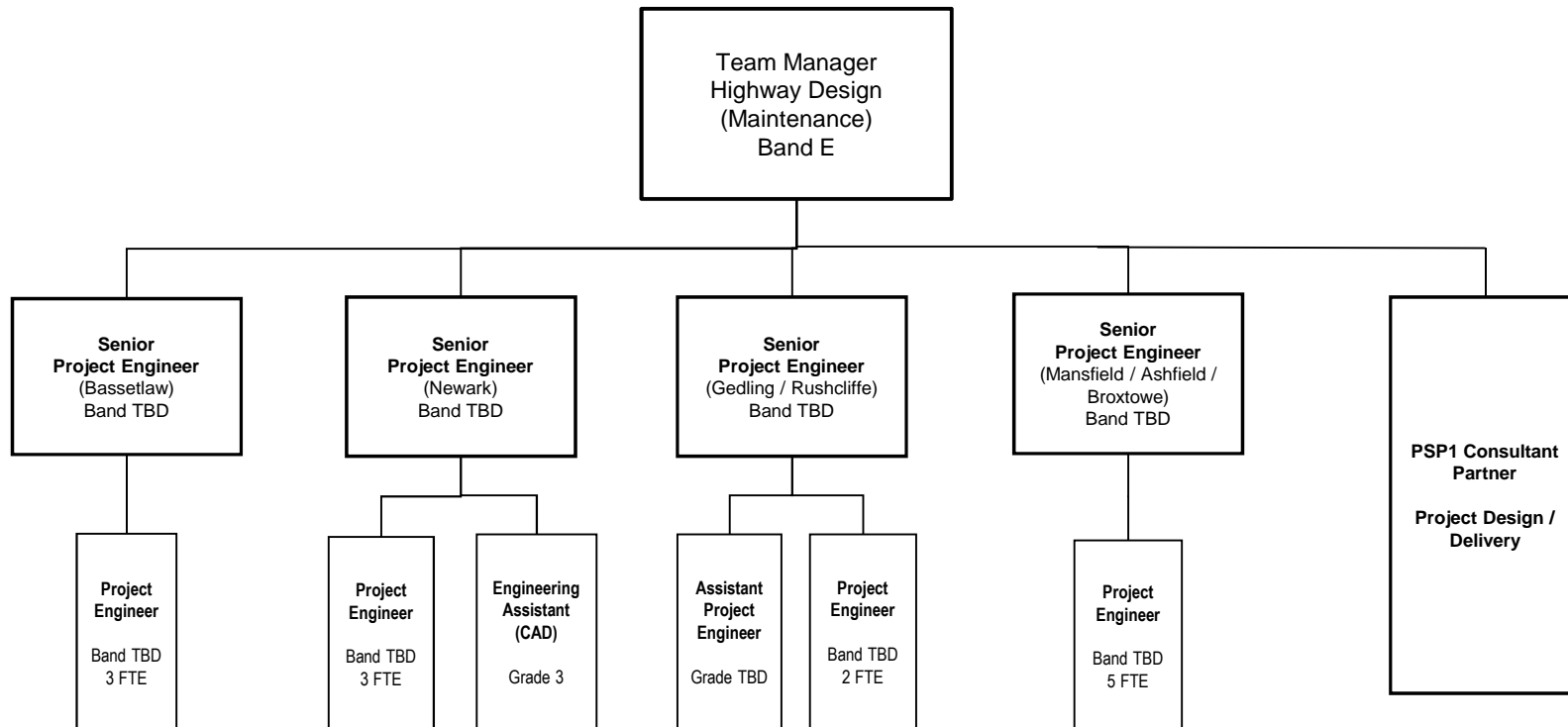
MAJOR PROJECTS & IMPROVEMENTS

Post numbers shown are
full time equivalents



HIGHWAY DESIGN (MAINTENANCE)

Post numbers shown are
full time equivalents



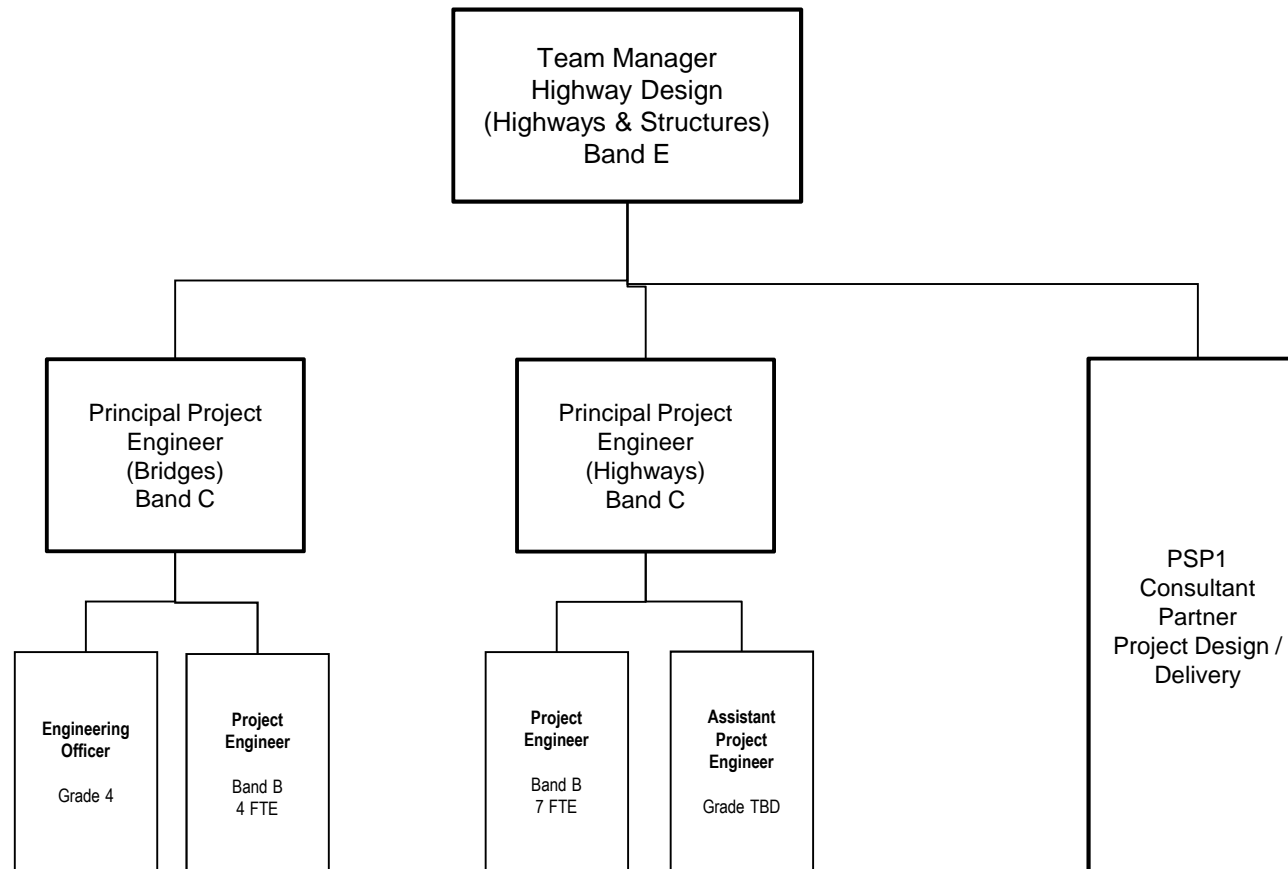
Notes:

Although based on Districts, post will need to be flexible to cover all work across the County

Assistant Project Engineer posts will work across all Teams / Areas and between Groups to maximise training opportunities and experience.

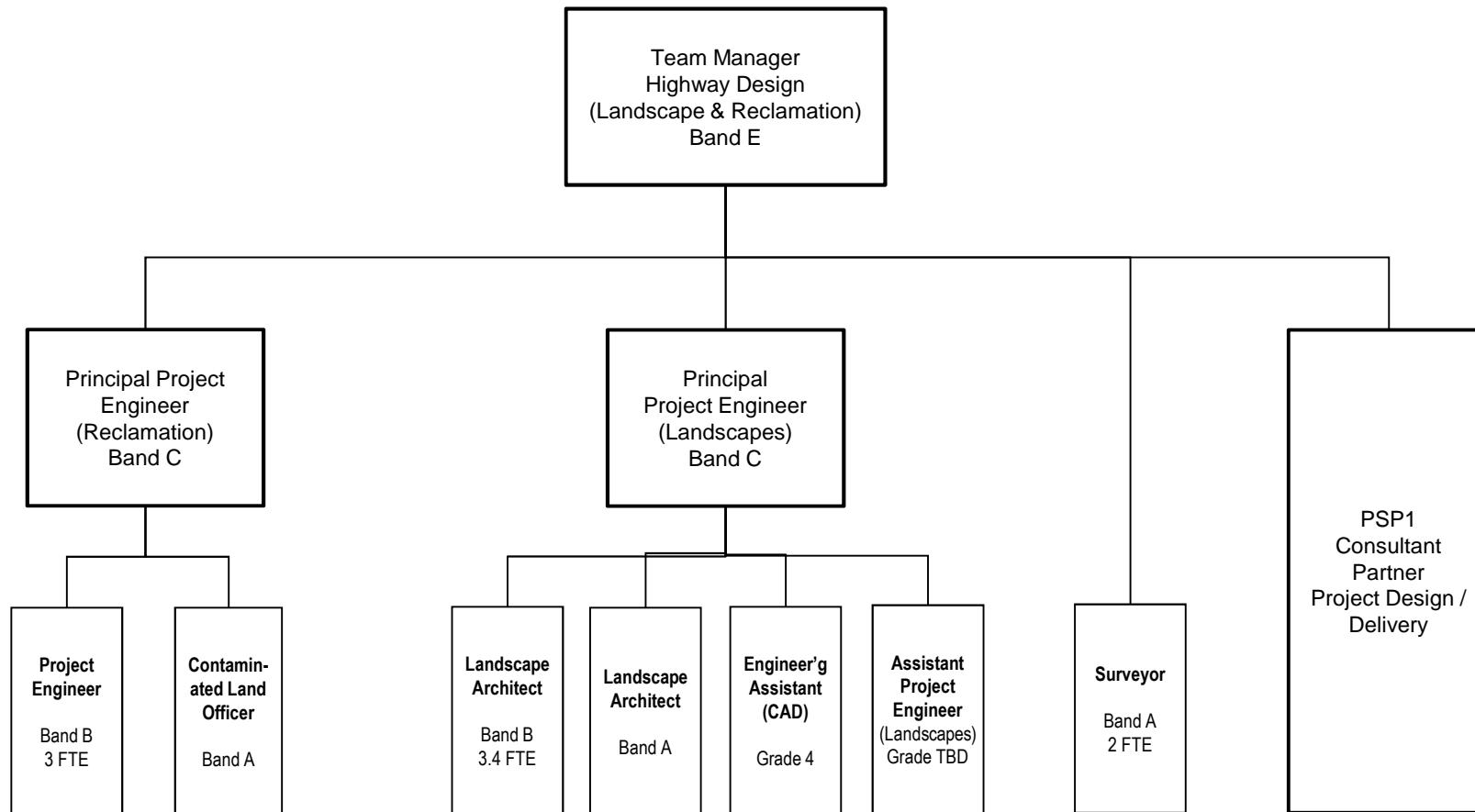
HIGHWAY DESIGN (HIGHWAY & STRUCTURES)

Post numbers shown are
full time equivalents



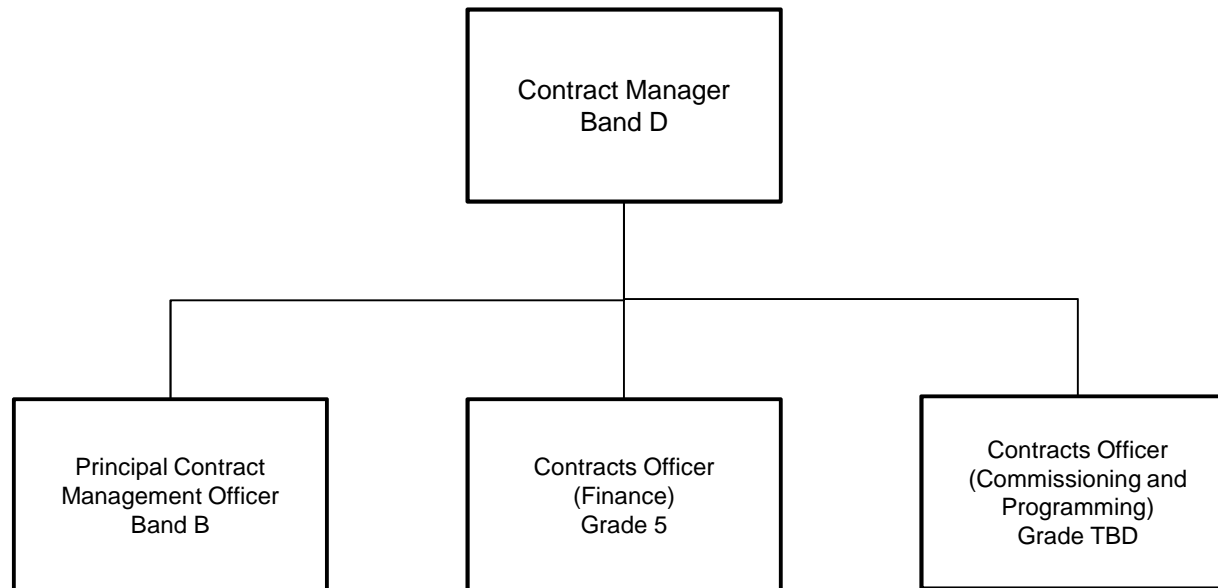
HIGHWAY DESIGN (LANDSCAPE & RECLAMATION)

Post numbers shown are
full time equivalents

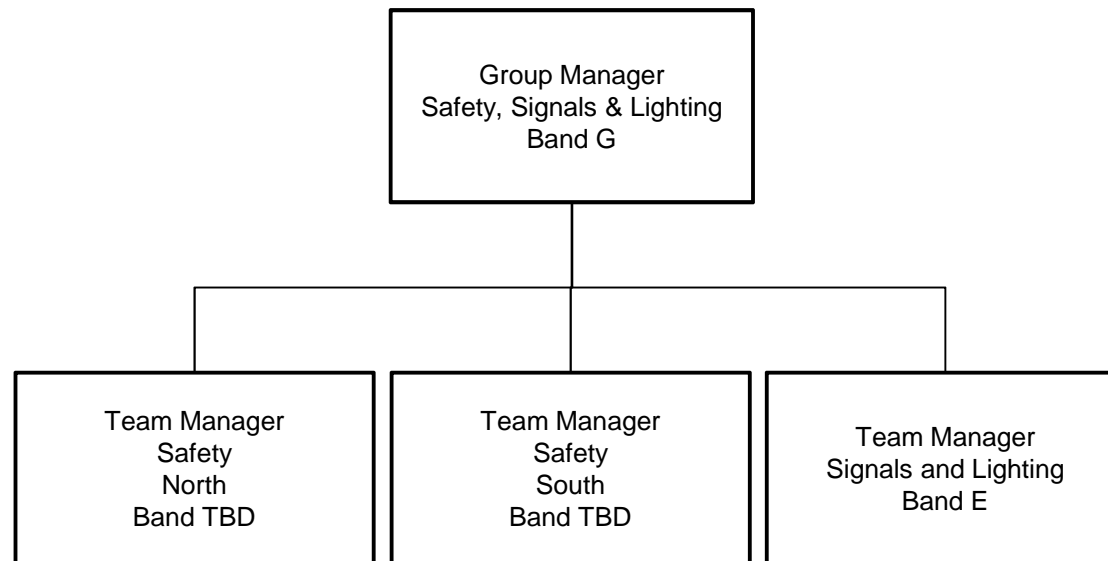


CONTRACT MANAGER

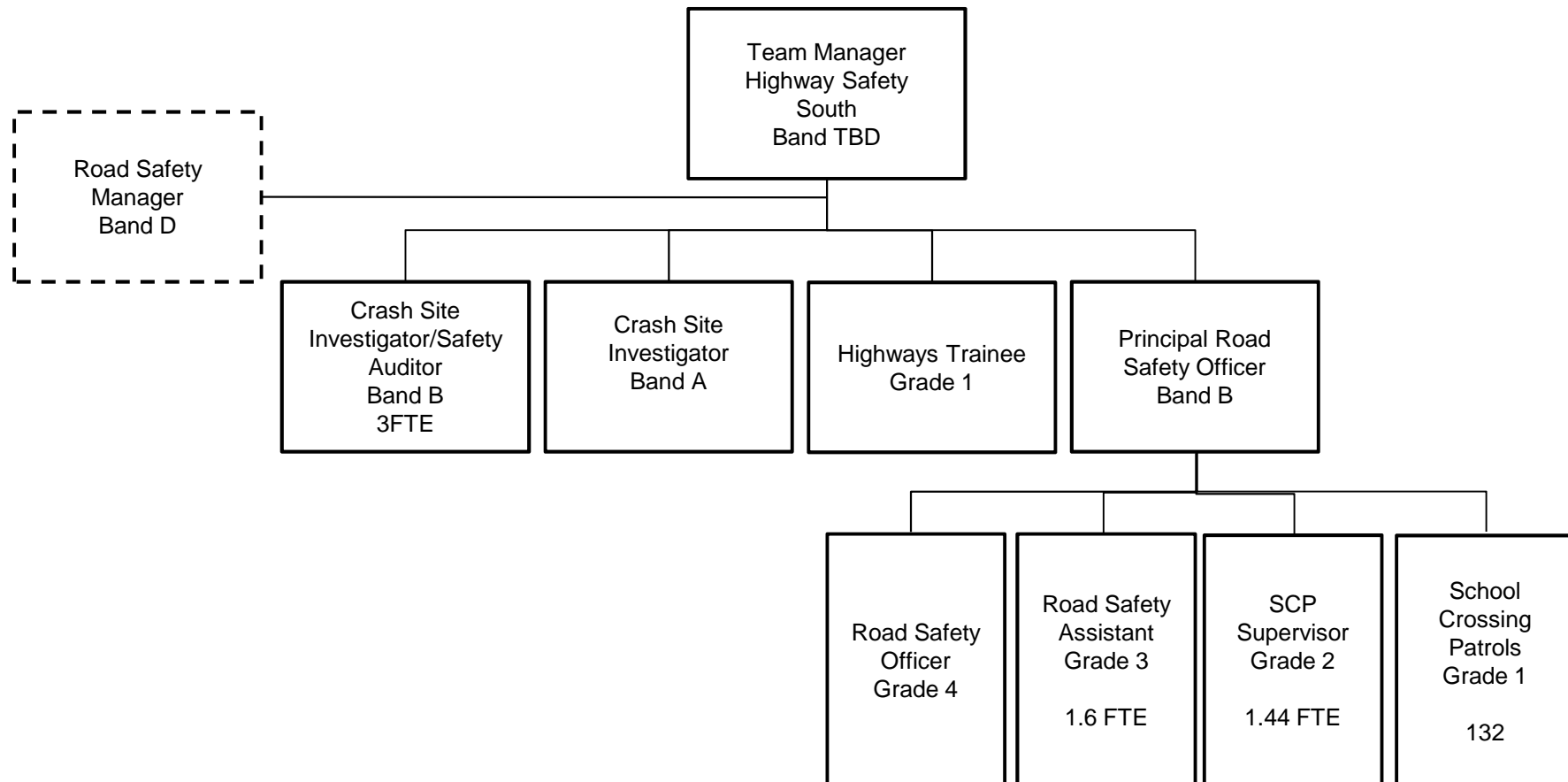
Post numbers shown are
full time equivalents



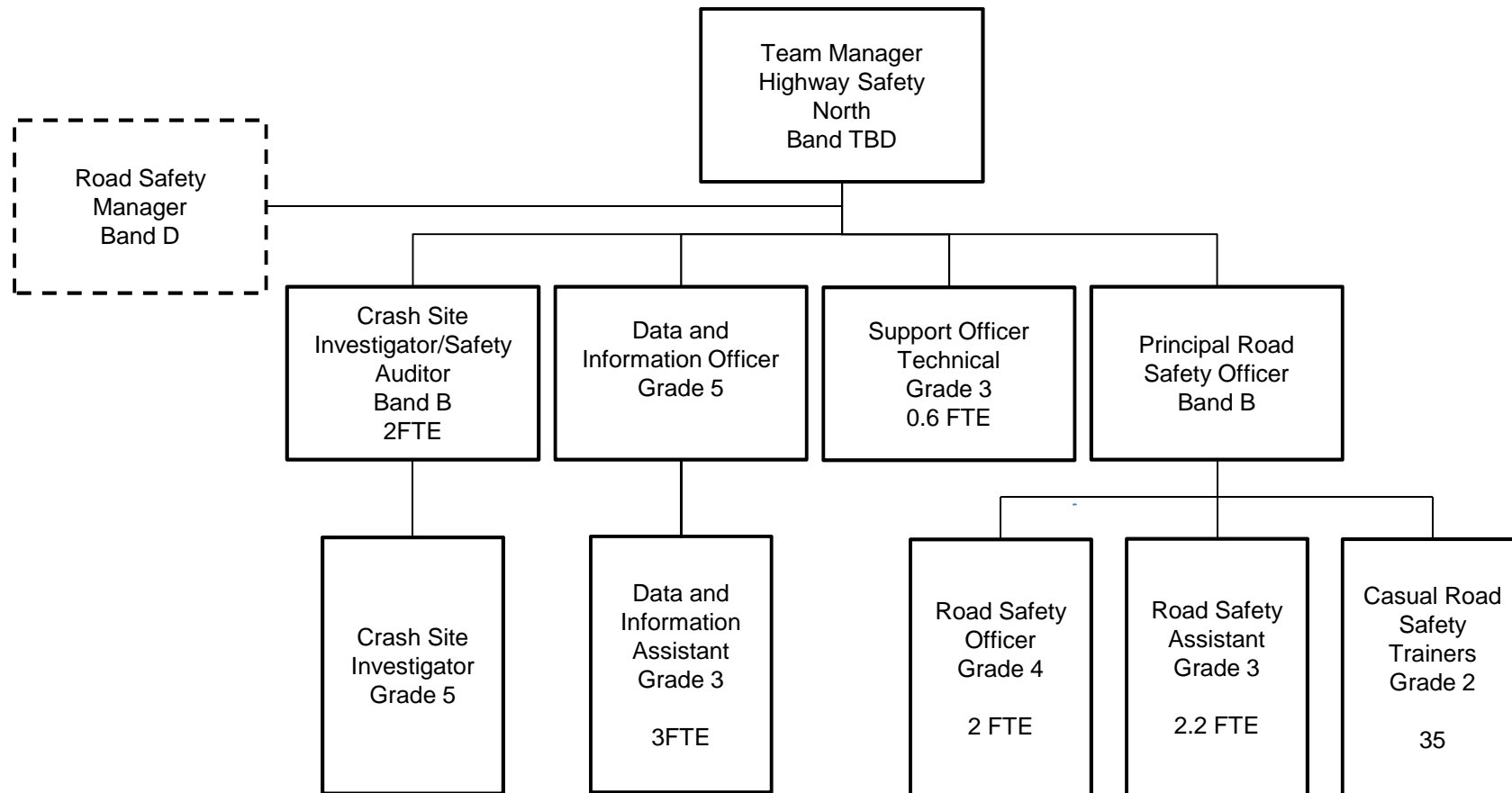
HIGHWAY SAFETY, SIGNALS & LIGHTING



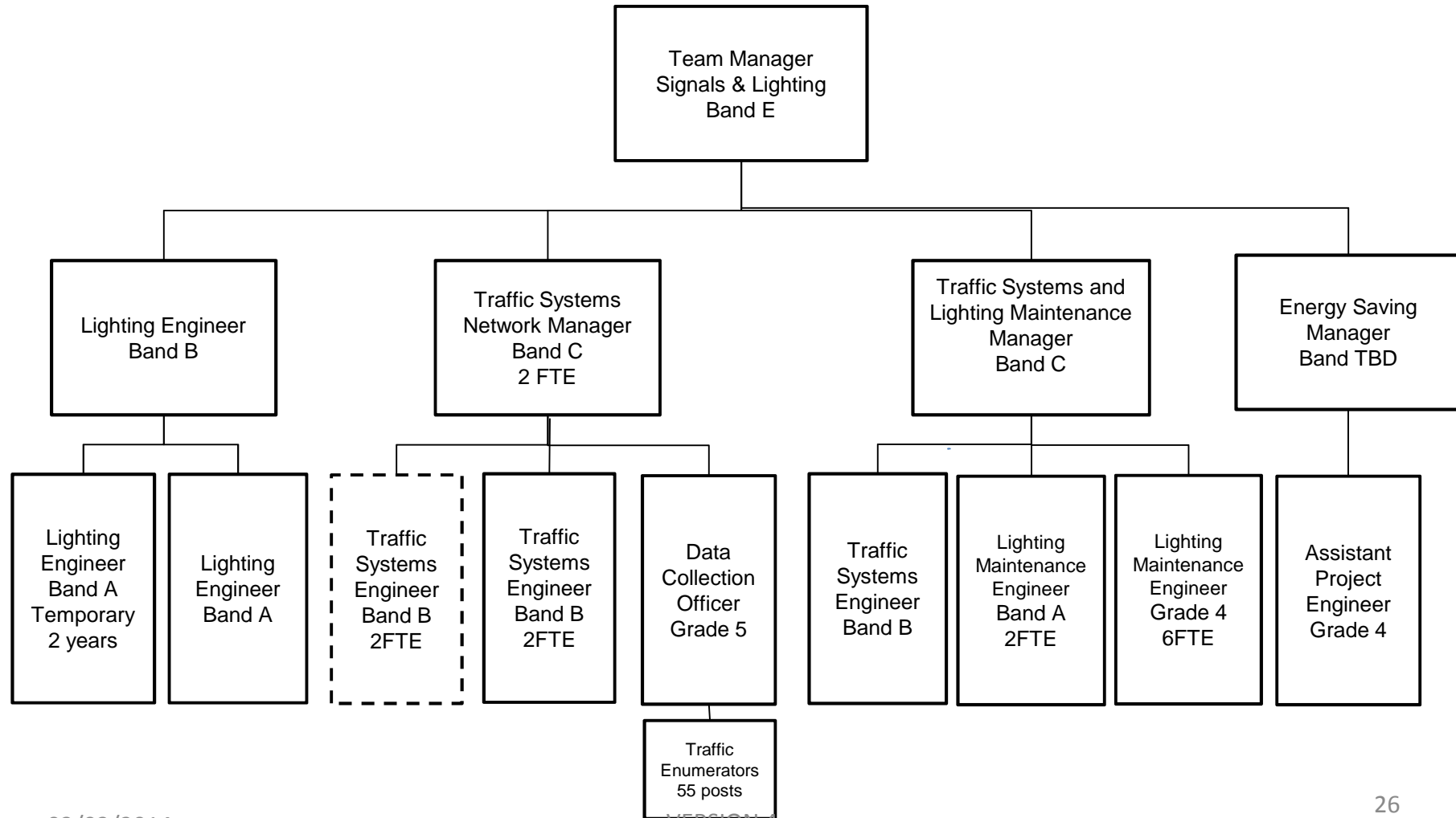
HIGHWAY SAFETY - SOUTH



HIGHWAY SAFETY - NORTH



SIGNALS AND LIGHTING



20th March 2014**Agenda Item:****REPORT OF SERVICE DIRECTOR, HIGHWAYS****CHARGES FOR HIGHWAYS SERVICES 2014/15****Purpose of the Report**

1. To outline the outcomes of the review of the charges for services which Highways provide and seek approval from Committee to the proposed charges for 2014/15.

Information and Advice**Reason/s for Recommendation/s**

2. The County Council has powers to recover its reasonable costs in the preparation and publication of documentation and data through the Local Government Act 1972 and the Local Government (Miscellaneous Provisions) Act 1976. Similarly, Local Authorities have been able to charge for various services associated with their duties under the Highways Act 1980 and the Road Traffic Regulation Act 1984. These powers have been supplemented by the New Roads and Street Works Act 1991, the Local Authorities (England) (Charges for Land Searches) Regulations 2008 and the Local Authority (Transport Charges) Regulations 1998. Additionally there are general powers for charging for discretionary services through the Local Government Act 2003.

Charging Proposals for 2014/2015

3. The annual review of charges for Highways Services has now been undertaken and the proposals are as set out in the attached Appendix A. Apart from an increase to account for inflation (1.0%) in some charges that are not set by statute, other increases in the charges set by the Authority have had to be made due to the current financial climate and to reflect the actual costs of providing these services.
4. Charges for Accident Data to commercial organisations require amending to remove a previous minor inconsistency in the charges, which resulted in a lower charge for 61 collisions than for 60. Accordingly, minor charge changes are

- required for: Full major crash reports (more than 60 collisions); Severity plots; Balloon plots; Major balloon plots (more than 60 collisions).
5. Additions have been made to the charges for Highway Services and these are for depositing documents with the Council under Section 31(6) of the Highways Act 1980 and Section 15A (1) of the Commons Act 2006. These new changes were as a result of the introduction of Regulations in October 2013.
 6. Section 31(6) allows a landowner to demonstrate a lack of intention to dedicate public rights of way and to therefore protect their land from the future acquisition of such rights by depositing with the highway authority a map, statement and statutory declaration showing the ways (if any) that he admits are dedicated as highways.
 7. Similarly, Section 15A (1) allows a landowner to submit documents which bring to an end any period of recreational use “as of right” over land by showing the land (if any) that he admits to be village green.
 8. These sections enable landowners to protect themselves against claims for public rights of way or village green status based on periods of use by the public.

Statutory and Policy Implications

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

Implications for Service Users

10. Charges for some of Highways Services have had to be increased. Where these are necessary they have been kept to a minimum and reflect the current financial climate and actual costs to the Authority for these services.

Financial Implications

11. If the proposed charges are made there will be no adverse financial impacts on the Authority.

RECOMMENDATION/S

- 1) Approval be given for the proposed charges for highways services, documents and data for the financial year commencing 1 April 2014.

2) All charges for highways services continue to be reviewed annually and also as may be required consequent on any change in circumstances.

For any enquiries about this report please contact:

Don Fitch – Team Manager, Highway Assets and Development

Constitutional Comments [SJE 07/03/2014]

12. This decision falls within the terms of reference of the Transport and Highways Committee.

Financial Comments [TMR 21/01/2014]

13. Financial implications are set out in paragraph 11.

Background Papers

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

None.

Electoral Division(s) and Member(s) Affected

All

| APPENDIX A CHARGES FOR HIGHWAYS SERVICES - APPLICABLE FROM 1 st April 2014 | | | | | |
|--|---|--|--|--------------------------------|---|
| CATEGORY | Publication, Information or Service | Charge | | VAT Chargeable (Note **) | Comments |
| | | 2013/14 | 2014/15 | | |
| DOCUMENTS | Street Lighting Guide / Code of Practice | £14.00+£1.65p&p [*] | £14.00+£1.65p&p [*] | | |
| | Local Transport Plan | £50+£1.50 p&p | £50.00+£1.50p&p | | |
| DATA | Paper Copies of plans | Cost | Cost | | Charge covers copying, admin. and postage costs. |
| | Traffic Counts | £71 [*] | £72 [*] | Yes | Commercial organisations only, £71 charge for first information + £12 for each additional figure. Provided at cost to litigants. |
| | Traffic Counts - copy of raw data | £71/arm [*] | £72/arm [*] | Yes | Commercial organisations only, provided at cost to litigants. |
| | Information to Map producers | Cost | Cost | Yes | Charge covers copying, admin. and postage costs. |
| | Traffic Control & UTC information | £91 [*] | £92 [*] | | Standard charge, for complex enquiries actual costs charged. Provided at cost to litigants. |
| | Road Structure Condition Data | Cost | Cost | | Charge covers copying, admin. and postage costs. |
| | Accident Data – No Collisions | £42 [*] | £42 [*] | | Charge to commercial organisations only, provided at no cost to Local Authorities including District and Parish Councils, Police Authorities, DfT, Members of the Public, and in litigation cases where NCC is a party to the action. |
| | Accident Data – Concise crash report (up to and including 60 collisions) | £78 [*] | £79 [*] | | Charge to commercial organisations only, provided at no cost to Local Authorities including District and Parish Councils, Police Authorities, DfT, Members of the Public, and in litigation cases where NCC is a party to the action. |
| | Accident Data – Full crash report ((up to and including 60 collisions) | £142 [*] | £143 [*] | | Charge to commercial organisations only, provided at no cost to Local Authorities including District and Parish Councils, Police Authorities, DfT, Members of the Public, and in litigation cases where NCC is a party to the action. |
| | Accident Data – Full major crash report (more than 60 collisions) | £2.30 per collision plus £7 Admin fee | £2.39 per collision plus £7 Admin fee | | Charge to commercial organisations only, provided at no cost to Local Authorities including District and Parish Councils, Police Authorities, DfT, Members of the Public, and in litigation cases where NCC is a party to the action. |
| | Accident Data – Concise Major crash report (more than 60 collisions) | Cost [*] | Cost [*] | | Charge to commercial organisations only, provided at no cost to Local Authorities including District and Parish Councils, Police Authorities, DfT, Members of the Public, and in litigation cases where NCC is a party to the action. |
| | Accident Data – Severity Plot showing location and severity only (l(up to and including 60 collisions). Charge includes full details. | £205 [*] | £214 [*] | | Charge to commercial organisations only, provided at no cost to Local Authorities including District and Parish Councils, Police Authorities, DfT, Members of the Public, and in litigation cases where NCC is a party to the action. |
| | Accident Data – Balloon plot showing attendant circumstances (less than 60 collisions) | £248 [*] | £238 [*] | | Charge to commercial organisations only, provided at no cost to Local Authorities including District and Parish Councils, Police Authorities, DfT, Members of the Public, and in litigation cases where NCC is a party to the action. |
| | Accident Data – Major Balloon plot showing attendant circumstances (more than 60 collisions) | Estimate provided on request Minimum charge of £248. | Estimate provided on request Minimum charge of £248. | | Charge to commercial organisations only, provided at no cost to Local Authorities including District and Parish Councils, Police Authorities, DfT, Members of the Public, and in litigation cases where NCC is a party to the action |
| | Accident Data – Major plots (more than 60 collisions) | Cost [*] | Cost [*] | | Charge to commercial organisations only, provided at no cost to Local Authorities including District and Parish Councils, Police Authorities, DfT, Members of the Public, and in litigation cases where NCC is a party to the action. |
| SERVICES | District Searches - highway schemes | £8 [*] | £8 [*] | | Plus additional £35 for provision of Highway Extent plan. |
| | District Searches - adoption questions | £15 [*] | £15 [*] | | Plus additional £35 for provision of Highway Extent plan. No charge to Utility company, DVLA, Police, Land Registry and Town/Parish Councils. |
| | District Searches - adoption questions & highway schemes | £8 [*] /15 [*] (See Comments) | £8 [*] /15 [*] (See Comments) | | Plus additional £35 for provision of Highway Extent plan. |
| | District Searches – Search for Right of Way | £15 | £15 | | |
| | District Searches – Search of the Greens and Common Registers | £15 | £15 | | |
| | NRSA - Sample Inspection | £50 | £50 | | Charges set Nationally by Regulation made under the New Roads and Street Works Act 1991. |
| | NRSA - Defect Inspection | £47.50 | £47.50 | | Charges set Nationally by Regulation made under the New Roads and Street Works Act 1991. |
| | NRSA - Investigatory Inspection (3 rd Party) | £68 | £68 | | Charges set Nationally by Regulation made under the New Roads and Street Works Act 1991. |
| | NRSA - Investigatory Works | Cost | Cost | | Works cost + staffing and admin. costs if defect found |
| | NRSA - Remedial Works | Cost | Cost | | Works cost + staffing and admin. costs if defect found. |

NOTES: All charges are based on payment being received by cash, cheque or credit/debit card. Where invoices are requested for the charges marked * an additional amount of £7 will be required to cover administration costs.

****VAT is chargeable on non-statutory work or service (if unsure whether to apply VAT, please contact the main Departmental Finance Section)**

† No pro-rata rates. One licence fee payable for each activity per location (highest). All TM costs are the responsibility of the promoter.

| CATEGORY | Publication, Information or Service | Charge | | VAT Chargeable (Note **) | Comments |
|-----------------------------|---|------------------------------|------------------------------|--------------------------|--|
| | | 2012/13 | 2014/15 | | |
| SERVICES (continued) | NRSWA - Remedial Works | Cost | Cost | | Works cost + staffing and admin. costs if defect found. |
| | NRSWA - Improvement Plan Inspections | Cost | Cost | | Associated costs determined by Codes of Practice made under NRSWA 1991 |
| | NRSWA – Section 50 Streetworks Licence | £473 | £480 | | Licence to place apparatus in the Highway. Includes £154 for Admin. to grant licence, £169 commuted sum to maintain and operate records and £150 for inspections. |
| | NRSWA – Section 50 Consent | £304 | £310 | | To work on existing apparatus in the highway - £154 for Admin. and £150 for inspections. |
| | Signal Switch Offs | Cost | Cost | | |
| | Construction of Domestic Vehicle Crossings by NCC | Cost | Cost | | Charge covers full works cost design and admin cost. Charges vary depending on type of construction and size of access and will include charges for moving street furniture, e.g. street lighting columns if necessary. Other Utility providers apparatus must be moved by provider themselves and at the cost of the homeowner. In some instances the installation of a crossing may require planning permission from the local Planning Authority which the applicant is responsible for obtaining at their own cost |
| | Construction of Domestic Vehicle Crossings – Approval when applicants appoints their own contractor | £50 | £50 | | Charge covers cost of initial inspection by NCC and any other subsequent inspections as well as the administration of the approval. Applicant is responsible for all construction costs as well as those incurred as a result of any necessary diversionary/protection works for utility apparatus or Authority owned street furniture associated with installing the crossing to NCC specifications. In some instances the installation of a crossing may require planning permission from the local Planning Authority which the applicant is responsible for obtaining at their own cost. |
| | Tourism Signing (Brown) | See comments | See comments | | Initial works and sighting cost and future maintenance/repair costs as set out in T&HC Report 22/11/12. |
| | Section 38, 278 Agreements | Varies - see comments | Varies - see comments | | On S38's charge is generally 7% of the agreement highways infrastructure cost. On S278 charges will be in accordance with the Highways, Transportation and Development guide – 10% of fist £100K plus 6% of the cost over £100K with a minimum of £1,000 for each agreement. Legal fees will be charged separately. |
| | 106 Agreements | Varies - see comments | Varies - see comments | | The fees will be equal to the cost of each planning obligation contained within the Agreement usually indexed linked. Legal fees will be charged separately. |
| | Charging Developers for Advice (min 4 Hrs.) | £59/hour £236(min charge) | £59/hour £236(min charge) | Note ** | Where applicable the rate per hour for commercial work including "non-statutory" advice, design and inspection should be actual salary x 2.5/1600 with a minimum charge of 4 hours. |
| | Making up private streets | Cost+7.5% | Cost+7.5% | | Cost = Works cost + any associated staffing and admin. costs + 7.5% on costs. |
| | Traffic Calming Schemes | Cost+7.5% | Cost+7.5% | | Cost = Works Cost + any associated staffing and admin.costs + commuted sum as set out in EC Report 24/6/98 + 7.5% on costs. |
| | Rechargeable Works Orders | Cost+7.5% | Cost+7.5% | Note ** | Cost = Works cost + 7.5% on costs to all elements of work. There is no charge for works associated with events involving the armed forces. |
| | H' Bar Markings | £150 | £175 | | Approval for such provisions will at all times be at the Highway Authority's discretion. Approval of Highway Managers is required. Cost covers design health & safety, admin and works costs. |
| | Seasonal Decorations application fee (e.g. Christmas Decorations, Hanging Baskets) | See comments | See comments | | In applications incurring costs to NCC greater than £500 (in staff and other charges), the amount in excess of £500 will be charged at the time of the application. No charge will be made for applications incurring charges to NCC less than £500. |
| | CCTV installations (temporary) | £159 min. See comments | £159 min. See comments | | For each installation, NCC will contribute a maximum of £250 towards costs in excess of £159. No application fee is charged, however a streetworks licence, at the rate shown in this schedule, may be required for permanent installations. |
| | Residents Parking Permit | £25 | £25 | | Charge is per chargeable permit issued in association with residents parking schemes. (Concessions scheme also applies) |
| | Blue Badges | £2 | See Comments | | Potentially being increased to £10, going through committee at the moment as part of the budget proposals |

NOTES: All charges are based on payment being received by cash, cheque or credit/debit card. Where invoices are requested for the charges marked * an additional amount of £7 will be required to cover administration costs.

****VAT is chargeable on non-statutory work or service (if unsure whether to apply VAT, please contact the main Departmental Finance Section)**

† No pro-rata rates. One licence fee payable for each activity per location (highest). All TM costs are the responsibility of the promoter.

| CATEGORY | Publication, Information or Service | Charge | | VAT Chargeable (Note **) | Comments |
|---|--|---------|---|--------------------------|--|
| | | 2012/13 | 2014/15 | | |
| SERVICES (continued) | Dedication of Highways and Village Greens HA80 Section 31(6) and CA 15A(1) statements and declarations | N/A | £150 for first two notices / parcels. £25 per extra notice / parcel of land. £40 for future amends. Note: For applications to register a parcel greater than 500ha, applicants will need to ask NCC for a quote. | | New charges introduced in Oct 2013 re: applications for deposit under section 31(6) of the Highways Act 1980 and section 15A (1) of the Commons Act 2006. |
| LOCAL AUTHORITIES (TRANSPORT CHARGES) REGULATIONS 1998 (continued) | Skip Licence | £27 | £30 | | The licence fee for skips covers staffing and admin. costs. An unlicensed skip attracts an inspection fee of £72 per inspection plus the licence fee per skip. |
| | Access Scaffold less than 5 metres in length - initial licence for 2 weeks period | £84 | £90 | | See note † |
| | Access Scaffold less than 5 metres in length - additional 1 week period | £67 | £70 | | See note † |
| | Access Scaffold over 5 but less than 10 metres in length - initial licence for 2 weeks period | £140 | £150 | | See note † |
| | Access Scaffold over 5 but less than 10 metres in length – additional 1 week period | £67 | £70 | | See note † |
| | Access Scaffold over 10, up to 20 metres in length - initial licence for 2 weeks period | £196 | £200 | | See note † |
| | Access Scaffold over 10, up to 20 metres in length - additional 1 week period | £67 | £70 | | See note † |
| | Access Scaffold over 10, up to 20 metres in length - initial licence for 2 weeks period | £196 | £200 | | See note † |
| | Additional lengths of access Scaffold up to 20 metres in length - initial licence for 2 weeks period | £72 | £75 | | See note † |
| | Additional lengths of access Scaffold up to 20 metres in length - additional 1 week period | £34 | £40 | | See note † |
| | Remedial works final inspection for scaffolds up to 20 metres in length (where necessary) | £55 | £60 | | |
| | Remedial works final inspection for each additional length of scaffold up to 20 metres in length (where necessary) | £29 | £35 | | |
| | Mobile Tower Scaffold – initial licence for 1 day period | £72 | £75 | | See note † |
| | Mobile Tower Scaffold – additional 1 day period | £67 | £70 | | See note † |
| | Remedial works final inspection for Mobile Tower Scaffold (where necessary) | £56 | £60 | | |
| | Mobile Access Platform – initial licence for 1 day period | £140 | £150 | | See note † |
| | Mobile Access Platform – additional 1 day period | £67 | £70 | | See note † |

| | | | | | |
|---|--|-----|-----|--|--|
| | Remedial works final inspection for Mobile Access Platform (where necessary) | £55 | £60 | | |
| NOTES: All charges are based on payment being received by cash, cheque or credit/debit card. Where invoices are requested for the charges marked * an additional amount of £7 will be required to cover administration costs. **VAT is chargeable on non-statutory work or service (if unsure whether to apply VAT, please contact the main Departmental Finance Section) † No pro-rata rates. One licence fee payable for each activity per location (highest). All TM costs are the responsibility of the promoter. | | | | | |

| CATEGORY | Publication, Information or Service | Charge | | VAT Chargeable (Note **) | Comments |
|---|--|--------------------|--------------------|--------------------------|--|
| | | 2012/13 | 2014/15 | | |
| LOCAL AUTHORITIES (TRANSPORT CHARGES) REGULATIONS 1998 (continued) | Crane – initial licence for 1 day period | £196 | £200 | | See note † |
| | Crane – additional 1 day period | £67 | £70 | | See note † |
| | Remedial works final inspection for a crane (where necessary) | £56 | £60 | | |
| | Hoarding/fencing up to 20 metres in length – initial licence for 2 weeks period | £196 | £200 | | See note †. Site cabins without hoarding/fencing are charged at the same rate as if hoarding/fencing present. Maximum length of storage without hoarding is 5m. |
| | Hoarding/fencing up to 20 metres in length – additional 1 week period | £67 | £70 | | See note †. Site cabins without hoarding/fencing are charged at the same rate as if hoarding/fencing present |
| | Addition lengths of hoarding/fencing up to 20 metres in length – initial licence for 2 weeks period | £101 | £110 | | See note †. Site cabins without hoarding/fencing are charged at the same rate as if hoarding/fencing present |
| | Addition lengths of hoarding/fencing up to 20 metres in length – additional 1 week period | £34 | £40 | | See note †. Site cabins without hoarding/fencing are charged at the same rate as if hoarding/fencing present |
| | Remedial works final inspection for Hoarding/fencing up to 20 metres in length (where necessary) | £56 | £60 | | |
| | Remedial works final inspection for each additional length of Hoarding/fencing up to 20 metres in length (where necessary) | £29 | £35 | | |
| | Temp. Excavations in the Highway - initial licence for two weeks. | £328 | £350 | | Charge covers staffing and admin. Costs including inspections. Comparable to NRSWA Consent. S171 Licence required. |
| | Temp. Excavations in the Highway - each extra week, based on one inspection per week | £67 | £70 | | See note † |
| | Remedial works final inspection of temp. excavations in the Highway (where necessary) | £55 | £60 | | |
| | Materials stored on the highway – initial licence for 2 week period | £140 | £150 | | See note † |
| | Materials stored on the highway – 1 week period | £65 | £70 | | See note † |
| | Remedial works final inspection following storage of materials on the highway (where necessary) | £56 | £60 | | |
| | Licence to Construct Cellar under Highway | £100* | £150 | | Charge covers staffing and admin. costs including inspection. |
| | Licence to Construct Cellar Opening in Highway | £100* | £150 | | Charge covers staffing and admin. costs including inspection. |
| | Licence to Construct Cellar Light in Highway | £100* | £150 | | Charge to cover staffing and admin. costs including inspection. |
| | Response to Emergency on the Highway | Cost+7.5% | Cost+7.5% | | Works cost including remedial works where applicable + 7.5% on costs to all elements of work. |
| | T.R.O.'s Various in Accordance with Regulations | Cost | Cost | | Charge - covers all activities associated with providing the service but charge set in line with NRSWA guidance as follows: |
| | Temporary Order | £424 + advertising | £425 + advertising | | Fixed charge applies to standard orders and notices but charge may be varied for more complex circumstances |
| | Temporary Notice | £318 | £320 | | Charge may be waived for appropriate armed forces or charity event closures if advertising is not required |
| | New Signs - licence to allow additional signs on the Highway e.g. providing direction to private land or premises | Cost | Cost | | Charge covers staffing and admin costs. |
| | as above - placing of signs by NCC | Cost | Cost | | Charge covers cost of works, including design, manufacture and placing of signs, plus a commuted maintenance sum. |
| | Pavement Café Licences | £220 | £250 | | The licence grants permission to place tables, chairs and barriers on the highway for a period of 5 years subject to the conditions imposed by the County Council (or it's Agent). |
| | Sponsorship of planting in the highway | See comments | See comments | | There will be no charge for processing application forms. All planting proposals will be subject to a preliminary assessment by the County Council's Accident Investigation Unit. There is no charge for this assessment however, if any problems are identified it may be necessary for a safety audit to be carried out. A charge will be made for this safety audit and the applicant will be contacted beforehand to ensure they consent to pay. |

| | | | | | |
|---|--------------------------------------|----------------|----------------|--|--|
| Flood and Water Management Act 2010 | Water Course Consents | £50 | £50 | | All work involved in the administration of a consent and any necessary inspections. |
| | Sustainable Drainage Scheme approval | £350 to £7,500 | £350 to £7,500 | | Charges made from 1 st October 2012 as per national statute. Cost will vary in line with size of development being approved |
| <p>NOTES: All charges are based on payment being received by cash, cheque or credit/debit card. Where invoices are requested for the charges marked * an additional amount of £7 will be required to cover administration costs.</p> <p>**VAT is chargeable on non-statutory work or service (if unsure whether to apply VAT, please contact the main Departmental Finance Section)</p> <p>† No pro-rata rates. One licence fee payable for each activity per location (highest). All TM costs are the responsibility of the promoter.</p> | | | | | |

TRANSPORT AND HIGHWAYS COMMITTEE - 20TH MARCH 2014 – 10.30AM
ITEM 6 – CHARGES FOR HIGHWAY SERVICES
ADDENDUM TO APPENDIX OF THE REPORT

The following wording has replaced the original reference:

| | 2013/14 | 2014/15 |
|--|---------|---------|
| <u>Property</u> Searches – Search for Right of Way | £15 | £15 |
| <u>Property</u> Searches – Search of the Greens and Common Registers | £15 | £15 |

The original wording was as follows:

| | 2013/14 | 2014/15 |
|--|---------|---------|
| <u>District</u> Searches – Search for Right of Way | £15 | £15 |
| <u>District</u> Searches – Search of the Greens and Common Registers | £15 | £15 |

20th March 2014**Agenda Item:****REPORT OF SERVICE DIRECTOR, HIGHWAYS****NOTTINGHAMSHIRE EXPRESS TRANSIT: NOTTINGHAM – TON
EXTENSION, UPDATE TO SPECIAL HARDSHIP FUND.****Purpose of the Report**

1. To consider an additional contribution of £25,000 to the established Special Hardship Fund that has been set up to complement the current Financial Assistance Package in place for Local Traders and Business.

Background

2. At the County Council Meeting of 27th January 2011 the authority determined to complete the necessary legal settlement deed to withdraw its support for the NET Line 2 and 3 extensions and as such no longer be joint promoter of the project. It was agreed at Full Council however that despite the withdrawal of County Council support for the project it would enter into a 50% funding arrangement with Nottingham City Council to continue to support an agreed Financial Assistance Package (FAP) designed to support local traders in the Chilwell High Road area during the construction phase of the Tram. This is an exceptional arrangement which acknowledges that the construction would cause significant disruption to local traders.
3. The terms of the FAP were set out in a report to County Council at its meeting of 22nd February 2007. These terms were prepared following consultation with local traders based on a similar package which was applied during the construction of NET Line 1 in Hyson Green. Evidence as submitted by local traders and residents at the Public Inquiry during November 2007 was influenced by the County Council commitment to support the FAP. The scheme is discretionary and sits outside of the national compensation code which applies to schemes such as the NET extensions.
4. The Chilwell Road FAP came into operation on 14th January 2013 following the commencement of utility diversion works in advance of NET construction. It is anticipated that significant works will continue until June 2014, a total period of 70 weeks, giving a total claim period, including recovery period, of approximately 93 weeks.

5. At the Transport and Highways Committee meeting on 31st October 2013 the recommendation to remove the FAP upper claim limit of £13,500 per annum and for the County Council to make a one off contribution of £25,000 to a Special Hardship Fund (matching contribution from Nottingham City Council) was approved.
6. At the meeting of the County Council on 16th January 2014 it was resolved that the County Council recognises the huge social, economic and environmental benefits the tram brings to the City of Nottingham and the areas of Nottinghamshire it serves. Also that the County Council will, in principle, support the future development of the tram by working in partnership with the District and Borough Councils and Nottingham City Council.

Financial Assistance Package and Special Hardship Fund

7. Financial assistance is available to all traders and businesses with a frontage onto Chilwell High Road / Chilwell Road, between the junctions with Middle Street and Bridge Avenue. The area of assistance also includes roads that access from Chilwell High Road /Chilwell Road which do not have alternative access. The area is as defined and shown on the attached drawing – Financial Assistance Area (Chilwell Road, Chilwell High Road).
8. The eligibility rules are the same as those that applied to a similar scheme for the Hyson Green shopping area during the construction of NET Line One. To qualify, businesses need to have a turnover of less than £450,000, which reflects the fact that larger businesses are considered to be better able to cope with the disruption. The scheme provides a contribution to loss of gross profit of between 50% and 70% depending on the size of the business, with the smallest businesses receiving the highest contribution. The scheme operates whilst significant construction works are taking place in the vicinity of the business, and for a 'recovery' period afterwards of one third of the time of the construction works.
9. A disturbance fund is also in operation which enables local business to claim for additional costs incurred as a direct result of the construction works. Such costs include additional window cleaning for example. There are currently no proposals to alter this fund.
10. A Special Hardship Fund is in place to complement the FAP and is jointly funded by Nottinghamshire County Council and Nottingham City Council with the fund being administered by Broxtowe Borough Council. This follows representation from local business supported by the Beeston Improvement District (BID) who put forward the suggestion to address short term cash flow issues creating hardship that could have a terminal effect on more marginal businesses within the identified FAP area. Essentially these will be the businesses considered to be at most risk of ceasing to trade as a consequence of the works. As the time to complete the significant construction works has been extended, feedback has indicated that the total amount available from the hardship fund needs to be increased to help local businesses.

Reasons for Recommendations

11. It is recognised that the period during the NET extension construction is a worrying one for many local business proprietors due to the works. Despite many initiatives to alleviate the fears and maintain a healthy shopping environment along the High Road there is evidence that a number of smaller businesses in the area are operating at the margins of profitability. This has led to some short term cash flow problems which the FAP has been able to resolve.
12. As a result of the extended time of significant construction works it is considered appropriate for NCC to contribute a further £25,000 to the established Special Hardship Fund to continue to help those in most need of support during the works.

Statutory and Policy Implications

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

Financial Comments

14. It is intended that the additional £25,000 contribution towards the established special hardship fund be made from the existing residual land compensation budget held within the Highways division.

RECOMMENDATION/S

It is **RECOMMENDED** that

- a) Nottinghamshire County Council makes an additional contribution of £25,000 (subject to a similar amount from Nottingham City Council) to the Special Hardship Fund. This is in addition to the previous contribution of £25,000 made by NCC to the now established Special Hardship Fund which Broxtowe Borough Council will continue to administer and which will assist businesses in most need of support within the identified Financial Assistance Package area.
- b) Nottinghamshire County Council call on Tramlink and their contractors to consider how they can financially assist businesses adversely affected by the additional time now taking to complete works, particularly in Beeston and Chilwell. This will include an urgent meeting with the City Council and Tramlink to discuss further.

Andy Warrington
Service Director (Highways)

For any enquiries about this report please contact:

Mike Barnett

Team Manager (Major Projects and Improvements)

Constitutional Comments (SHB 12/03/14)

15. Committee have the power to decide the recommendation.

Financial Implications (TMR 12/03/14)

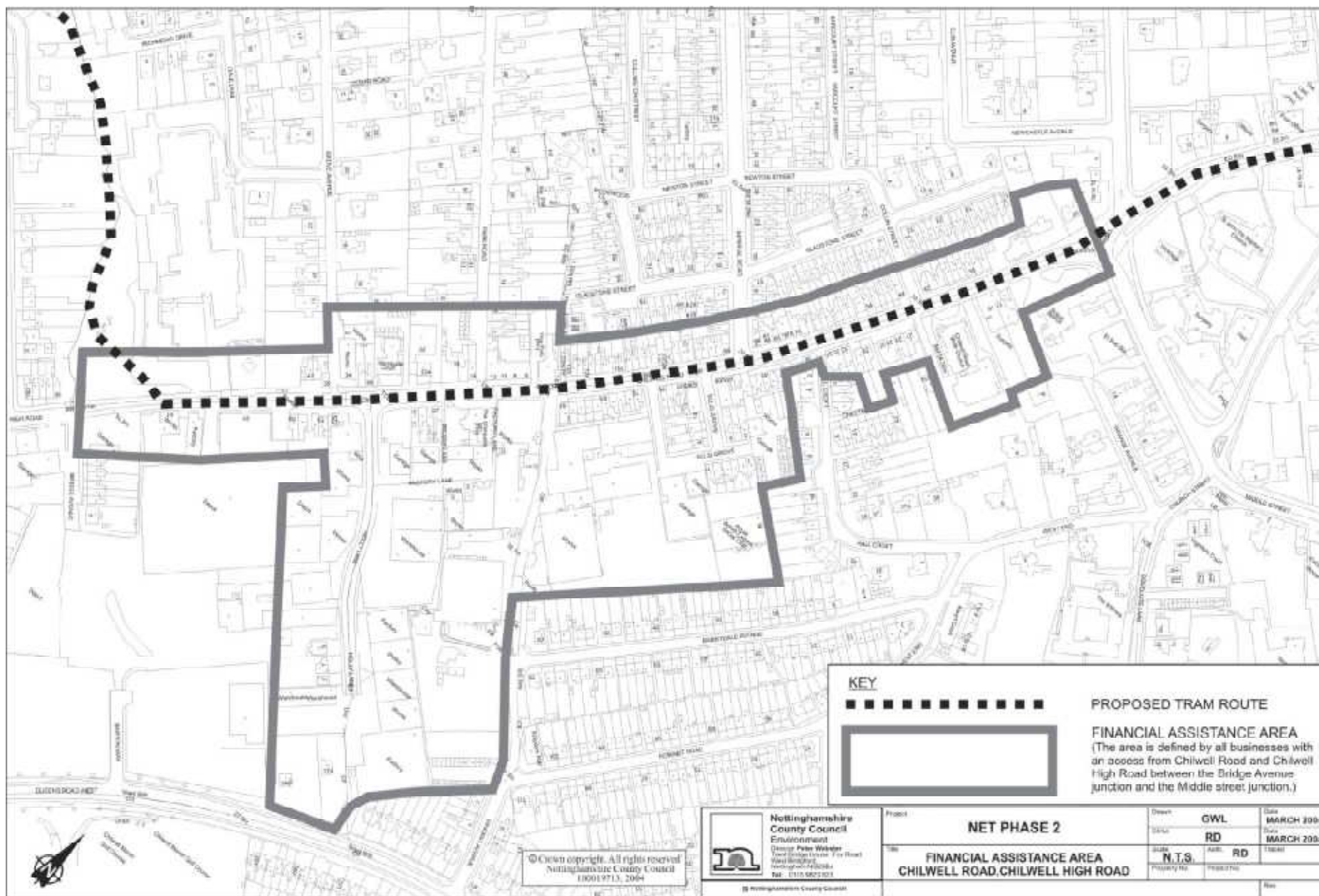
16. The financial implications are set out in paragraph 14 of the report.

Electoral Division and Members Affected

Beeston North

Beeston South & Attenborough

Chilwell & Toton





20th March 2014

Agenda Item:

REPORT OF SERVICE DIRECTOR, HIGHWAYS

NEW WORKSOP BUS STATION – UPDATE

Purpose of the Report

1. To provide an update on the proposal to construct a new bus station for Worksop, seek approval to construct and note ongoing revenue costs from the date it becomes operational.

Background

2. Members may recall that in October 2013 a report was presented to Transport and Highways Committee seeking approval to construct the scheme subject to funding being made available in the County Council budget. This report provides an update on the progress of the scheme; sets out the proposed construction phases and seeks approval to proceed with all construction phases of the project.

Proposed Scheme

3. Approval was given at Planning and Licensing Committee on 25th February 2014 for the proposed Worksop Bus Station scheme. The scheme consists of an 8 bay bus station, focussed on the prominent corner plot of Watson Road / Newcastle Street close to the town centre. It offers good access for buses and pedestrians alike located just 280m from the current stops on Hardy Street, 160m from Bridge Street (the main shopping street), and 150m from the Library. The building design includes a staffed information office, seating, digital information screens, toilets, CCTV and a café / retail unit.
4. The scheme is led by Nottinghamshire County Council (NCC) working in partnership with Bassetlaw District Council (BDC). Stagecoach East Midlands (SEM) is the main bus operator in the town and has been involved in the development of the scheme. SEM are fully supportive of the new bus station.
5. All land required to deliver the scheme is within Local Authority ownership and has been acquired over recent years.
6. Part of the land for the new bus station site is owned by BDC and forms a section of the Queen Street pay and display car park operated by the district council. The car park has 105 spaces of which approximately 30 will be lost to make way for the bus station development. BDC have agreed that the land will be contributed

towards the scheme on the basis of a 99 year lease and the agreement is with both authorities' legal departments to conclude. The current car park access will remain on Queen Street, with the car park separated from the bus station by railings. In order to maximise spaces within the Queen Street car park a revised parking layout has been agreed which is due to be completed before works on the bus station commence.

Construction Phases

7. Advanced works have already been undertaken to clear vegetation from the former florist's site (on the corner of Watson Road/ Newcastle Street) and to remove trees around the site in readiness for the main scheme works.
8. Moving forward, the project will be split into four distinct phases
9. Phase 1 will commence in March 2014 and will see the Queen Street car park closed for a month whilst work is undertaken to install new drainage, lighting and surfacing. Car parking spaces will be reconfigured in order to maximise space on the smaller plot that will remain. The works will be undertaken by NCC Highway Operations.
10. Phase 2 is due to follow on from the completion of the first phase. Works will be undertaken by NCC Highway Operations and will see a new left turn created for vehicles from Watson Road (northbound) into Newcastle Street on the existing signalised traffic junction. This will cater for all traffic and is required when traffic flow (one-way system) is reversed on Queen Street to enable access to the new bus station. In addition to the creation of the new left turn, the signal controlled junction will be refurbished with new controllers, signal poles and nearside pedestrian crossing facilities installed. The works will take approximately 8 weeks, as this will require the diversion of Statutory Undertakers apparatus. In order to minimise delays to the travelling public during scheme works, it is proposed to divert northbound traffic from Watson Road along Queen Street.
11. A letter drop informing residents and business of the forthcoming works will take place in early March.
12. Phase 3 will commence in the summer with the erection of hoardings around the main site, the demolition of number 30 Watson Road (required for the bus station exit) and the clearance of remaining buildings / sheds in the former florist's site. This will be followed by the main site works to erect the building and construct the bus turning area and the landscaped areas. All phase 3 works will be undertaken by Wates Construction Ltd who have been allocated the work via the East Midlands Property Alliance (EMPA) Framework.
13. Phase 4 will take place towards the end of phase 3 and will see the traffic flow reversed on Queen Street and new parking controls implemented. This is subject to the creation of new Traffic Regulation Orders which will be consulted on during Spring 2014. Phase 4 works will be undertaken by NCC Highways Operations
14. The bus station is programmed to open in Spring 2015.

Funding Profile, Budgets and Programme

15. From 2013/14 the total capital funding available for the bus station is £3.608m, of which £448,000 is forecast to be spent on land purchase and advanced works during the current financial year. The remaining budget of £3.16m has been profiled over the next two years (2014/15 and 2015/16) with £2.46m available for the main building works as approved in the Integrated Transport and Highways Maintenance Capital Programme 2014/15 at Transport and Highways Committee on 13th February 2014. The remaining £700,000 will be used during 2015/16 to finalise any outstanding contract payments. No capital contributions have been provided by Bassetlaw District Council; however it is leasing the car park land required at a peppercorn rent. No capital contributions have been received from bus operators.
16. Once operational, the bus station is estimated to have annual operating costs of £196,321 which will be partially offset by an income of £74,000 from departure charges and other advertising and rental incomes. This leaves an operating deficit of £121,561 per annum which will in principle be shared by NCC and BDC on a 71% / 29% split, based on a capped contribution of £35,000. The revenue share required by NCC will be met and managed by NCC Travel and Transport Service; this cost is new spend and has been included as a budget pressure in the 2014/15 budget. The estimates are based on evidence from operating NCC's existing stock of bus stations; however actual variances are inevitable, especially in the first full year of operation. It is proposed that the bus station building will be open from 7am to 10pm, Monday to Saturday; however this will be subject to review. Bus services will be using the station outside of these hours.
17. A legal agreement covering the management arrangement between NCC and BDC is currently being finalised. It should be noted that BDC's revenue contribution only covers the first five years of operation, which it intends to review at that point. There is therefore a risk that the bus station will require an operational review at year six.

Comments from Local Members

18. County Councillor Kevin Greaves fully supports the proposals.

Other Options Considered

19. The proposed construction of a bus station in Worksop is part of the County Council's programme to renew the stock of bus stations. Worksop, the largest town in Bassetlaw with a population of 40,000, does not presently have a formal bus station, with bus stops concentrated on Hardy Street adjacent to the Stagecoach bus depot close to the town centre. Several options involving alternative sites have been considered over a number of years. With each there have been land ownership or site design issues that have prevented opportunity to develop the project. The current proposals have been reviewed and appraised through the planning application process and the permission granted enables the

most viable bus station option to be constructed and deliver the much needed improvement in Worksop.

Reasons for Recommendations

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

Statutory and Policy Implications

21. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (Public Health only), the public sector equality duty, safeguarding of children and vulnerable adults, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.
22. The provision of a new bus station with all services focussed on a central modern facility will offer greater choice for people when making journeys into Worksop and it is hoped that transference of trips from private vehicles to public transport will occur. Additionally a comfortable modern facility may serve to generate a number of trips which are currently not taking place, as evidenced at Retford bus station. The building will contain solar panels and rainwater harvesting in addition to low energy consumption lighting and display screens.
23. The scheme as proposed will offer an improvement to public transport operations within Worksop. The bus station is designed using inclusive Mobility principles and will offer improved access for all passengers and improved facilities including travel information, seating and toilets. An Equality Impact Assessment has been undertaken for the scheme.
24. All measures have been taken to ensure the building operates as efficiently as is possible. For example this includes the new bus station roof that will support a large arrange of PV (solar) cells to help reduce running costs and to provide sustainable energy. The PV cells will be funded via NCC's SunVolt programme.

Financial Implications

25. A budget of £3.16m has been allocated from County Capital funding to cover the remaining construction costs over financial years 2014/15 and 2015/16 including the final closure of accounts for the land purchase.

Crime and Disorder Implications

26. Nottinghamshire Police raised no objections to the proposals.

RECOMMENDATION/S

It is **RECOMMENDED** that Committee:

- a) Approve all phases of construction to deliver the Worksop Bus Station scheme.
- b) Note ongoing revenue requirements to operate the bus station for the first five years of the joint agreement with Bassetlaw District Council and the need for an operational review in year six.

Andrew Warrington
Service Director (Highways)

Name of Report Author

Mike Barnett

Title of Report Author

Team Manager (Major Projects and Improvements)

For any enquiries about this report please contact:

Paul Horn – Principal Project Manager (Major Projects and Improvements) Tel:
0115 9774281

Constitutional Comments (SHB 24/02/2014)

27. Committee have the power to decide the Recommendation.

Financial Comments (TMR 25/02/2014)

28. The financial implications are set out in paragraph 25 of the report.

Background Papers

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

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

Planning Application:

<http://www.nottinghamshire.gov.uk/dms/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/3122/Committee/497/Default.aspx>

Electoral Division(s) and Member(s) Affected

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



20th March 2014

Agenda Item:

REPORT OF SERVICE DIRECTOR, HIGHWAYS

THE NOTTINGHAMSHIRE COUNTY COUNCIL (BOUNDARY ROAD AND HOLDEN CRESCENT, NEWARK) (PROHIBITION OF WAITING AND NO STOPPING ON ENTRANCE CLEARWAY) TRAFFIC REGULATION ORDER 2014 (3187)

CONSIDERATION OF OBJECTIONS

Purpose of the Report

1. To consider the objections received in respect of the above Traffic Regulation Order.

Information and Advice

2. Boundary Road in Newark is classified as a 'C' road and links Bowbridge Lane and the B6166 Farndon Road, which subsequently leads to the A46 and the wider strategic road network. Boundary Road is largely fronted by residential properties and also features the access and egress for Newark Hospital. The proposed restrictions are mainly along the section of road opposite these entrances.
3. Holden Crescent is off Boundary Road where the pedestrian access to William Gladstone C of E Primary School is sited. There is an existing advisory "School Keep Clear" and associated zig-zag markings at this location and in line with County Council county-wide initiative it is proposed to make this marking enforceable to discourage parking outside the school access.
4. Boundary Road in the vicinity of Newark Hospital is subject to a significant amount of on-street parking obstructing the private accesses of the residents at this location, preventing the free flow of traffic along the road and causing access and egress difficulties to the hospital. It is suggested that this on-street parking is generated by visitors to the hospital wishing to avoid car parking charges, although this has not been validated. The issues have also been raised by the local County Councillor who fully supports the proposals.
5. An initial consultation was carried out between 19th March and 16th April 2013 with all affected residents, Newark Hospital and statutory consultees over the proposal to introduce double yellow lines on Boundary Road in the immediate

vicinity outside the hospital. Following comments received by residents during this initial consultation, the proposals were amended to extend the parking restrictions along Boundary Road up to Holden Crescent with the aim of preventing displaced parking simply being transferred further along the road. As a result further consultation was carried out between 6th June and 4th July 2013. This secondary consultation highlighted further concerns from residents about displaced parking on the section towards Bowbridge Road. To finalise proposals a site meeting was held with the local County Councillor and County Council officers, it was agreed to extend the proposals as suggested and subject to consultation co-ordinate the proposals with planned maintenance works.

6. The final proposal, which can be seen on the enclosed drawing N/TM/DAS/TRO3187/3, was publicly advertised between 19th December 2013 and 16th January 2014. The final proposal also included the provision to make two bus stops 'No Stopping on Clearways' to prevent any displaced parking from obstructing bus stops and as part of the ongoing programme to implement clearways at selected bus stops. Overall ten responses were received, four of which are considered as objections.

Objections Received

7. Objection 1

William Gladstone C of E Primary School is supportive of the proposals but the school is concerned with regards to displaced parking. It has been requested that an additional school crossing patrol is provided at the junction of Cleveland Square and Gladstone Road, that the County Council commits resources to the enforcement of the entrance clearway marking and that all parking charges are dropped at the hospital.

Response

It has been agreed that once the Traffic Regulation Order (TRO) process has been implemented the Road Safety Team at the Council will undertake an assessment of the site for its suitability for a crossing patrol.

The District Parking Manager is informed of any new parking restrictions as part of the making of the order and its coming into force. Any required enforcement action can then be undertaken, but the decision on where to enforce is led by the District Council based on local knowledge from Civil Parking Enforcement Officers or via reports of parking infringements.

Parking charges within the grounds of Newark Hospital will be set by the Sherwood Forest Hospitals NHS Trust and the County Council have no jurisdiction in setting these charges.

8. Objection 2

Local residents have expressed concern that visitors to their properties will not be able to park on Boundary Road or load and unload from their vehicles.

Response

Double yellow lines will prevent the long term parking of all vehicles and the restrictions are being put in place due to the on-street parking issues reported. However, those vehicles displaying a Blue Badge will be able to park for a maximum period of three hours and the Order contains exemptions for loading and unloading from vehicles. Unrestricted parking is available on nearby streets such as The Crescent.

9. Objection 3

Local residents have requested that the existing knee-high railings should be removed from the verges on Boundary Road to allow vehicle parking. Other residents have suggested that the verges should be hard paved to allow residents only parking.

Response

The knee-high railings were erected to address the problem of verge damage being caused by parked vehicles at this location. Site constraints such as telegraph poles, lamp columns, large well-established trees, bus shelters, pedestrian crossing points and a school crossing patrol site would not allow for a well-structured, coherent scheme of this nature. In addition it would not address the problem of reduced visibility caused by parked vehicles when egressing private drives that several residents have complained about

10. Objection 4

The objector requested that Boundary Road should be made residents parking only.

Response

Residents parking would not address the obstruction issues along Boundary Road or improve the access difficulties into the Hospital.

Other Options Considered

11. Alternative options relating to the extent of the no waiting restrictions have been considered, as demonstrated by the various rounds of consultation. In addition, following feedback from consultation, options such as a residents' parking scheme and an environmental improvement scheme were considered, but not viewed as suitable for the reasons described previously.

Comments from Local Members

12. County Councillor Stuart Wallace promoted the original scheme and fully supports the proposals.

Reasons for Recommendations

13. The restrictions on Boundary Road and Holden Crescent are required in the interests of road safety, local residents and school children and to assist the movement of traffic including emergency vehicles. The restrictions will reduce instances of obstruction for vehicles accessing and egressing Newark Hospital.

Statutory and Policy Implications

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

Financial Implications

15. The scheme was originally planned to be funded by the 2013/14 Traffic Management revenue budget. However, the works will be done as part of a carriageway resurfacing scheme along Boundary Road that has been approved as part of the 2014/15 Capital Maintenance Programme at the Feb 2014 Transport and Highways Committee.

Crime and Disorder Implications

16. Nottinghamshire Police raised no objections to the proposals.

RECOMMENDATION/S

It is recommended that:

The Nottinghamshire County Council (Boundary Road and Holden Crescent, Newark) (Prohibition of Waiting and No Stopping on Entrance Clearway) Traffic Regulation Order 2014 (3187) is made as advertised and the objectors informed accordingly.

Andrew Warrington
Service Director (Highways)

For any enquiries about this report please contact:

[Page 72 of 108](#)

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

Constitutional Comments (SHB 21/02/2014)

17. Committee have the power to decide the Recommendation.

Financial Comments (TMR 25/02/2014)

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

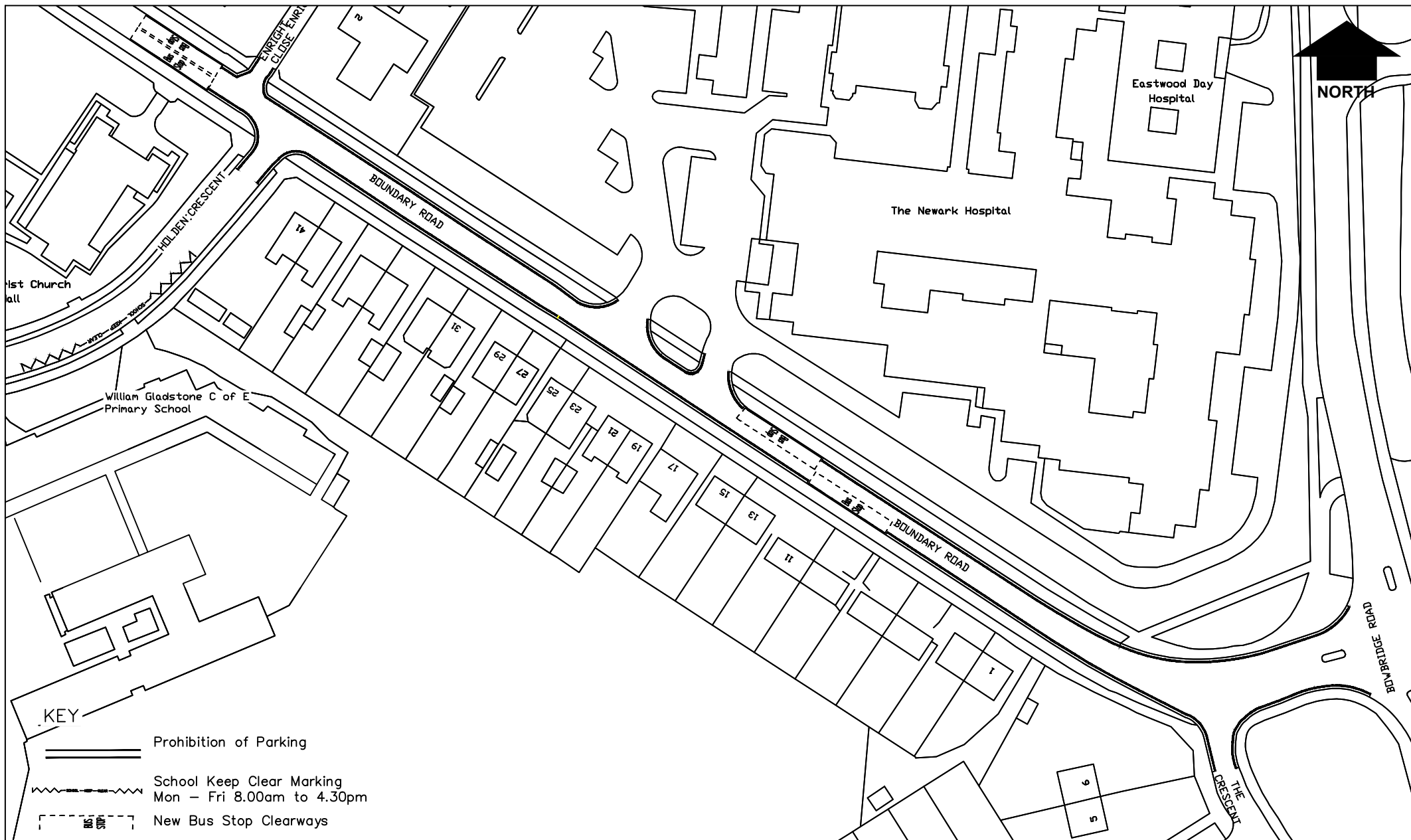
Background Papers

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

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

Electoral Division(s) and Member(s) Affected

Newark East Councillor Stuart Wallace





20th March 2014

Agenda Item:

REPORT OF SERVICE DIRECTOR, HIGHWAYS

THE NOTTINGHAMSHIRE COUNTY COUNCIL (GLEBE STREET AREA, BEESTON) (PROHIBITION OF WAITING AND RESIDENTS' CONTROLLED ZONE) TRAFFIC REGULATION ORDER 2014 (5148)

CONSIDERATION OF OBJECTIONS

Purpose of the Report

1. To consider the objections received in respect of the above Traffic Regulation Order.

Information and Advice

2. The Glebe Street area proposals include a number of streets close to Beeston Town Centre. Offices for Broxtowe Borough Council and Beeston Round Hill County Junior School are located close by on Foster Avenue. In October 2012 no waiting restrictions (double yellow lines) came into force around the Glebe Street area. As part of this consultation concerns were raised by local residents, the local County Councillor Steve Carr and the local Borough Councillor regarding issues about long term parking. These concerns followed the introduction of off-street parking charges by Broxtowe Borough Council in June 2010.
3. Following further reports and concerns from residents in the area and the local member, a proposed residents' parking scheme was included in a report to the Transport and Highways Committee (21st March 2013) as part of an update to the 2013-14 Integrated Transport Measures and Highways Maintenance Programme. The recommendation to include additional schemes (Glebe Street area Residents' Parking Scheme being one of these) was approved at this committee.
4. The scheme's inclusion in the 2013/14 programme followed questionnaires that were sent to all residents who would be eligible for a parking permit within the boundary of the proposed scheme asking for opinions on the introduction of a Residents' Parking Scheme. The questionnaire was distributed in December 2012; there were a total of 90 responses with 71 of these being from residents and the remainder from employees of Broxtowe Borough Council. Of the residents' replies 58 were in favour of the introduction of a scheme and 13 were against. This represents a response rate of 69% with 82% of respondents in

favour; this meets the County Council criteria for the introduction of a Residents' Parking Scheme i.e. 35% of questionnaires returned with 65% of these in favour of a scheme.

5. On 15th August 2013 initial consultation letters were sent to all residents within the scheme boundary and to all the statutory consultees. Measures included in the initial consultation to remove all day commuter parking from the roads in the vicinity of Glebe Street area in Beeston, consisted of the introduction of a residents' parking scheme combined with limited waiting parking bays. The initial design included for a combination of permit holder parking and limited waiting for non-permit holders operating Monday to Friday, 8am – 6pm in the area covered by Elm Avenue (between Glebe Street and Vicarage Street), Devonshire Avenue (between Glebe Street and Vicarage Street) and Vicarage Street.
6. In light of comments received during the initial consultation the scheme proposals were amended, alterations included:
 - Amending the time of operation for the Area 2 residents' parking controlled zone to 11am - 1pm rather than 8am – 6pm as previously advertised. This will remove all day commuter parking whilst maintaining any available road space for shorter term parking. The purpose being to minimise any displaced traffic and also maximising short term parking provision to facilitate a turnover of vehicles.
 - Removing the parking bays from Vicarage Street and removing Vicarage Street from the residents' parking scheme area maintaining the existing single yellow lines restrictions (no waiting Monday – Saturday, 8am to 6pm)
 - Removing the parking bay from outside 33 Elm Avenue.

The final proposals, which can be seen on the enclosed drawing H/04078/1936/01/A(i) were publicly advertised between 27th November 2013 and 6th January 2014. Drawing H/04078/1936/02 shows how the proposals relate to the wider Beeston area and the new tram route.

Objections Received

7. The two consultation rounds generated sixty-two and fifty-nine responses respectively representing support, objection and general comments. In total 46 responses are considered as outstanding objections with 36 responses supporting the proposals.
8. As part of the public advertisement a number of constituents contacted Anna Soubry MP objecting to the proposals. A response was provided to the MP for Broxtowe in line with the responses contained in this report. No further feedback has been received to the County Council response. The objections have been summarised below and grouped by common issues.
9. Objections – Bramcote Road
Two objections were received from residents of Bramcote Road. The first was on the grounds that Bramcote Road residents are not in favour of the proposals and that the scheme is only there to stop workers parking on-street. The second objection received to the revised scheme was from a resident who previously

supported the proposals, the reason being that the revised scheme will stop residents from parking outside their own property and no short term parkers use the road at present.

Response

Properties on the section of Bramcote Road between Park Street and Glebe Street that fall within Area 2 of the proposed Residents' Parking Scheme were included in the questionnaire carried out prior to the implementation of the proposals. As described in paragraph 4 overall the required response rate and support was achieved for the scheme to be progressed. Scheme proposals were developed following feedback from consultations on previous restrictions, residents and the local members regarding issues to long term commuter parking.

A Residents' Parking Scheme will allow permit holders to park within the scheme boundaries not necessarily directly outside their property, the proposals to introduce dual use permits and short term parking allows the best use of road space and more flexibility for visitors to property within the area.

10. Objections – Cromwell Road, Park Street, Imperial Road, Devonshire Avenue and Silverwood Road

Four objections were received from residents of Cromwell Road, fourteen on Park Street, three on Imperial Road, one on Devonshire Avenue, two from local residents with no address given and one from Silverwood Road.

The first objection on Cromwell Road was raised through the initial consultation on the grounds that there are no problems with parking, the objector does not want to pay for permits and that parking will be displaced on to surrounding streets. The further three objections were received reiterating issues of displaced parking, penalising commuters and against the revised proposals for dual use parking.

Fourteen objections were from residents on Park Street following public advertisement of the scheme. Objections were based around proposals displacing parking onto Park Street, the road being too narrow and that Park Street should be included in the scheme. Specific feedback also states that there is no justification for the scheme as properties have off-street parking already.

Two further objections were received from local residents (no address given) and two from Devonshire Avenue regarding displaced parking and that the scheme is unnecessary.

Three objections were also received from residents of Imperial Road regarding displaced parking, increase in traffic due to drivers looking for spaces and requesting restrictions at junctions of Cromwell Road / North Street and North Street / Imperial Road.

Response

On 25th February 2010 the County Council's budget included a recommendation that a charge should be made for permits issued for use in residents' parking

schemes. The charge is to cover the administration and management of the permit scheme and the direct costs of the permits. Parking permits would cost £25 each and will usually be valid for 12 months, with 100% discount concessions for Blue Badge Holders and residents 75 years old and over.

The revised proposals to include dual use parking should minimise displacement onto nearby streets by allowing short term parking on any underused areas of roads. Long term parking provisions are available locally within the Beeston area off-street with associated charges.

Reports of parking issues are reviewed by the highways department with schemes prioritised using reports, local knowledge and member feedback and funding availability. No reports of issues concerning the junctions of Cromwell Road / North Street and North Street / Imperial Road have been received and therefore have not been included in the proposals.

11. Objections – Employees of Broxtowe Borough Council

During the initial consultation period a petition of 113 signatures from employees of Broxtowe Borough Council (Ref: 2013/037) was presented to the Chairman at the meeting of the County Council on 26th September 2013 by Councillor Steve Carr. Concerns raised by the petitioners included displacing parking onto other local streets, further restrictions discouraging shoppers from the area due to costs in off-street car parks and also the potential effect of empty streets as residents in the area have driveways.

At Transport and Highways Committee on 31st March 2013 the recommendation in the Response to Petition report to treat this petition as a single objection was approved. In addition a further thirteen objections were received direct from employees of Broxtowe Borough Council. Further comments received included cost of parking in off-street car parks is too high for most employees, requirement for the public highway to provide parking provision for local workers and that the demolition of the multi storey car park in Beeston resulted in displaced parking on local streets. The same issues were raised in another objection by a worker in Beeston.

Broxtowe Borough Council have not formally objected to the scheme, but requested the scheme is introduced after the Tram works are complete.

Response

In Nottinghamshire (excluding the city area), local government operates on a two-tier system and there are certain services provided by the county and others by the district or borough council. Off-street car parking provided by the local authority in Beeston is the responsibility of Broxtowe Borough Council, NCC are unable to govern costs in these car parks.

With reference to the multi storey car park, this was demolished in 2012 following reduced occupancy of the car park to 28% of capacity in 2010 and to 13% of capacity in 2011. This was largely due to the Tesco store opening in 2010 which provided 453 parking spaces. The parking formerly provided by the multi storey

car park was effectively replaced therefore by the provision at the Tesco store and by capacity in the Foster Avenue car park.

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

The scheme is being implemented following reports of issues arising from long term commuter parking. Alternative parking is available off-street albeit at a charge and the extensions to Nottingham's tram network through Beeston will further provide park and ride facilities at Toton.

Broxtowe Borough Council has previously produced Travel Plans promoting sustainable travel to all its employees providing advice for employees on planning journeys using public transport, sustainable transport and information about car sharing and other initiatives.

The proposals were originally planned to be implemented in the 2013/14 financial year as part of the highways capital programme. As a result of complaints and responses received from the consultations, provision has now been made in the 2014/15 Integrated Transport and Highway Maintenance Capital Programme as approved at the Transport and Highways Committee on 13th February 2014. It is not intended to delay implementation until the tram works are complete.

12. Objections – Ireton Street

Two objections were received from residents on Ireton Street. The first objection is against having to pay for a permit and that parking will cause problems for vehicles turning around the corner at the junction of Cromwell Road / Ireton Street. Another objection requested parking restrictions on the Ireton Street / Imperial Road junction in addition to the Cromwell Road / Ireton Street junction.

Response

As previously stated in paragraph 10 it is the County Council policy to charge for permits.

No parking restrictions are proposed for the junction of Cromwell Road / Ireton Street, this is unchanged apart from the requirement for a residents' parking permit between 11am and 1pm Monday to Friday. Previous consultation was undertaken regarding the possibility of introducing restrictions at this location but were removed due to objections.

No waiting restrictions (double yellow lines) for the Ireton Street / Imperial Road junction are included in the proposals.

13. Objection – Newcastle Avenue

The objector feels they should be allowed to park within the residents' parking scheme or the scheme should be extended to include Newcastle Avenue.

Response

Newcastle Avenue is not directly adjacent to the scheme and in such a case would not be eligible for a permit. Newcastle Avenue is not currently being considered for a future residents' parking scheme.

14. Objections – Manor Avenue and Dovecote Avenue

Two objections were received from residents of Manor Avenue and Dovecote Lane. Key concerns raised by both objectors included issues around the consultation process. This included a view that the consultation taken prior to the public advertisement was limited and flawed as residents in surrounding areas were not directly consulted.

The other issue is related to displaced parking and a lack of a broader holistic approach to parking management. Both objections were subject to a corporate complaint and were dealt with at stage 1 of the County Council complaints procedure. One of the objections was also passed to the Local Government Ombudsman, the final decision being that the Ombudsman will not investigate the complaint as there is no injustice to the complainant.

Response

On 15th August 2013 initial consultation letters were sent to all residents within the scheme boundary and to all the statutory consultees. The initial consultation is not a statutory requirement, but on occasion is carried out, to enable views to be taken into account and modifications made to a scheme before the statutory consultation and public advert. The initial consultation was sent out to the list of statutory consultees (police, district council, local county councillor etc.) plus the residents within the scheme area.

The next stage completed is the statutory consultation and public advert. This typically includes all those from the initial consultation plus the advert and notices on site. Notices are placed onsite, usually on lighting columns and also placed in the local press (Nottingham Post for this case). More detailed information including the draft order, plans and a statement of reasons are also available for public inspection at local libraries (in this case at Beeston Library) and at County Hall, Nottingham. The consultation is also available on the Nottinghamshire County Council public website.

In one of the complaints, reference is made to the council document 'Consultation in Nottinghamshire: Targeting – selecting your audiences'. If you take the rule of thumb for local residents i.e. 'consult people within a 5-minute walk (approx. 400 metres to capture those with a clear local interest)' then this would include over 2,700 properties. On this basis both objectors' properties did not fall within the 400m buffer. However, it was highlighted that the 400m should apply to the businesses generating parking rather than the scheme area.

Over the county, a large number of consultations take place for a range of traffic regulation orders. In most cases notices on site, in the local press, website and in the local library suffice for consultation and to meet requirements for notifying people indirectly affected by the proposals. As a result of the complaints it was

resolved that the objectors were emailed when the statutory consultation and public advert starts. Site notices were placed on lighting columns covering the 400m buffer area from the proposals and an additional 243 letters were sent to residential properties on adjacent streets to the proposals. The consultation was also launched on the County Council's facebook and twitter accounts; a QR code was also added to the site notice allowing people with smart phones the capability to scan the code and link directly to the consultation page on the authority's website. Twitter brought the most traffic to the page with 80 page views (62 unique) followed by people going directly to the page (from the consultation database) with 48 page views (41 unique), then 16 from the QR code (15 unique) and 8 from Facebook (8 unique).

Responses to issues regarding displaced parking and off-street parking charges are contained in paragraphs 10 and 11.

Other Options Considered

15. Alternative options relating to the extent of the residents' parking scheme have been considered, as demonstrated by the various rounds of consultation. This resulted in the area being amended slightly and the introduction of dual use parking in both areas of the scheme.

Comments from Local Members

16. County Councillor Steve Carr fully supports the proposals.

Reasons for Recommendations

17. The measures are being introduced to remove all day parking on the roads around Glebe Street in Beeston during the working week. The measures will allow short stay parking for 2 hours in parking bays on some roads or parking before 11am and after 1pm on the remainder. Resident permit holders would be able to park at any time within the residents' parking zone.

Statutory and Policy Implications

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

Financial Implications

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

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

Crime and Disorder Implications

20. Nottinghamshire Police raised no objections to the proposals.

RECOMMENDATION/S

It is recommended that:

The Nottinghamshire County Council (Glebe Street Area, Beeston) (Prohibition of Waiting and Residents' Controlled Zone) Traffic Regulation Order 2014 (5148) is made as advertised and the objectors advised accordingly.

Andrew Warrington
Service Director (Highways)

Name of Report Author

Mike Barnett

Title of Report Author

Team Manager (Major Projects and Improvements)

For any enquiries about this report please contact:

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

Constitutional Comments (SHB 25/02/14)

21. Committee have the power to decide the Recommendation.

Financial Comments (TMR 25/02/14)

22. The financial implications are set out in paragraph 19 of the report.

Background Papers

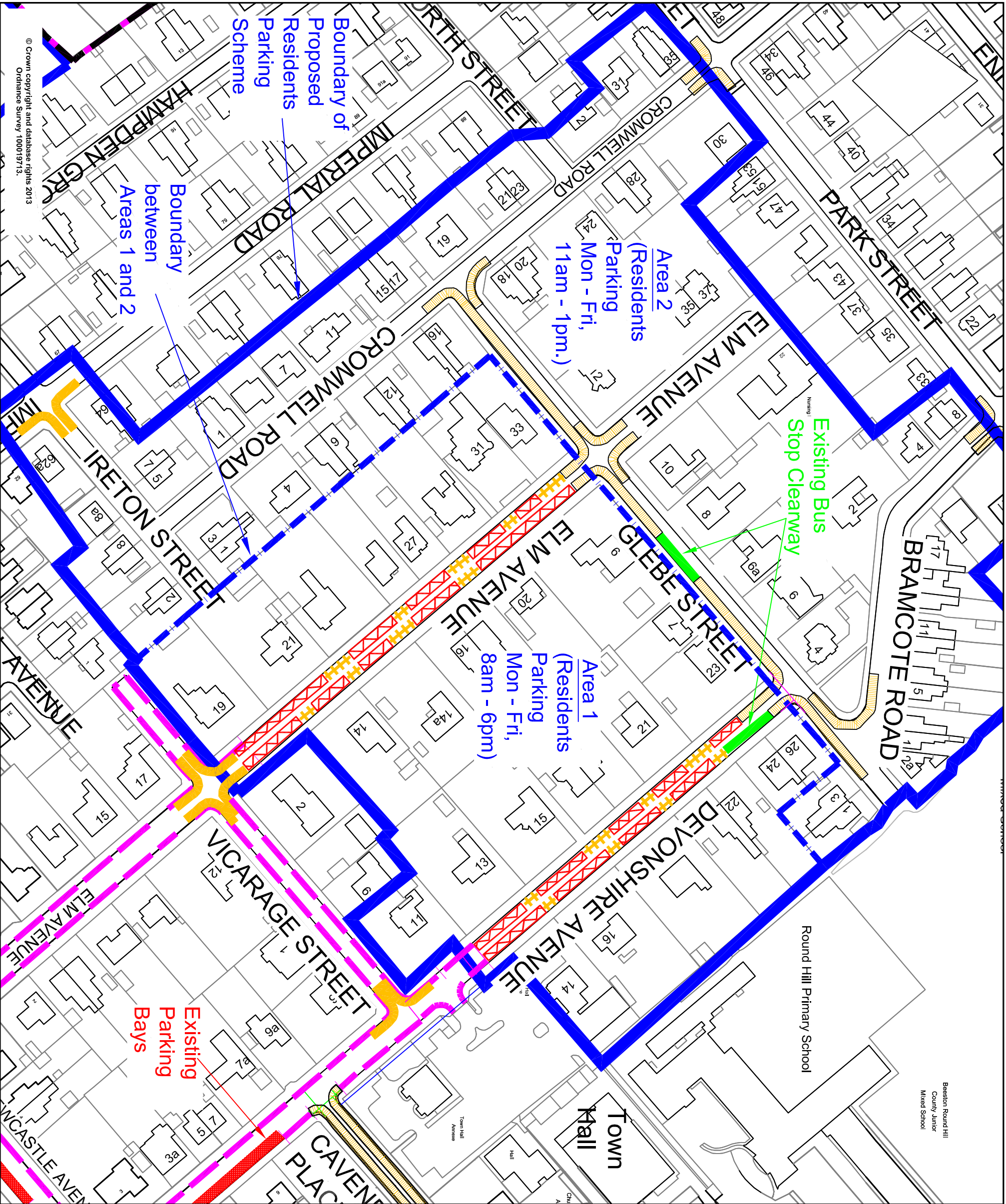
Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

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

Electoral Division(s) and Member(s) Affected

Beeston North

Councillor Steve Carr



KEY

Existing Double Yellow Lines
(No waiting at any time)

Existing Single Yellow Lines
(No waiting Mon - Sat, 8am - 6pm)

Proposed Single Yellow Lines
(No waiting Mon - Fri, 8am - 6pm)

Proposed Double Yellow Lines
(No waiting at any time)

Proposed parking bay -
Mon - Fri, 8am - 6pm.
Parking for 2 hours or
unlimited with residents
parking permit.

| | | | | | |
|---|-------------|-----------|------|------|------|
| 1. Change times of Area 2 section of scheme to Mon - Fri, 11am - 1pm. | J.A.B. | 25 | | | |
| 2. Remove Vicarage Street from scheme. | J.A.B. | Nov, 2013 | | | |
| 3. Remove parking bay from O/S 33 Elm Ave. | | | | | |
| Rev | Description | Drawn | Chkd | Auth | Date |
| Project Status | | | | | |

Proposed Residents Parking Scheme

Glebe Street Area, Beeston

Property No. P.H.I.P. 50000.05

Project No. TRO 5148

Plan Layout

REVISED LAYOUT

Scale 1:1250

Drawn J.A. Burton Date Aug. 13

Chkd Date

Auth Date

Traced Date

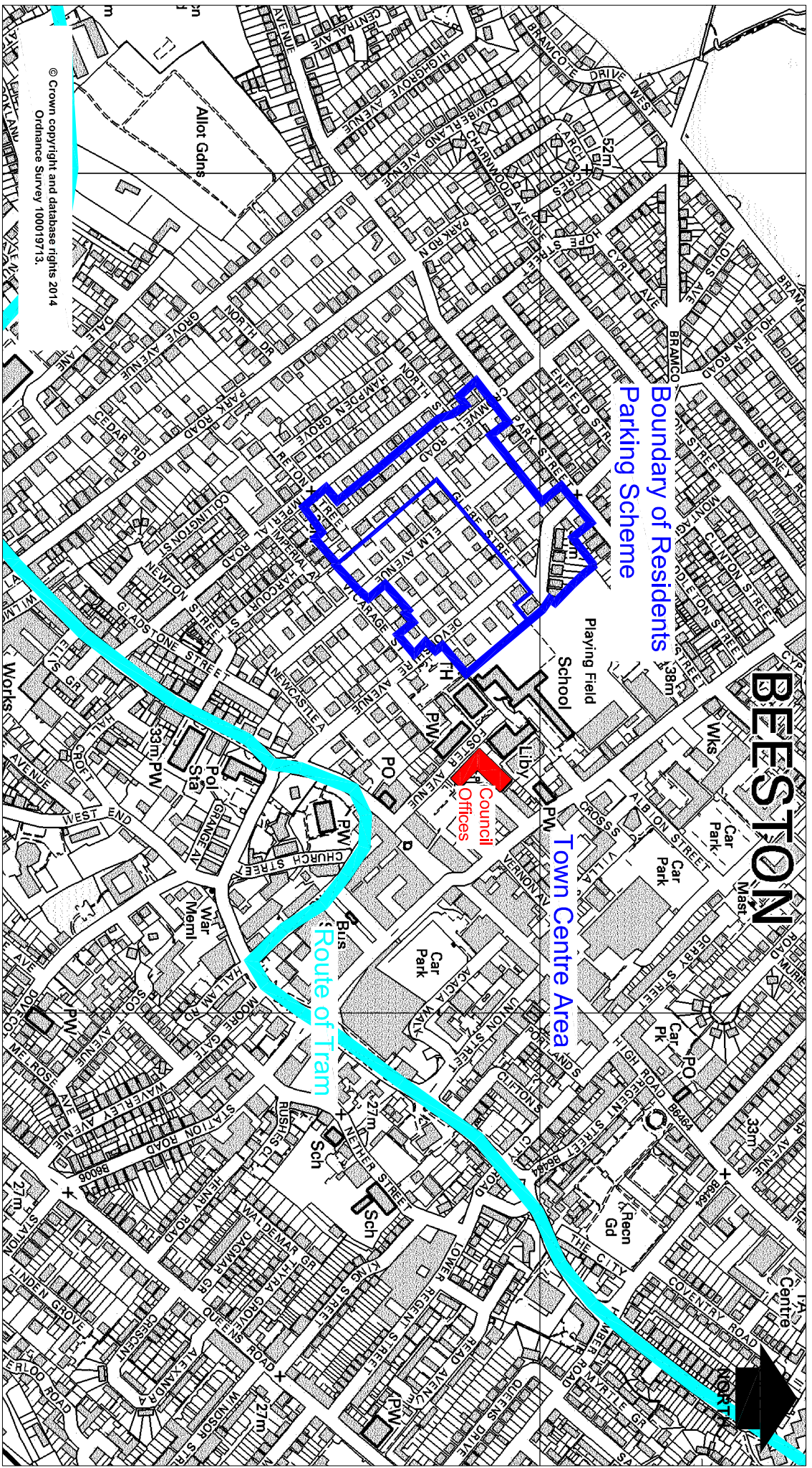
Rev

Drawing No. H/04078/1936/01/A(i)

Nottinghamshire County Council

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

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| | | | | | |
|--------------|-------------|----------------------------|--|-----------------------------------|-------------|
| Project | | Glebe Street Area, Beeston | | Proposed Residents Parking Scheme | |
| Property No. | Project No. | P.H.I.P. 50000.05 | | Drawn | J.A. Burton |
| Title | | Location Map | | Chkd | Feb 2014 |
| Drawing No. | | H/04078/1936/02 | | Auth | |
| | | | | Rev | |
| | | | | Scale | N.T.S. |

| Rev | Description | Drawn | Chkd | Auth | Date |
|-----|-------------|-------|------|------|------|
| | | | | | |

20th March 2014**Agenda Item:**

REPORT OF THE SERVICE DIRECTOR, HIGHWAYS

PERFORMANCE REPORT – HIGHWAYS

Purpose of the Report

1. This report provides information to the Committee on the performance of the Highways Division – specifically this report covers quarter 3 of 2013/14.

Information and Advice

2. The Highways Division of the County Council provides services to the County's residents, visitors, businesses and road users.
3. There are a range of performance measures which support performance management within the Division and these cover the large range of services provided, including road maintenance, casualty reduction, congestion and traffic management, street lighting, development control as set out in the Appendix Scorecard to this report.

Performance Analysis

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

The 2020 target is to reduce the number of people killed or seriously injured in road accidents by 40% of the 2005-09 average (baseline). At Q3 2013-14 the figures indicate a 40% reduction has been achieved i.e. a reduction from 392 to 237.

The 2020 target is to reduce the number of children killed or seriously injured in road accidents by 40% from the 2005-09 average (baseline). At Q3 2013-14 the figures indicate a 53% reduction has been achieved, i.e. a reduction from 42 to 20

- b. *Street Lighting* - The average repair time for this quarter is 6.34 days compared with 5.77 days in the previous quarter, which remains below the target of 7 days. A marked improvement in the repair of street lighting faults from the average repair rate for 2012/13 at 8.91 days has been achieved by improving processes, for example introducing automatic email warning information sent direct to the engineer to allow prompt repairs. However, at present there are an unusually high number of fault reports in street lights, bollards and lit signs (there are about 107,000 of these across the County) which within the current financial framework does mean it is taking longer to get to the repairs than usual. This is also not helped by again an unusually high demand to divert some funding to address urgent replacement of some columns found to be severely corroded. Whilst working hard to catch up with the repairs, and having introduced better ways of working to also speed up the repairs, the cause of these pressures is under investigation to determine how best to address them in the future.
- c. *Highway Development Control* – These quarterly indicators monitor the processing of development control applications and pre-applications with targets set at 95% and 90% of all enquiries being dealt with within 21 days. At Q3 the figures for both indicators is 97%
- d. *Customer Satisfaction Survey* – The County Council participates in the National Highways and Transport Customer Satisfaction Survey. The annual results for 2013 are shown on the Appendix Scorecard. As the figures indicate the County Council achieved an exceptionally positive result in 2012, with 2013 indicators closer to previous years. Improvement of the customer focus of the Division continues with improving provision of information on the website from winter gritting routes, street light fault reporting and environmental maintenance schedules. Work is well under way to provide current highway works progress updates on the web site including resurfacing works, improvement schemes and street lighting column replacement projects. Development and investment in technology is progressing for future provision of feedback to customer reports of minor defects.
- e. *Annual Indicators* – Road congestion performance is monitored through journey times which are determined using Traffic Master journey time data (Provided by the DfT) for each of the market towns and for the Greater Nottingham area (excluding the City). Performance against the targets is monitored on an academic year basis (September to July) and data is ready for reporting the following spring.
- f. *Road Condition* – These are annual indicators which are produced utilising condition data for the highway network collated from a number of sources and this was reported in detail in the previous performance report (THC 3/10/13). The targets for next year are currently being reviewed given the continued deterioration of the highway network and the reductions in financial settlement.

Other Options Considered

5. None – this is an information report.

Reasons for Recommendations

6. None – this is an information report.

Statutory and Policy Implications

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

Financial Implications

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

Implications for Service Users

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

Recommendation

10. That Committee note the contents of the report.

Andrew Warrington
Service Director Highways

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

Constitutional Comments

None – report for information.

Background Papers

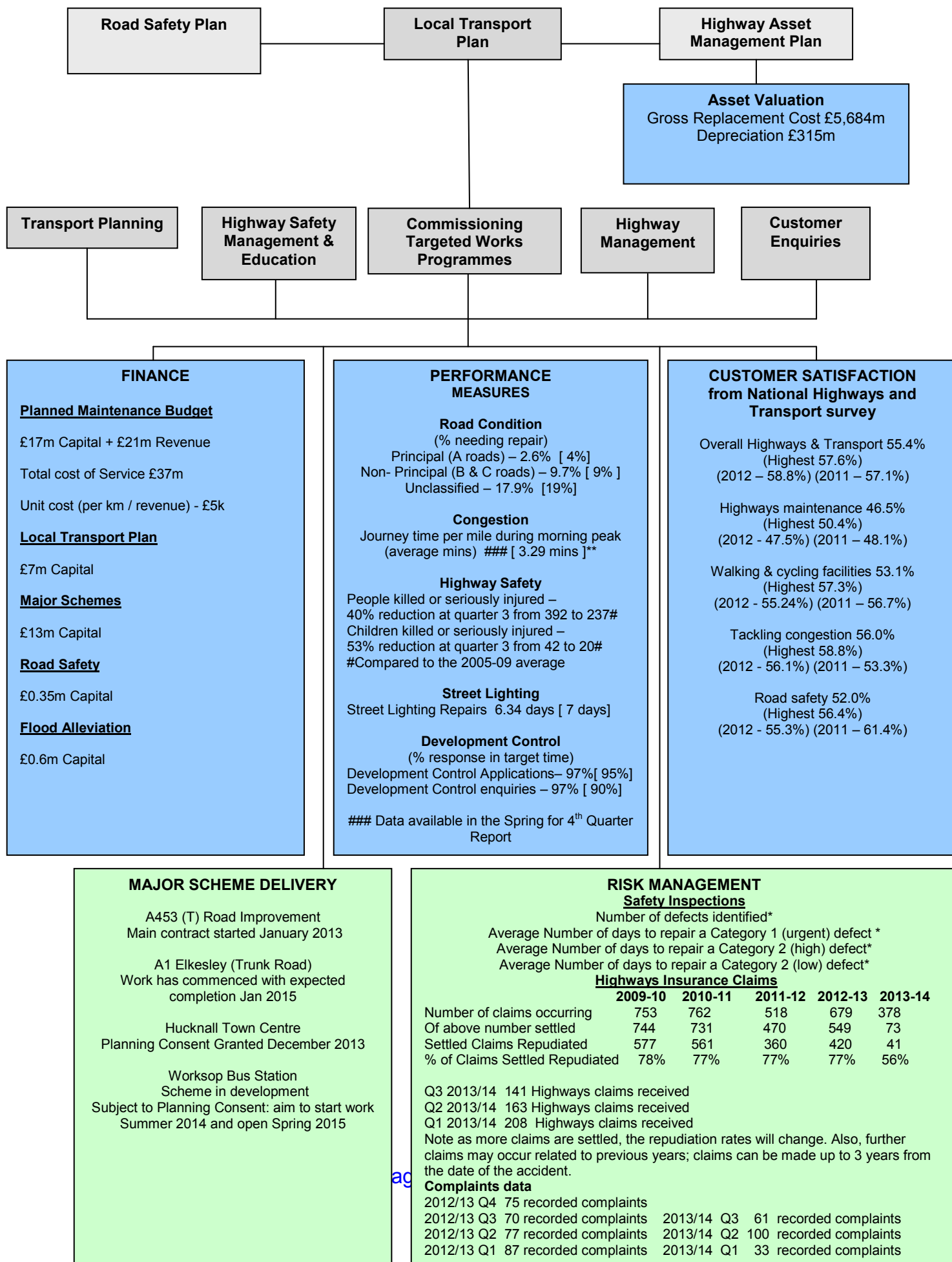
None

Electoral Divisions

All

Appendix

Highways Division





20th March 2014

Agenda Item:

REPORT OF SERVICE DIRECTOR, HIGHWAYS

RESPONSE TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL ON 16TH JANUARY 2014.

Purpose of the Report

The purpose of this report is to recommend to Committee responses to the issues raised in petitions presented to the Chairman of the County Council at the Council meeting on 16th January:

- A. Petition regarding parking on Claymoor Close, Sutton (Ref:2013/053)
- B. Petition regarding fifteen minute parking on Barnby Gate, Newark (Ref: 2013/054)
- C. Petition regarding waiting restrictions at Bilborough College (Ref:2013/055)
- D. Petition regarding parking restrictions on Limegrove / Jubilee Street, Newark (Ref: 2013/056)

A. Petition regarding parking on Claymoor Close, Sutton (Ref:2013/053)

1. A petition of 50 signatures was presented to the County Council Meeting on 16th January 2014 by Councillor Stephen Garner requesting measures to combat obstruction and safety issues caused by parents parking on Claymoor Close for the Sutton Road Primary School & Nursery on Moor Lane, Mansfield. Issues cited included parents parking blocking the road, dropped kerbs, pavements and driveways as well as restricting visibility too close to junctions. There are also reports of anti-social behaviour by drivers and parking on private driveways.
2. Claymoor Close is a small group of cul-de-sacs situated directly opposite the school on Moor Lane. There are yellow lines and 'School Keep Clear' markings covering the whole east side of Moor Lane past the Claymoor Close junction as well as nearly 20 bollards on the south side of the junction to prevent parking on the footway. There are also school warning signs, road

markings and flashing amber warning signals on Moor Lane. Claymoor Close itself is traffic calmed, but has no parking restrictions.

3. It is the Police's remit to enforce obstruction of the highway, parking on pavements, anti-social behaviour and trespass so these matters have been referred to the Police.
4. The Council is currently undertaking a countywide programme of making all 'School Keep Clear' markings legally enforceable over the next few years with the Mansfield area scheduled for 2014/15. Where additional restrictions are needed due to specific parking problems then this can be considered at the same time. It is already anticipated that additional protection would be beneficial to safeguard the School Crossing Patrol crossing point on Moor Lane.
5. Residents can also purchase advisory H-Bar Markings from the Council to protect their individual driveways if they feel this will help deter parking.
6. It is recommended that the lead petitioner be informed.

B. Petition regarding fifteen minute parking on Barnby Gate, Newark (Ref: 2013/054)

7. At the County Council meeting on 16th January 2014 a petition of 519 signatures was presented by County Councillor Stuart Wallace. The petition is from shopkeepers and their customers on Barnby Gate in Newark and requests limited waiting provision. The petitioners state that without on street parking the revenue to businesses in the area decreases every year and they request assistance to be able to provide a service to the residents of Newark.
8. Currently there is a single yellow line meaning that parking is prevented during the working day. Loading is allowed but this will not assist casual shoppers. There are several small accesses on the north side of Barnby Gate including Bede House Lane and a car park, and these junctions would need protection as Barnby Gate is a relatively narrow street. The remaining length on the South side of the road would be converted to parking places as long as access for emergency vehicles can be maintained. 30 minute waiting is suggested for these five spaces (compared with the 15 minutes requested by the petitioners) which would enable shoppers to visit more than one business or shop and encourage trade.
9. A scheme to provide these parking alterations will be included in the programme for delivery during the financial year 2014/15.
10. It is recommended that the lead petitioner be informed.

C. Petition regarding waiting restrictions at Bilborough College
(Ref:2013/055)

11. At the County Council meeting on 16th January 2014 a petition in the form of letters submitted by 59 residents was presented by County Councillor Philip Owen. The petition requests the introduction of a residents' parking scheme on roads in the vicinity of Bilborough College.
12. The county council proposed introducing a scheme at this location in October 2011. Consultation letters were sent to 196 residents but only 14% responded and only 9% responded in favour.
13. As the low response rate from the residents did not give a clear mandate for a residents' parking scheme it was decided to send out a questionnaire, with a return envelope, to better gauge the views of the residents.
14. This consultation, carried out in March 2012, also failed to produce a mandate for the introduction of a residents' parking scheme. Only 21% of consultees responded, below the 35% required by council policy.
15. As a result, proposals to introduce a residents' parking scheme were abandoned.
16. The county council is, however, in the process of introducing parking restrictions on the roads most likely to be adversely affected by parking. The impact of these restrictions will be monitored once in place and further action will be considered if appropriate.
17. It is recommended that the lead petitioner be informed.

D. Petition regarding parking restrictions on Limegrove / Jubilee Street, Newark
(Ref: 2013/056)

18. At the County Council meeting on 16th January 2014 a petition of 32 signatures was presented by County Councillor Stuart Wallace. The petition, from concerned residents and visitors of Jubilee Street in Newark, state that they are not in favour of the proposed Resident's Parking Scheme on Jubilee Street and Lime Grove.
19. All objections are currently being reviewed before the final recommendations are made. This petition will be treated as an objection to the proposals advertised and will be considered as part of a report presented to a future Transport and Highways Committee, which is likely to be in April 2014.
20. It is recommended that the lead petitioner be informed.

Ongoing Consultation

21. Below is a list of petitions which were presented to Full Council on 27th February 2014 for subsequent consideration by the Transport & Highways Committee. The issues raised in these petitions are being considered by officers and consultation is ongoing. It is intended that responses will be prepared for this Committee to consider at the meeting on 24th April 2014:
- a) Street Lighting on Station Road between Sutton Bonington Campus and Kegworth Village (Ref 2014/059)
 - b) Flooding Issues at Normanton on Soar (Ref 2014/060)
 - c) Resurfacing and Traffic Calming on Pye Hill Road, Jacksdale (Ref 2014/061)
 - d) Traffic Lights at crossroads on A60 at Costock (ref 2014/063)
 - e) Resurfacing of Upton Mount, Colwick Close and Blythe Close, Mansfield (Ref 2014/065)
22. The petition regarding overspill car parking at Retford Leisure Centre (Ref 2014/062) was also originally submitted for consideration by this Committee. However, on further investigation it is clear that the Finance & Property Committee is the appropriate body to consider the issues raised in this petition.

Reason for Recommendation

23. To inform Committee on progress being made on petitions submitted and to recommend responses to issues raised in petitions presented to the County Council on 16TH January 2014.

Statutory and Policy Implications

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

RECOMMENDATION/S

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

For any enquiries about this report please contact: Peter Barker

Background Papers

None

Electoral Division(s)

Mansfield South, Newark East, Nuthall.

20 March 2014**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 2014.

Information and Advice

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

Other Options Considered

5. None.

Reason/s for Recommendation/s

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

Statutory and Policy Implications

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

RECOMMENDATION/S

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

Jayne Francis-Ward

Corporate Director, Policy, Planning and Corporate Services

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

Constitutional Comments (SLB 1/1/2014)

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

Financial Comments (MA 1//1/2014)

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

Background Papers

None.

Electoral Division(s) and Member(s) Affected

All

TRANSPORT & HIGHWAYS COMMITTEE - WORK PROGRAMME

| <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> |
|--------------------------------|--|--|----------------------------|-----------------------------|
| 24 Apr 2014 | | | | |
| Rail | Update report | Info. | Andy Warrington | Jim Bamford |
| TROs | Schemes requiring Committee approval | Decision | Andy Warrington | Neil Hodgson |
| Fleet Operations Review | Progress Report | Info. | Mark Hudson | Mary Roche |
| Events on Highway | Management of events | Info. | Andy Warrington | Peter Goode |
| Civil Parking Enforcement | Contract award and management review | Decision | Andy Warrington | Gareth Johns |
| Flood Risk Management | Update report | Info. | Andy Warrington | Andy Wallace |
| 22 May 2014 | | | | |
| Integrated Passenger Transport | Details of strategy | Decision | Andy Warrington | Andy Warrington |
| Local Transport Plan | Update report | Info. | Andy Warrington | Andy Warrington |
| Travelsmart | Update report | Info. | Mark Hudson | Pete Mathieson |
| Local Bus Service | Contract Awards | Info. | Mark Hudson | Chris Ward |
| TTS | Quarterly Performance Report | Info. | Mark Hudson | Lisa McLennaghan |
| Fleet Operations | Business Plan | Decision | Mark Hudson | Chris Ward |
| Fleet Management | Business Plan | Decision | Mark Hudson | Chris Holland |
| Integrated Ticketing Strategy | Update report | Info. | Mark Hudson | Pete Mathieson |
| 19 June 2014 | | | | |

| <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> |
|---|--|--|----------------------------|-----------------------------|
| Passenger Transport Appraisal Framework | Update report | Decision | Mark Hudson | Pete Mathieson |

