

Transport and Highways Committee

Thursday, 28 November 2013 at 10:30

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

AGENDA

- | | | |
|---|--|---------|
| 1 | Minutes of the last meeting held on 31 October 2013 | 5 - 10 |
| 2 | Apologies for Absence | |
| 3 | Declarations of Interests by Members and Officers:- (see note below)
(a) Disclosable Pecuniary Interests
(b) Private Interests (pecuniary and non-pecuniary) | |
| 4 | Local/Commercial Bus Service Report | 11 - 16 |
| 5 | Transport and Travel Performance Report | 17 - 34 |
| 6 | Nottingham City 20mph Speed Limits | 35 - 46 |
| 7 | HighwaysPerformance Report | 47 - 52 |
| 8 | Work Programme | 53 - 58 |

NOTES:-

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

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

Customer Services Centre 0300 500 80 80

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

Members or Officers requiring clarification on whether to make a declaration of interest are invited to contact David 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.

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minutes

Meeting	TRANSPORT AND HIGHWAYS COMMITTEE
Date	31 October 2013 (commencing at 10.30 am)

Membership

Persons absent are marked with 'A'

COUNCILLORS

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

Roy Allan
Andrew Brown
Richard Butler
Ian Campbell
Steve Carr

Stephen Garner
Colleen Harwood
Richard Jackson
Michael Payne

A Ex-officio (non-voting)
 Alan Rhodes

ALSO IN ATTENDANCE

Councillor Kate Foale

OFFICERS IN ATTENDANCE

David Forster, Policy, Planning and Corporate Services Department
Andrew Warrington, Service Director Highways
Carl Bilbey Policy, Planning & Corporate Services
Michelle Welsh, Policy, Planning & Corporate Services
Neil Hodgson, Environment and Resources Department
Jas Hundal, Service Director, Transport Property and Environment
Mark Hudson, Environment and Resources Department
Jim Bamford, Environment and Resources Department

MINUTES

The minutes of the last meeting held on 3 October 2013 were confirmed and signed by the Chairman.

APOLOGIES FOR ABSENCE

There were no apologies for absence

DECLARATIONS OF INTEREST

None

BUILDING BETTER BUS SERVICES: MULTI-OPERATOR TICKETING DFT GUIDANCE ON IMPLEMENTING INTEGRATED TICKETING SCHEMES AND LOCAL SUSTAINABLE TRANSPORT FUND (LSTF) 2015-16

RESOLVED 2013/071

1. That the Department of Transport guidance for integrated ticketing be noted.
2. That consultations with the local bus, train and tram operators on the development of an Integrated Ticketing Strategy for the County and that a further report is presented to a future meeting.
3. That the County Council commence a feasibility work on a LSTF bid for a bus demonstration corridor.
4. That the outcome of Better Bus Area bid be noted.

SENIOR TRAFFIC COMMISSIONER CONSULTATION ON GUIDANCE FOR BUS PUNCTUALITY AND RELIABILITY.

RESOLVED 2013/072

1. That members note the draft guidance from the Senior Traffic Commissioner on improving bus punctuality and the work being undertaken by local bus operators and the Council to improve punctuality and reliability of bus services and
2. That the Service Director, Property and Environment, in consultation with the Chairman of Transport and Highways, be authorised to submit the detailed response to the consultation supporting the Traffic Commissioner proposals.

NOTTINGHAMSHIRE CONCESSIONARY TRAVEL SCHEME 2014/15.

RESOLVED 2013/073

1. That the Nottinghamshire Concessionary Travel Scheme and proposed funding (including discretionary entitlements) for 2014/15 be approved.
2. That the publication of the scheme notices on 1 December 2013 and 3 March 2014 is approved subject to the approval of the Budget by Full Council.
3. That the Service Director for Transport Property and Environment be given the delegated authority to agree the final reimbursement arrangements and

associated financial commitments from 2014 in consultation with the Chairman and Vice-Chairman of Finance and Property and the Service Director Finance and Procurement.

FLEET MANAGEMENT REVIEW PROGRESS UPDATE

RESOLVED 2013/074

1. That the progress with the review of the County Council's Fleet Management Services be noted and
2. That approval be given to the closure of the Retford maintenance facility and the transfer of staff and the business to the Bilsthorpe facility.

NOTTINGHAMSHIRE EXPRESS TRANSIT NOTTINGHAM – TOTON EXTENSION FINANCIAL ASSISTANCE PACKAGE FOR LOCAL TRADERS AND BUSINESS COMPENSATION.

On a motion by the Chairman seconded by the Vice Chairman it was

RESOLVED 2013/074

1. That the Financial Assistance Package upper claim limit of £13,500 per annum be removed.
2. That Nottinghamshire County Council makes a one off contribution of £25,000 (subject to Nottingham City Council making the same contribution) to establish a Special Hardship Fund to be administered by Broxtowe Borough Council (with the criteria for payments being agreed both contributing authorities) which will assist business in most need of support within the identified Financial Assistance Package area and
3. That a further report be presented to a future meeting looking at the wider impact of the NET on the Beeston area

RAIL UPDATE

RESOLVED 2013/075

- 1 That the report be noted
- 2 That the Committee is opposed to any reduction in punctuality standards that the rail industry is required to achieve on the East Coast Main Line (ECML)

- 3 That the 92½ % national reliability standard for the next 5 years (April 2014 – March 2019) that has been stipulated by the Secretary of State for the rail system as a whole, should apply to the ECML.
- 4 That the Committee believe that since resources on the ECML are insufficient to deliver the Government's 92½ % standard of reliability then adequate resources should be forthcoming and not to lower the standards.
- 5 That the need for an East Coast Adjustment Mechanism be endorsed that would allow Network Rail, in consultation with relevant other bodies (including the Council), to establish what works are necessary to achieve the Government's 92½ % standard of reliability on the ECML and
- 6 That giving ECML services priority in the timetable review is supported.
7. That an update report be presented to a future meeting.

THE NOTTINGHAMSHIRE COUNTY COUNCIL (BARNBY GATE AND LOVERS LANE, NEWARK ON TRENT) – PROHIBITION OF WAITING TRAFFIC REGULATION ORDER 2013

RESOLVED 2013/076

That the Nottinghamshire County Council (Barnby Gate and Lovers Lane, Newark on Trent) – Prohibition of Waiting Traffic Regulation Order 2013 be made as advertised , subject to the agreement from affected residents, and the objectors be informed accordingly.

THE NOTTINGHAMSHIRE COUNTY COUNCIL (CHESTERFIELD ROAD, HUTHWAITE) – WEIGHT RESTRICTION TRAFFIC REGULATION ORDER 2013

RESOLVED 2013/077

That the Nottinghamshire County Council (Chesterfield Road, Huthwaite) – Weight Restriction Traffic Regulation Order 2013 be made as advertised and the objectors be informed accordingly.

BRIDGE STREET, BRIDGE PLACE AND CASTLE STREET, WORKSOP PERMANENT TRAFFIC REGULATION ORDER 2013, CONSULTATION.

RESOLVED 2013/078

1. That the consultation process is started with regard to the following Traffic Regulation Orders (TRO's) and subject to its completion the TRO's set out below be made:-

Bridge Street (between Newcastle Street and Potter Street) and the pedestrianised section of Castle Street off Bridge Street

- Allows access for Special Access Permit Holders at all times except Market Days (which are Wednesday, Friday and Saturday) on the inclined section of

Bridge Street (between Newcastle Street and Potter Street) and the pedestrianised section of Castle Street off Bridge Street.

- Allows access for loading vehicles on all days before 10am and after 4.00pm.
- Does not permit access at any time for Disabled Blue Badge Holders.

Bridge Place (between Priory Centre car park access and Ryton Street) and Bridge Street (between Ryton Street and Newcastle Street)

- Does not permit access at any time for Special Access Permit Holders.
- Does not permit access at any time for Disabled Blue Badge Holders.
- Allows access for loading vehicles on all days before 10am and after 4.00pm.

2. That the introduction of additional on-street designated disabled parking spaces in the town centre be made where available.

PROPOSED NEW BUS STATION WORKSOP

RESOLVED 2013/079

1. That the Worksop Bus Station Scheme be constructed at the earliest start date possible.
2. That site clearance commences on the land acquired by the County Council at the junction of Watson Road and Newcastle Avenue by the end of the year.
3. That the ongoing revenue requirements to operate the bus station be noted.

RESPONSE TO PETITIONS

Following discussions it was agreed that each Petition would be taken as individual recommendations. It was therefore

PETITION REQUESTING A SCHOOL CROSSING PATROL OUTSIDE TUXFORD PRIMARY ACADEMY SCHOOL

RESOLVED 2013/080

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.

PETITION REQUESTING AN INCREASE IN PROVISION OF TOWN CENTRE PARKING IN SUTTON IN ASHFIELD

RESOLVED 2013/081

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.

**PETITION REQUESTING TRAFFIC LIGHTS AND “CHILDREN CROSSING” SIGNS
AT THE JUNCTION OF MARLBOROUGH ROAD AND ABBEY ROAD, BEESTON**

The local member questioned the validity of the information regarding the number of accidents and the seriousness of those mentioned. He felt that this petition should be looked at again.

On a motion by the Chairman, seconded by the vice Chairman it was :-

RESOLVED 2013/082

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.

In accordance with standing order 44 the following Members wished their vote against the recommendation recorded:-

Councillors Andrew Brown, Richard Butler, Steve Carr, Stephen Garner and Richard Jackson

It was noted that the following petition was not for a residents parking scheme but was in fact a petition against a parking scheme.

**PETITION FROM EMPLOYEES OF BROXTOWE BOROUGH COUNCIL AGAINST
A RESIDENTS PARKING SCHEME IN THE GLEBE AREA OF BEESTON**

RESOLVED 2013/083

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.

In accordance with standing order 44 Councillor Carr wished his vote against the recommendation recorded

WORK PROGRAMME

RESOLVED 2013/084

That the work programme be noted.

The meeting closed at 11.08 am.

CHAIRMAN

28 November 2013**Agenda Item:****REPORT OF THE SERVICE DIRECTOR TRANSPORT, PROPERTY AND
ENVIRONMENT****CHANGES TO THE LOCAL / COMMERCIAL BUS SERVICE NETWORK****Purpose of the Report**

1. To inform Committee of recent changes to the local and commercial bus service network and the actions taken by the Group Manager, Transport and Travel Services to cancel, vary or replace services.

Information and Advice

2. The County Council has a duty (Transport Act, 1985) to consider local needs and which supported bus services are necessary where there are no commercial services available. In 2013/14 £5.9m will be spent on supported bus services across the County.
3. Local bus services across the County are provided in two ways:
 - a. Commercial services which operate without funding support
 - b. Supported services which are subsidised by the Council

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

4. This regular report advises Committee of changes to the local bus network and provides information of related operational decisions made by the Group Manager, Transport and Travel Services to replace, vary or cancel services. The Committee should note that these operational decisions are due to the urgency involved in reacting to the decisions made by bus companies particularly when they impact on local bus and school transport services. Furthermore, any decisions made in this regard have followed discussions with local County Councillors and other stakeholders. Appendix 1 attached lists the most recent changes to the bus network for Committee to note.

5. Nottingham Minibus and Coaches have announced some minor changes to their Netherfield shopper services to make the services more efficient. These will take effect from January 2014.
6. Service 331 operated by Doyles was revised on the 28th October. This will mean that passengers for Nottingham will now have to change at Eastwood or Underwood on to the TrentBarton Rainbow 1 service as there will be no off-peak direct service from Alfreton to Nottingham. The peak time direct journeys will still operate.
7. Centrebus, Stagecoach, YourBus and TrentBarton have announced some changes to their commercial services as detailed in the appendix.

Reasons for Recommendations

8. The recommendation and continued financial support meets the objectives of promoting public transport, reducing congestion, promoting economic recovery and offers travel choice.

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. The provision of local bus services enables users to access key services, jobs, training and leisure. The majority of the service changes described in Appendix 1 are minor timetable route changes which should have no major impact for the service users, with the exception of the changes to service 331 which will mean that passengers wishing to travel off-peak from Alfreton to Nottingham will now have to change at Eastwood.

Financial Implications

11. The costs relating to the changes to local bus services outlined in this report have been contained within the allocated budget for 2013/14.

RECOMMENDATIONS

It is recommended that Committee:

- 1) Note the report regarding changes to the supported and local and bus service networks.

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

For any enquiries about this report please contact:

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

Constitutional Comments (SHB 07.11.13)

12. Committee have power to decide the Recommendation.

Financial Comments (TMR 12.11.13)

13. The financial implications are set out in paragraph 11 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.

Registration and timetables for the new or varied services: September-November 2013

Electoral Divisions and Members Affected

All

Tendered Bus Service Changes

Service	Route	Change Date	Type of change	Notes	Impacts
72 (NTMC)	Mapperley - Gedling - Netherfield	6 th January 2014	Revised route & timetable	Will no longer serve Kingsley Drive, this has been added to the 73 route. Removal of last journeys on timetable	none
73 (NTMC)	Mapperley - Gedling - Netherfield	6 th January 2014	Revised route & timetable	Will serve Kingsley Drive. Removal of last journeys on timetable	none
74 (NTMC)	Netherfield - St Michaels Avenue - Netherfield	6 th January 2014	Revised timetable	Remove 1 Saturday morning journey	None
331, 332 (DOY)	Nottingham (331)/Eastwood (332) - Pinxton - Alfreton	28 th October 2013	Revised route & timetable	331 operates peak time only to Nottingham, 332 off peak service to Eastwood	Passengers for Nottingham will have to change at Eastwood or Underwood onto Rainbow 1 service

Operators

NTMC - Nottingham Minibuses

DOY - Doyles

Commercial Bus Service Changes

Service	Route	Change Date	Type of change	Notes	Impacts
19, 19A (CB)	Nottingham - Melton Mowbray - Oakham	1 st December 2013	Revised route & timetable	Minor	None
98 (SEM)	Gainsborough - Beckingham - Doncaster	23 rd November 2013	New Saturday only service	1 journey in each direction	Following requests from passengers
101 (YBUS)	Eastwood - Moorgreen - Newthorpe - Eastwood	23 rd December 2013	Revised route & timetable	Combining 101, 102 & 103 Eastwood Town Services to 1 circular service numbered as 101	Retains service in parts of Newthorpe previously served by Y29
Rainbow 1 (TB)	Nottingham - Eastwood - Jacksdale - Alfreton	1 st December 2013	Revised timetable	New evening & Sunday timetable	Following requests from passengers

Operators

SEM - Stagecoach

YBUS - yourbus

TB - trent barton

CB - Centrebus

28 November 2013**Agenda Item:****REPORT OF THE SERVICE DIRECTOR FOR TRANSPORT, PROPERTY AND
ENVIRONMENT****PERFORMANCE REPORT – Transport and Travel Services****Purpose of the Report**

1. To provide performance information relating to Transport and Travel Services (TTS).
2. This report highlights some excellent outcomes for this service area. Nottinghamshire is recognised nationally as being at the top of the County Council leagues for the provision of Local Bus Services and Public Transport Information. A position that has been achieved through strong partnership working with passenger transport operators and the creative use of available resources.
3. The people of Nottinghamshire are expressing higher satisfaction levels than in many other parts of the country in terms of accessing key services and leisure opportunities. This can contribute to a better quality of life and a stronger economy. It is particularly pleasing to note that Nottinghamshire has attracted the highest score in the National Highways and Transport Survey 2013 in respect of ease of access to key services and leisure for people with disabilities.

Information and Advice

4. TTS provides an integrated passenger and fleet transport service across Nottinghamshire. There is a range of performance indicators which measure performance management across the following services delivered/supported by TTS including:
 - Supported Local Bus Services
 - Home to School Transport
 - Special Educational Needs Transport
 - Adult Social Care Transport
 - Community Transport
 - Bus Infrastructure
 - Fleet Management
5. Development work across TTS is being undertaken in order to ensure that current performance measures accurately reflect service performance. Any

proposed changes will be brought to Committee for consideration and be implemented in April 2014.

6. All County Council supported local bus service provision is being considered as part of the current budget review. The proposed re-design of these bus services across the County is subject to consultation and a new network is planned for implementation in August/September 2014.

Key Service Achievements

7. Over 800 people engaged in the passenger transport consultation roadshows, held in summer 2013. The revised bus networks currently being designed will take into account the feedback received. This is subject to further consultation as part of the current budget review.
8. Independent Travel Training has achieved its first year target of introducing the programme into six educational establishments. There are seven other organisations/ establishments also interested in delivering the programme. To date 125 people have already been fully trained to deliver the programme and there are 172 pupils/students participating in it.
9. A new system for purchasing transport services has been developed and implemented which will help deliver more cost effective services.
10. Mansfield Bus station opened in April 2013 and has received positive feedback from customers on the quality of the service provided. The bus station Café unit has also been let to a not-for-profit catering venture which helps to train local people with learning difficulties. To complement the opening of the bus station a Statutory Quality Bus Partnership has been developed which has seen new buses introduced on service 3 and The Miller, while the County Council has improved bus infrastructure around the Town Centre including bus priority measures and enforcement to improve journey times and reliability. Both initiatives will promote bus travel and operators have indicated that there has been an increase in patronage and bus punctuality in Mansfield.
11. Three Nottinghamshire based voluntary car schemes have recently launched their 'Car Scheme Plus projects with assistance from the County Council including officer support and funding allocations for vehicle purchase and scheme promotion. These schemes help people who cannot use traditional public transport to access key local services and facilities. Through a combination of Local Transport Plan and Community Transport funding, three fully wheelchair accessible vehicles have been purchased, and are now supporting the Bassetlaw and Newark communities. There are now four areas in the County covered by these services following the successful launch of similar schemes in Eastwood and Stapleford last year.
12. In 2012, Nottinghamshire County Council supported a National Lottery funding bid by a Community Transport organisation (CT4TC) to develop community transport in identified areas of deprivation and poor transport connectivity. The project aims to improve access to vital services such as employment, training, shopping and health in the North West of the County. The bid was for

£473k of capital and revenue to support the provision of three new services. The National Lottery has recently confirmed that this bid has been successful. Nottinghamshire County Council will work with CT4TC and other local community transport providers to ensure the funding is used to achieve the best possible outcomes for the most vulnerable and disadvantaged members of the community who have difficulty in accessing public transport. The first phase of this will look to providing improved local access to GP surgeries and community activities delivered by voluntary and public sector organisations at an affordable contribution for the users. The new services will be developed gradually with careful monitoring to ensure that the forward plan is sustainable beyond the funding period.

13. In May 2013 a new Fleet Management and Maintenance service for the County Council's vehicles and plant/equipment commenced operation. The new team, Fleet Management Services, is located within the Transport & Travel Services Group. Improvements and service efficiencies are currently taking place as follows:-

- A new management structure has been implemented, resulting in efficiency savings
- Contracts have been reviewed and replaced, achieving better value for money.
- Improved vehicle maintenance scheduling is reducing turn-around times (to date this has shaved a day off the average 3 day turnaround time)
- A 'while you wait' vehicle safety inspection service has been introduced to save fuel and travel time costs for users
- Procedures are being reviewed to ensure full compliance with statutory duties and to achieve efficiencies.

Services to customers have improved and feedback has been very positive but there is still room for improvement. Officers are actively pursuing opportunities to grow the business in order to maximise use of the excellent, purpose built Bilsthorpe facility. A future model for the service and the delivery options will be brought to this Committee in February 2014.

TTS Local Performance Measures

14. The latest TTS local performance measures show that, out of 14 indicators fully in use in this service area, 9 (64%) of the targets have been achieved or exceeded. In addition to these, 6 new indicators have been introduced this year and a further 8 have been revised. These latter 14 will be reported on at a later date when sufficient time has passed to enable meaningful measurement. Some important achievements include:

- Improved customer experience across Nottinghamshire due to the increased numbers of bus stops with raised kerbs and more timely completion of bus shelters and repairs.
- Through partnership working with bus operators to make improvements and changes to bus services, the percentage of rural households within

800m of bus services has remained fairly constant at 94% (against a target of 70%).

- Through improved network planning and efficiency savings, the cost per head of population for supported bus services has reduced from £7.69 to £7.50 whilst continuing to provide high quality local bus services
- The costs of both Home to School and Special Educational Needs transport have been reduced as a result of network efficiencies.

Transport and Travel Services continues to monitor the performance of the service, and strives to continuously improve.

(Appendix 1 shows further details of the above performance data).

National Highways and Transport Survey 2013

15. The National Highways and Transport 2013 survey provides a comparison of data across 25 County Councils on a range of 21 survey questions relevant to this service area. Nottinghamshire is ranked top for 10 (48%) of these (see *details in Appendix 2*). It is particularly pleasing that Nottinghamshire has secured first place in the overall provision of Local Bus Services and of Public Transport Information as these play key parts in increasing use of public transport and retention of current passengers. In addition, the Accessibility theme of this survey (see *P.1 of Appendix 2*) shows that Nottinghamshire is in a strong position, exceeding the average score in 7 out of the 8 questions. Nottinghamshire also holds top place for ease of access to key services and leisure for people with disabilities. Public transport plays an important part in helping people to access key services and leisure activities therefore it is reassuring to know that Nottinghamshire is achieving these high satisfaction levels for accessibility.
16. The national survey shows that the County Council's continued support and investment in bus services is providing positive outcomes for passengers and local communities. However there is still room for improvement and performance information will be used to inform future decisions on the provision of these services.

Other Options Considered

17. None – this is an information report.

Reasons for Recommendations

18. None – this is an information report.

Statutory and Policy Implications

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

environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

20. The monitoring of service performance will ensure that the spend on passenger transport services and facilities will be used efficiently and effectively.

Implications for Service Users

21. The continued monitoring and management of performance will ensure that the required quality standards are maintained and appropriate transport services are provided to meet the needs of the people of Nottinghamshire.

Recommendation

- 1) That Committee note the contents of the report.

Mark Hudson
Group Manager, Transport and Travel Services

For any enquiries about this report please contact:
Lisa McLennaghan, Commercial and Development Officer, Transport and Travel Services

Background Papers

National Highways and Transport benchmarking survey 2013

Electoral Divisions

All

**Transport and Travel Services
Local Performance Indicators Report
Quarter 2 2013/14**

Targets Achieved or Exceeded

	Indicator	Target	Actual
1	Number of bus stops with raised kerbs	1,950	1,999
2	Expenditure on bus services per head of population	£8.00	£7.50
3	Percentage of households within 800m of bus service – rural	70%	94%
4	Adult & Social Care Transport – total number of single passenger trips per annum on external operators	90,000	71,406
5	Total expenditure for the provision of SEN transport	£5,720,236	£5,600,000
6	Net cost of providing mainstream school travel per pupil (excluding SEN)	£700.00	£575.00
7	Number of bus stops	5,694	5,694
8	Number of bus shelters	1,333	1,333
9	Internal audit measure 2013/2014	Substantial Assurance	Substantial Assurance

Targets not achieved

	Indicator	Target	Actual
10	Waiting Facilities for Bus Passengers (bus shelters per 1000 head of population)	1.99	1.6
11	Number of bus stations	4	3
12	Percentage of vehicles issued with an urgent repair notice (aim to minimise)	10%	18%
13	Percentage of vehicles issued with a pass notice (aim to maximise)	85%	70%
14	Percentage of vehicles issued with a minor notice (aim to minimise)	11%	12%

- Out of 14 indicators in use at present, targets relating to 9 of these have been achieved or exceeded.
- There are a further 6 new indicators that have been introduced this year, which will be reported on at a later date.

- Comparable reporting data on the concessionary travel indicators is not available due to changes in eligible age and a major data cleansing exercise. These indicators will be reviewed and developed for reporting in 2014.

Further Background details:-

- **Indicators 12 to 14** - Percentage of repair notices issued with an urgent repair notice, pass notice or minor notice. Repair Notices are issued by VOSA, these are safety checks which are carried out on all vehicles used for County Council work, both in house fleet and external operators. A minor repair notice requires action within 7 days and an urgent repair notice takes the vehicle off the road until the repairs have been completed and a pass notice issued.
- **Indicator 3** - this relates to the percentage of households within 800m of a bus stop with an hourly service on weekdays (Monday to Saturdays, 0600 – 1800 hrs) is calculated in 3 steps as follows.
 - Identifying the areas of the county which are classified as 'rural' according to the 2005 Defra/ONS Urban-Rural Classification (which is largely based on population density);
 - Within the rural areas identify those bus stops with an hourly and better bus service by extracting the relevant bus stop data from within the Notts Traveline timetable database;
 - Identify postcodes in rural areas of Notts and calculate distances using a GIS system from these postcodes to the relevant bus stops using the road network.

NATIONAL HIGHWAYS & TRANSPORTATION SURVEY 2013

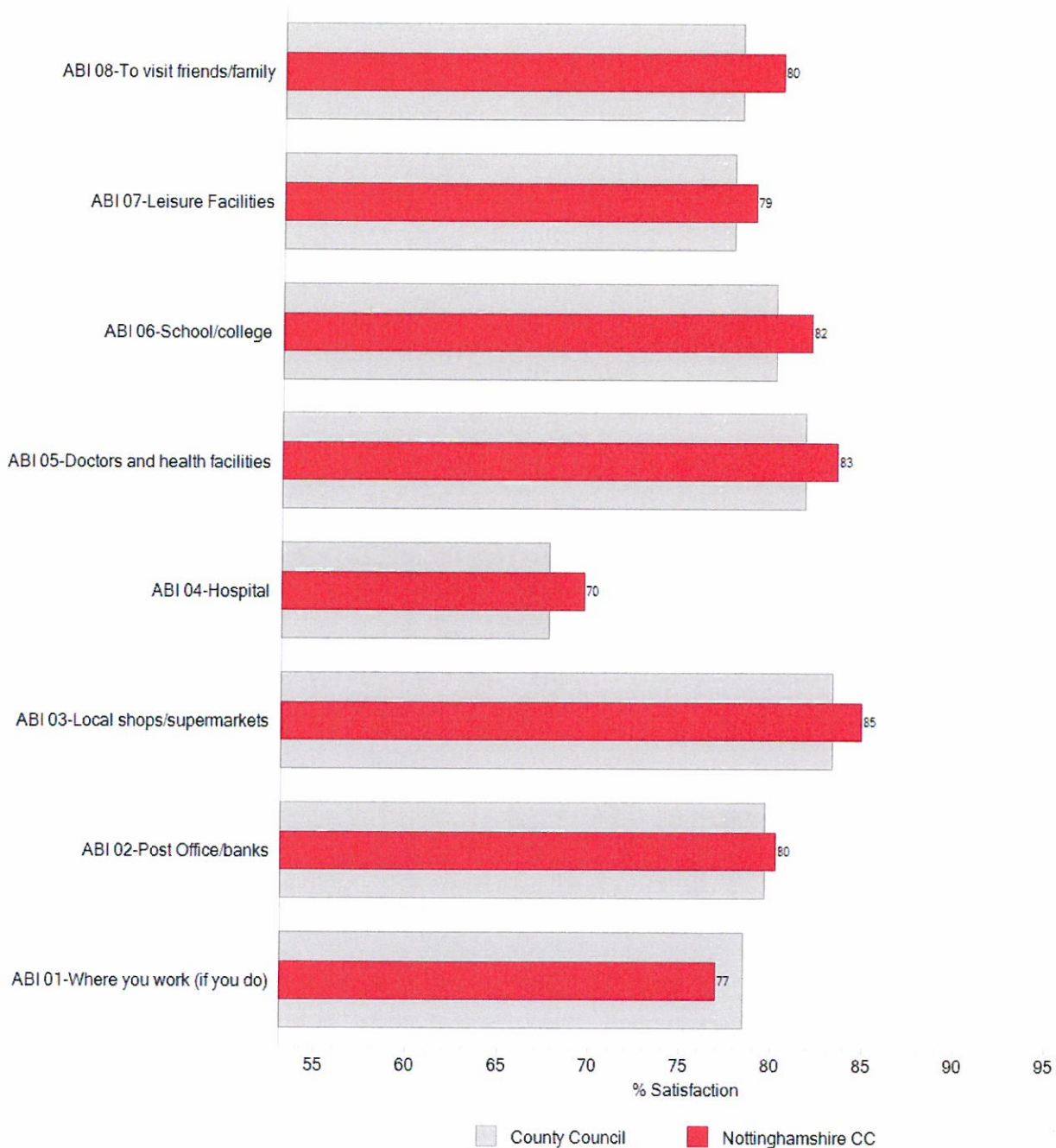
1. ACCESSIBILITY



THINKING ABOUT THE LOCAL AREA, HOW SATISFIED OR DISSATISFIED ARE YOU WITH EACH OF THESE..?

COMPARISON WITH NHT AVERAGE

This graph shows Nottinghamshire CC satisfaction scores for Accessibility compared with the NHT Survey County Council Average scores. This report uses the weighted Benchmarking Indicators.



NATIONAL HIGHWAYS & TRANSPORTATION SURVEY 2013

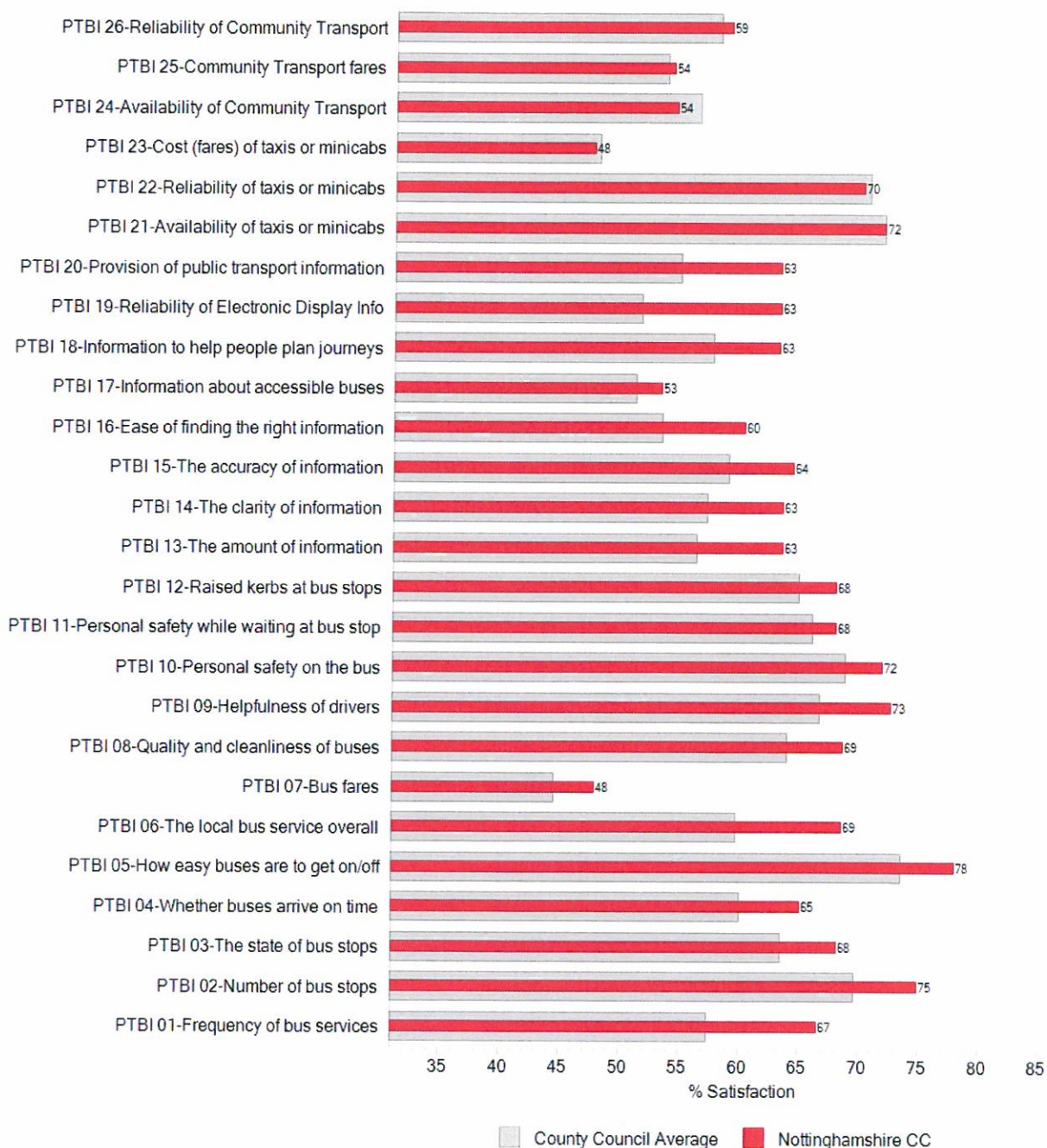
1. PUBLIC TRANSPORT



THINKING ABOUT THE LOCAL AREA, HOW SATISFIED OR DISSATISFIED ARE YOU WITH EACH OF THESE..?

COMPARISON WITH NHT AVERAGE

This graph shows Nottinghamshire CC satisfaction scores for Public Transport compared with the NHT Survey County Council Average scores. This report uses the weighted Benchmarking Indicators.



The NHT Public Satisfaction Benchmarking Survey 2013

Nottinghamshire's position within the top 10 County Councils out of 25 County Councils compared.

Table 1 - The local bus service overall (PTBI 06)

Authority	Satisfaction score	Rank 2013	Rank 2012
Nottinghamshire CC	68.6	1	1
Oxfordshire CC	68.1	2	2
West Sussex	65.2	3	4
Devon CC	63.4	4	12
Hertfordshire CC	63.2	5	22
Derbyshire CC	63.	6	3
Gloucestershire CC	62.4	7	5
Norfolk CC	60.9	8	
Staffordshire CC	60.8	9	14
North Yorkshire CC	60.4	10	7

Table 2 – Provision of public transport information (PTBI 20)

Authority	Satisfaction score	Rank 2013	Rank 2012
Nottinghamshire CC	63.2	1	1
Oxfordshire CC	62.7	2	2
West Sussex CC	59.3	3	3
Devon CC	58.6	4	9
Derbyshire CC	57.9	5	5
North Yorkshire CC	57.4	6	4
Dorset CC	57.0	7	6
Hertfordshire CC	56.3	8	19
Norfolk CC	55.5	9	
Wiltshire CC	55.4	10	7

Table 3 - Information to help people plan journeys (PTBI 18)

Authority	Satisfaction Score	Rank 2013	Rank 2012
Nottinghamshire CC	63.1	1	1
Derbyshire CC	62.4	2	6
North Yorkshire CC	61.3	3	3
West Sussex CC	61.3	4	4
Surrey CC	61.0	5	13
Oxfordshire CC	60.2	6	2
Northumberland CC	60.2	7	19
Devon CC	60.1	8	5
Dorset CC	59.5	9	15
Wiltshire CC	58.3	10	18

Table 4 – Reliability of Electronic Display Information (PTBI 19)

Authority	Satisfaction Score	Rank 2013	Rank 2012
Nottinghamshire CC	63.2	1	1
West Sussex CC	61.7	2	2
Oxfordshire CC	61.0	3	3
Dorset Cc	58.8	4	4
Cambridgeshire CC	54.8	5	10
Surrey CC	54.8	6	6
Buckinghamshire CC	53.3	7	5
Northamptonshire CC	53.2	8	11
Wiltshire CC	53.0	9	8
Devon CC	52.5	10	12

Table 5 – Helpfulness of drivers (PTBI 09)

Authority	Satisfaction Score	Rank 2013	Rank 2012
Nottinghamshire CC	72.6	1	1
Derbyshire CC	71.7	2	3
Devon CC	70.8	3	5
North Yorkshire CC	70.1	4	6
Oxfordshire Cc	69.8	5	12
West Sussex CC	69.3	6	7
Lincolnshire CC	69.1	7	9
Dorset CC	69.1	8	2
Wiltshire CC	68.6	9	14
Surrey CC	66.8	10	21

Table 6 - Frequency of bus services (PTBI 01)

Authority	Satisfaction Score	Rank 2013	Rank 2012
Nottinghamshire CC	66.6	1	1
Oxfordshire Cc	66.3	2	2
Devon CC	62.9	3	13
West Sussex	61.8	4	3
Derbyshire CC	61.6	5	4
Gloucestershire CC	61.6	6	5
Norfolk CC	60.1	7	
Hertfordshire CC	60.1	8	22
Staffordshire CC	58.9	9	12
Leicestershire CC	57.7	10	15

Table 7 – The clarity of information (PTBI 14)

Authority	Satisfaction Score	Rank 2013	Rank 2012
Nottinghamshire CC	63.4	1	1
Oxfordshire Cc	62.5	2	2
Devon CC	60.7	3	7
West Sussex CC	60.7	4	3
Derbyshire CC	60.2	5	6
North Yorkshire CC	60.1	6	4
Dorset Cc	59.6	7	5
Hertfordshire CC	58.6	8	19
Surrey CC	58.2	9	17
Northumberland CC	58.0	10	13

Table 8 – The amount of information (PTBI 13)

Authority	Satisfaction Score	Rank 2013	Rank 2012
Nottinghamshire CC	63.4	1	1
Oxfordshire Cc	62.7	2	2
Devon CC	61.2	3	6
West Sussex CC	60.2	4	3
Derbyshire CC	60.1	5	7
North Yorkshire CC	59.9	6	4
Dorset CC	59.0	7	5
Surrey CC	58.0	8	19
Hertfordshire Cc	56.9	9	22
Norfolk CC	56.6	10	

Table 9 – The accuracy of information (PTBI 15)

Authority	Satisfaction Score	Rank 2013	Rank 2012
Nottinghamshire CC	64.4	1	1
Devon CC	63.9	2	5
Oxfordshire CC	63.5	2	4
North Yorkshire CC	63.5	4	2
Dorset Cc	62.4	5	7
West Sussex CC	62.1	6	3
Derbyshire CC	61.0	7	8
Wiltshire CC	59.9	8	16
Northumberland CC	59.2	9	13
Hertfordshire CC	59.1	10	21

Table 10 – Ease of finding the right Information (PTBI 16)

Authority	Satisfaction Score	Rank 2013	Rank 2012
Nottinghamshire CC	60.3	1	1
Oxfordshire CC	58.5	2	2
West Sussex CC	58.5	3	3
Derbyshire CC	58.1	4	6
North Yorkshire CC	57.3	5	4
Dorset CC	56.6	6	7
Devon CC	56.5	7	5
Hertfordshire CC	54.3	8	24
Surrey CC	54.2	9	18
Wiltshire CC	53.5	10	15

Table 11 – Number of bus stops (PTBI 02)

Authority	Satisfaction score	Rank 2013	Rank 2012
Oxfordshire CC	76.9	1	3
Nottinghamshire CC	74.9	2	1
Derbyshire CC	74.4	3	2
West Sussex CC	74.1	4	4
Devon CC	72.5	5	9
North Yorkshire CC	71.7	6	5
Gloucestershire CC	71.4	7	12
Staffordshire CC	71.3	8	18
Leicestershire CC	70.4	9	13
Hertfordshire CC	70.3	10	17

Table 12 – How easy buses are to get on/off (PTBI 05)

Authority	Satisfaction score	Rank 2013	Rank 2012
Oxfordshire	80.03	1	1
Nottinghamshire CC	77.9	2	2
West Sussex CC	77.0	3	7
Derbyshire CC	76.2	4	3
North Yorkshire	76.8	5	4
Devon CC	75.8	6	6
Norfolk CC	74.0	7	
Hertfordshire CC	73.4	9	21
Lincolnshire CC	73.3	9	11
Staffordshire CC	73.3	10	18

Table 13 – Whether buses arrive on time (PTBI 04)

Authority	Satisfaction score	Rank 2013	Rank 2012
West Sussex CC	66.4	1	3
North Yorkshire CC	65.2	2	1
Nottinghamshire CC	65.1	3	5
Oxfordshire CC	64.6	4	2
Gloucestershire CC	64.0	5	4
Devon CC	62.4	6	11
Lincolnshire CC	62.1	7	6
Herefordshire CC	61.7	8	8
Norfolk CC	61.1	9	
Somerset CC	60.5	10	15

Table 14 – Personal safety on the bus (PTBI 10)

Authority	Satisfaction score	Rank 2013	Rank 2012
Oxfordshire CC	73.4	1	6
Devon CC	73.0	2	3
Nottinghamshire CC	71.9	3	1
North Yorkshire CC	71.9	4	2
Derbyshire CC	71.3	5	5
West Sussex CC	71.1	6	9
Cambridgeshire CC	70.5	7	10
Dorset CC	70.5	8	4
Wiltshire CC	70.2	9	13
Lincolnshire CC	69.9	10	12

Table 15 – Bus fares (PTBI 07)

Authority	Satisfaction score	Rank 2013	Rank 2012
Oxfordshire CC	48.7	1	10
Hertfordshire CC	48.4	2	5
Nottinghamshire CC	47.8	3	2
Norfolk CC	47.5	4	
North Yorkshire CC	47.3	5	6
Hertfordshire CC	47.1	6	26
Dorset CC	46.8	7	7
Lincolnshire	46.5	8	3
Gloucestershire CC	46.3	9	8
Surrey CC	46.1	10	18

Table 16 – Quality and cleanliness of buses (PTBI 08)

Authority	Satisfaction score	Rank 2013	Rank 2012
Oxfordshire CC	70.8	1	4
Derbyshire CC	69.5	2	5
Nottinghamshire CC	68.6	3	1
West Sussex	68.1	4	6
North Yorkshire CC	67.7	5	2
Devon CC	67.5	6	8
Surrey CC	65.0	7	11
Hampshire CC	65.0	8	15
Norfolk CC	64.5	9	
Lincolnshire CC	64.3	10	10

Table 17 – The State of bus stops (PTBI 03)

Authority	Satisfaction score	Rank 2013	Rank 2012
Oxfordshire CC	70.5	1	2
North Yorkshire CC	68.8	2	1
Nottinghamshire CC	68.1	3	3
West Sussex CC	67.8	4	4
Dorset CC	65.00	5	5
Hertfordshire CC	64.5	6	15
Norfolk CC	64.6	7	
Devon CC	64.4	8	7
Derbyshire CC	64.3	9	16
Buckinghamshire CC	64.0	10	5

Table 18 – Raised kerbs at bus stops (PTBI 12)

Authority	Satisfaction score	Rank 2013	Rank 2012
Lincolnshire CC	69.5	1	1
Derbyshire CC	68.8	2	6
North Yorkshire CC	68.6	3	2
Nottinghamshire CC	68.0	4	3
Devon CC	67.4	5	4
Oxfordshire CC	67.1	6	12
Dorset CC	66.2	7	7
Leicestershire CC	65.7	8	8
Wiltshire CC	65.5	9	13
Hampshire CC	65.4	10	11

Table 19 – Personal safety while waiting at the bus stop (PTBI 11)

Authority	Satisfaction score	Rank 2013	Rank 2012
North Yorkshire CC	70.6	1	1
Oxfordshire CC	70.21	2	4
Devon CC	69.2	3	3
Dorset CC	69.1	4	2
Nottinghamshire CC	68.0	5	5
Derbyshire CC	67.9	6	11
West Sussex CC	67.6	7	6
Lincolnshire CC	67.6	8	12
Norfolk CC	67.0	9	
Wiltshire CC	66.7	10	10

Table 20 – Information about accessible buses (PTBI 17)

West Sussex CC	56.6	1	4
Derbyshire CC	56.3	2	10
North Yorkshire CC	56.3	3	2
Oxfordshire CC	55.2	4	3
Devon CC	55.0	5	5
Nottinghamshire CC	53.3	6	1
Staffordshire CC	52.7	7	11
Surrey CC	52.8	8	20
Hertfordshire CC	52.2	9	7
Northamptonshire CC	51.8	10	19

Table 21 – Reliability of Community Transport (PTBI 26)

Authority	Satisfaction score	Rank 2013	Rank 2012
Wiltshire CC	61.3	1	3
Shropshire CC	61.1	2	13
Derbyshire CC	60.3	3	1
Somerset CC	60.2	4	8
Devon CC	60.1	5	7
West Sussex CC	59.6	6	2
Staffordshire CC	59.4	7	10
North Yorkshire CC	59.3	8	6
Hampshire CC	59.3	9	15
Nottinghamshire CC	58.9	10	5

Other indicators included in this survey where the County Council is ranked lower than top ten are:-

Reliability of taxi or minicabs (PTBI 22)

Nottinghamshire ranked 13

Cost (fares) of taxi or minicabs (PTBI 23)

Nottinghamshire ranked 14

Availability of taxis or minicabs (PTBI 21)

Nottinghamshire ranked 15

Availability of Community Transport (PTBI 24)

Nottinghamshire ranked 20

28 November 2013**Agenda Item:****REPORT OF SERVICE DIRECTOR HIGHWAYS****NOTTINGHAM CITY 20MPH SPEED LIMITS****Purpose of the Report**

1. The purpose of this report is to seek Committee approval for the implementation of 20mph speed limits on selected County Council managed roads which form part of a wider residential area identified for inclusion in Nottingham City Council's programme of area-wide 20mph speed limits.

Information and Advice

2. An element of the successful Nottingham area Local Sustainable Transport Fund bid is the introduction of 20mph speed limits on all residential streets in the City. Consequently Nottingham City Council has identified the residential areas where it proposes to introduce area-wide mandatory 20mph speed limits to encourage more walking and cycling.
3. Four of the proposed residential areas (Bestwood, Bramcote, Bulwell and the Dales & Mapperley areas) extend short distances into the county and changing the speed limit at the county boundary could result in inconsistent speed limits leading to confusion amongst road users. Consequently, following a request from the City Council, approval was given at the 21 March 2013 Transport & Highways Committee to undertake consultation with the affected county residents to determine their support for the area speed limit proposals.
4. Formal consultation has now been undertaken by the City Council on the implementation of the 20mph speed limit schemes in Bestwood, Bramcote and Bulwell (consultation on the Dales & Mapperley area proposals will be undertaken in the New Year). The consultation included a number of roads in Nuthall as part of the Bulwell area scheme; roads in Arnold as part of the Bestwood area scheme; and three roads in Bramcote as part of the Bramcote scheme (as shown in the maps included as appendices A, B and C). The proposed area-wide 20mph speed limits will consist of only signing with no other engineering measures and will be funded wholly, including the proposed sections within the county, by the City Council primarily from its Local Sustainable Transport Fund allocation.

Consultation

Nuthall

5. Formal consultation and public advertisement of the proposals was undertaken between 21 May 2013 and 26 June 2013 and included consultation with 162 affected households in the county. One county resident objected to the proposals. The local County Council Member and parish council also objected to the scheme and their comments as well as responses to each comment are detailed in the table below.

Comment	Response
The County Council does not have a policy to introduce mandatory 20mph speed limits and therefore Nottingham City Council is trying to influence and introduce its own policies in the county (that are contrary to existing Council policies)	Introducing 20mph speed limits is not contrary to existing strategies will help deliver a number of County Council objectives as they will have a minimal impact on overall journey times but will help deliver improved road safety and air quality; encourage more cycling and walking trips, especially for shorter journeys; as well as reduce traffic noise
It is a City Council anti-car policy	The scheme is not considered to be anti-car and the local distributor roads will not be included in it. The scheme aims to promote more responsible driver behaviour
The scheme is a waste of money	The schemes will be introduced at no cost to the County Council and will be funded wholly by Nottingham City Council through the Local Sustainable Transport Fund
Travelling much above 20mph is already unlikely due to the existing road layout	Research shows that sign only 20mph schemes are more effective where the speeds are already at or below 24mph. The existing road layout and resultant slower vehicle speeds highlighted in the objections therefore support the likely effectiveness of the scheme
The police will not enforce the speed limit	The police support the scheme and the County and City Councils are currently working with the police to develop appropriate strategies for enforcement of 20mph speed limits

Bestwood

6. Formal consultation and public advertisement of the proposals was undertaken between 10 June 2013 and 15 July 2013 and included consultation with 1,359 affected households in the county. Eight county residents objected to the scheme and their comments, as well as responses to each comment are summarised in the table below.

Comment	Response
Inconvenience to drivers and increased journey	The scheme has been designed to minimise inconvenience to drivers. The local distributor roads

times	will retain 30mph speed limits, and these roads will be used for the majority of each journey (unless people are generally making short journeys by car which could be made on foot or by bicycle).
The scheme will be ineffective if it is not enforced by engineering measures or cameras	The police support the scheme and the County and City Councils are currently working with the police to develop appropriate strategies for enforcement of 20mph speed limits
It will lead to increased vehicle emissions; and it will lead to increased fuel costs, especially for businesses who will pass these costs on to customers	20mph schemes do not necessarily increase fuel costs or emissions and DfT guidance states 'Generally, driving more slowly at a steady pace saves fuel and carbon dioxide emissions, unless an unnecessarily low gear is used'. Research highlights that driver style (e.g. smooth or aggressive driving) has the largest effect on emissions rather than driving at a constant lower speed in uninterrupted traffic conditions. The implementation of 20mph speed limits also result in providing further environmental benefits by reducing the number of vehicles and congestion on the roads through decreased levels of traffic and increases in walking and cycling
Lack of evidence to support the scheme's objectives	There is a substantial amount of research and evidence to support the benefits of 20mph schemes, including the strong links between vehicle speed and the number and severity of accidents (reductions in speed leads to fewer, less serious accidents); and the resultant congestion and environmental benefits from increases in walking and cycling
The scheme should not be in force for 24 hours every day but targeted at times when there are large numbers of vulnerable road users	Time limited 20mph speed limits are effective where there is an obvious peak in activity, e.g. outside schools at school start and finish times. This is not the case in area wide speed limits where people may be using the roads throughout the day and night. Applying the 20mph speed limits throughout the day also delivers a consistent message to drivers

7. Several residents (and the local County Council member) also expressed concern about the inclusion of some of the proposed roads due to the fact that they are local distributor roads. Consequently a number of roads have now been excluded from the scheme. Whilst some of these roads were requested by county residents it is worth noting that no County managed roads were individually requested for exclusion. The roads excluded from the scheme following the consultation are:
- Bestwood Park Drive
 - Bestwood Park Drive West (not including the existing variable 20mph speed limit for Rise Park School)

- Edwards Lane (from its junction with Valley Road to its junction with Chippenham Road)
 - Queens Bower Road (from the City/County boundary to Bestwood Park Drive)
 - Ridgeway (from its junction with Bestwood Park Drive to the beginning of the existing 20mph speed limit for Southglade School - 100m NE of Bradwell Drive)
 - Ridgeway (from its junction with Flaxton Way to its junction with Top Valley Way)
 - Top Valley Drive (from its junction with Bowlwell Avenue – Bestwood Park Drive West)
 - Top Valley Drive (from its junction with Top Valley Way to the Central Refuge south of Syke Road)
 - Top Valley Way.
8. It was also requested by a smaller number of residents that Park View Road, Chippenham Road and Beckhampton Road be excluded from the scheme (again these are all City managed roads). These roads were not, however, excluded because they are either residential in nature, have school accesses, or are main routes to a local school (and in the case of Beckhampton and Park View Road they already have traffic calming features on them).

Bramcote

9. Formal consultation and public advertisement of the proposals was undertaken between 1 October 2013 and 30 October 2013 and included consultation with 62 affected households in the county. The County Council member and two affected county residents commented on the scheme and their comments, as well as responses to each comment, are summarised in the table below.

Comment	Response
The scheme should be extended to the county so that there is a consistent speed limit	The Bramcote section of the Wollaton area 20mph speed limit scheme was brought forward as it is being funded by developer contribution s106 moneys secured by the City Council (not LSTF funding). The scheme has therefore been shaped by the s106 agreement and available funding and the works need to be completed by a certain date (the Orders need to be sealed by mid-December). The City are therefore unable to delay the progress of their proposed scheme in Bramcote to undertake further consultation with county residents. Extending this scheme into the county would be a priority if the County Council determines to deliver area-wide 20mph speed limits
Speed cameras should be installed to enforce the reduced speed limit	Speed cameras can only be installed where there is a significant number of recorded accidents involving killed or seriously injured casualties. Fortunately there isn't a history of such accidents at these locations. The police support the scheme and the County and City Councils are currently working with the police to develop appropriate strategies for

	enforcement of 20mph speed limits
Retain the 30mph limit on Wollaton Vale and Bramcote Lane (except in the shopping areas)	The 30mph speed limit has been retained on Wollaton Vale but not Bramcote Lane due to the proposed extent of the reduced speed limit primarily comprising the shopping area

Reason/s for Recommendation/s

10. There is substantial evidence on the benefits of 20mph speed limits both in terms of reduced numbers and severity of casualties, as well as wider benefits such as increased levels of walking and cycling. The introduction of 20mph speed limits supports the proposed Strategic Plan aims relating to 'supporting safe and thriving communities', 'protecting the environment' and 'promoting health'; as well as many of the Local Transport Plan objectives. Excluding the county roads would also lead to confusing speed limit changes for road users. It is therefore considered that the small number of objections received by a minority of residents that could not be accommodated within the revised extents of the scheme should be overruled.

Statutory and Policy Implications

11. 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.

RECOMMENDATIONS

12. It is recommended that Committee:
- approve the proposed implementation of 20mph speed limits on selected county in the Nuthall area as shown in appendix A.
 - approve the proposed implementation of 20mph speed limits on selected county in the Arnold area as shown in appendix B.
 - approve the proposed implementation of 20mph speed limits on selected county in the Bramcote area as shown in appendix C.

Andrew Warrington
Service Director Highways

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

Constitutional Comments (SHB.04.11.13)

17. Committee have power to decide the Recommendation.

Financial Comments (TMR 07/11/2013)

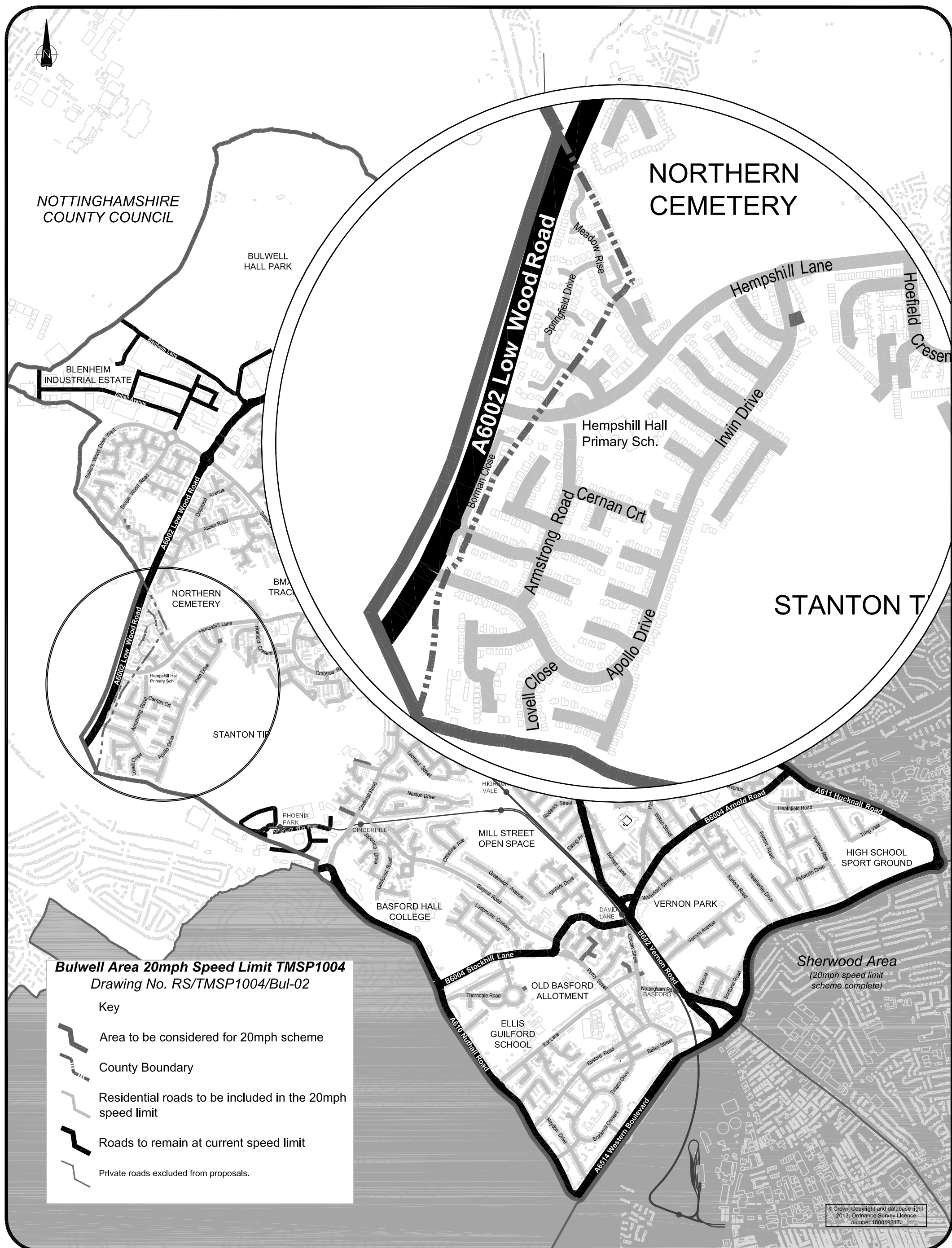
18. There are no financial implications for the County Council as a result of this report.

Background Papers

Nottingham City Council consultation letters and plans
Nottingham City Council consultation summary table
Department for Transport Circular 01/2013 Setting Local Speed Limits

Electoral Division(s) and Member(s) Affected

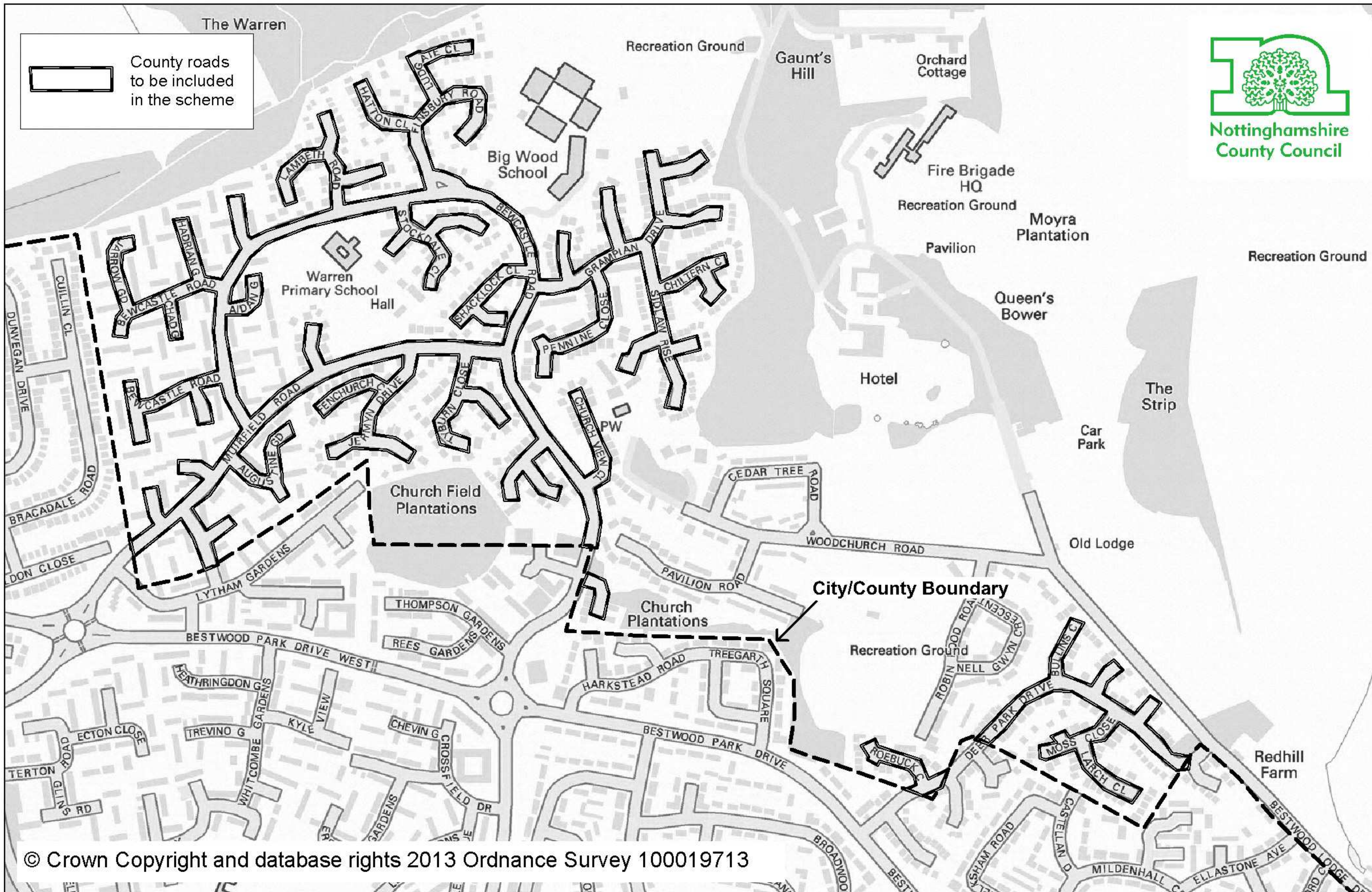
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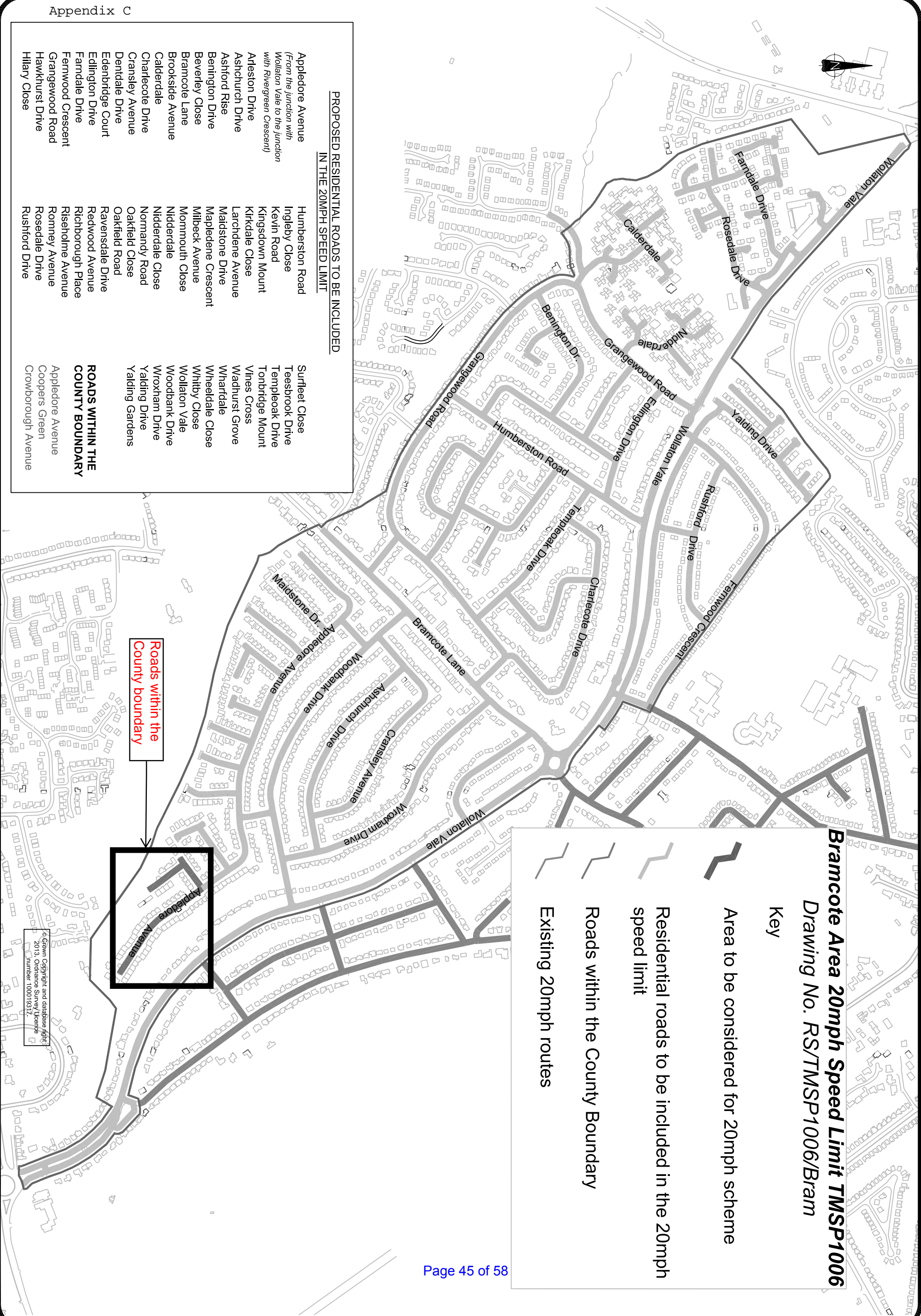


PROPOSED RESIDENTIAL ROADS TO BE INCLUDED IN THE
20MPH SPEED LIMIT

ABERCARN CLOSE	CHRISTINA CRESCENT	HEMSBY GARDENS	NINE ACRE GARDENS	STAPLEHURST DRIVE
ACADEMY CLOSE	CHERWELL COURT	HEMSCOTT CLOSE	NORBURN CRESCENT	STATION ROAD
ACLE GARDENS	CHURCH LANE	HENRIETTA STREET	NORTHALL AVENUE	STEADFOLD CLOSE
ACTON AVENUE	CHURCH STREET	HEPPLE DRIVE	NORTHCOTE WAY	STOCK WELL
ALDER GARDENS	CINDERHILL ROAD	HETHERSETT GARDENS	NORTHERN COURT	STOCKHILL CIRCUS
ALDGATE CLOSE	CLARE CLOSE	HIGHBURY AVENUE	NORTHOLME AVENUE	STOCKHILL LANE
ALDRIN CLOSE	CLARGES STREET	HOEFIELD CRESCENT	NORWICH GARDENS	<i>(From its junction with Mill Street to its</i>
ALNWICK CLOSE	CLAYFIELD CLOSE	HOEWOOD ROAD	NOTTINGHAM ROAD	<i>junction with Percy Street)</i>
ALPINE STREET	COLLINS CLOSE	HOLLYDENE CRESCENT	OAKLEIGH STREET	STOCKTON STREET
ANDERS DRIVE	COLSTON ROAD	HONEYSUCKLE GROVE	OAKLEY MEWS	STONEY HOUGHTON GARDENS
ANFORD CLOSE	COMMERCIAL ROAD	HORNBEAM GARDENS	OCKERBY STREET	STONEYCROFT ROAD
APOLLO DRIVE	CONISTON AVENUE	HOTSPUR CLOSE	ODESA DRIVE	STRELLEY STREET
ARIEL CLOSE	COOPER CLOSE	HOWDEN ROAD	ORVILLE ROAD	SUNNINGDALE ROAD
ARKERS CLOSE	CORBEN GARDENS	HOWICK DRIVE	OVERDALE ROAD	SUNRISE AVENUE
ARMSTRONG ROAD	CORNCRAKE AVENUE	IMPERIAL ROAD	PADDOCK CLOSE	SUSAN DRIVE
ASHBOURNE COURT	COURTLEET WAY	INGRAM ROAD	PARK LANE	SWALLOW CLOSE
ASLOCKTON DRIVE	COVENTRY ROAD	IRWIN DRIVE	PARKWOOD COURT	SWIGERT CLOSE
ASPEN ROAD	COWLEY STREET	JAPONICA DRIVE	PATON ROAD	SYCAMORE RISE
ASTON DRIVE	CRABTREE ROAD	JASMINE ROAD	PEMBRIDGE CLOSE	TANNIN CRESCENT
ATHORPE GROVE	CRASTER DRIVE	JENNISON STREET	PENNANT ROAD	TEALBY CLOSE
AUSTIN STREET	DEPTFORD CRESCENT	JESMOND ROAD	PERCY STREET	TEWKESBURY DRIVE
AVALON CLOSE	DESFORD CLOSE	JOHN WRIGHT CLOSE	PETWORTH DRIVE	THAMES STREET
BABBINGTON DRIVE	DIDCOT DRIVE	KELFIELD CLOSE	PICCADILLY	THIRSTON CLOSE
BACTON AVENUE	DOGWOOD AVENUE	KEMMEL ROAD	PILKINGTON STREET	THORNDALE ROAD
BACTON GARDENS	DONBAS CLOSE	KERSALL COURT	PLANE CLOSE	THORNER CLOSE
BAGNALL ROAD	DORMY COURT	KERSALL DRIVE	PLAZA GARDENS	TINTERN DRIVE
BAILEY STREET	DOVE STREET	KETT STREET	POTTERS HOLLOW	TISHBITE STREET
BANCROFT STREET	DOWNES CLOSE	KEYS CLOSE	POTTERY WAY	TOLLERTON GREEN
BANNERMAN ROAD	DOWNING CLOSE	KIBWORTH CLOSE	POWIS STREET	TOTLAND DRIVE
BAR LANE	DOWNING STREET	KINGFISHER CLOSE	PULBOROUGH CLOSE	TOTLEY CLOSE
BARDNEY DRIVE	DRYSDALE CLOSE	LADBROOKE CRESCENT	QUARRY AVENUE	TOTON CLOSE
BARLOCK ROAD	DUCHESS STREET	LANGDOWN CLOSE	QUEENSBERRY STREET	TOWLSONS CROFT
BARN CLOSE	DUKE CLOSE	LANSDOWNE ROAD	RADLEY SQUARE	TRICORNIA DRIVE
BARRY STREET	DUKE STREET	LARCH GARDENS	RAGDALE ROAD	TRING VALE
BASFORD ROAD	DUNHOLME CLOSE	LATHAM STREET	RAVENSWORTH ROAD	TUNSTALL DRIVE
BEAN CLOSE	DURHAM CRESCENT	LATHKILL CLOSE	REMPSTONE DRIVE	TURNBERRY ROAD
BEDFORD GROVE	DURSLEY CLOSE	LATIMER CLOSE	REPTON ROAD	UTILE GARDENS
BEECH CLOSE	EAGLE COURT	LAURISTON DRIVE	REYDON DRIVE	VENTNOR RISE
BEESTON COURT	EALING AVENUE	LAWTON DRIVE	RIBER CRESCENT	VENTURA DRIVE
BELFORD CLOSE	EASTWOOD STREET	LAXTON AVENUE	RISEBOROUGH WALK	VENUS CLOSE
BELGRAVE ROAD	EDGWARE ROAD	LEMA CLOSE	ROCHESTER COURT	VERE STREET
BELMONT AVENUE	EDWALTON COURT	LEONARD STREET	ROCK COURT	VERNON AVENUE
BESTWOOD ROAD	EISELE CLOSE	LIDO CLOSE	ROCK STREET	VERNON PARK DRIVE
BESTWOOD TERRACE	EVANS ROAD	LILLINGTON ROAD	RODERICK STREET	VIOLET CLOSE
BILLESDON DRIVE	FAIRWAY DRIVE	LIME STREET	ROMAN DRIVE	VULCAN CLOSE
BIRLING CLOSE	FARLEY STREET	LINBY STREET	ROMANS COURT	WALLIS STREET
BLACKTHORNE DRIVE	FARWELLS CLOSE	LINCOLN STREET	ROOSA CLOSE	WALNUT TREE GARDENS
BLANKNEY STREET	FAULCON BRIDGE CLOSE	LINDUM ROAD	ROSEBERY STREET	WARRINGTON ROAD
BOLD CLOSE	FEARNLEIGH DRIVE	LIMEKILN COURT	ROSEGARTH WALK	WATERFORD STREET
BONINGTON CLOSE	FENROTH CLOSE	LLANBERIS GROVE	ROWAN GARDENS	WEAVE CLOSE
BORMAN CLOSE	FENTON DRIVE	LODGEWOOD CLOSE	ROWE GARDENS	WELTON GARDENS
BOWNESS AVENUE	FENTON ROAD	LOGAN STREET	RUNTON DRIVE	WHITE ROAD
BRACKNELL CRESCENT	FIR CLOSE	LONGFORD CRESCENT	RUSHCLIFFE COURT	WHITECHAPEL STREET
BRAEMAR ROAD	FIRE CREST WAY	LOVELL CLOSE	RYDAL GROVE	WHITEMOOR ROAD
BRAMBLE CLOSE	FOX GROVE	LUDFORD ROAD	RYDER STREET	WILLASTON CLOSE
BRANCASTER CLOSE	FOXTON CLOSE	LUDHAM AVENUE	SALMON CLOSE	WILLOW HILL CLOSE
BRAYTON CRESCENT	FRADLEY CLOSE	LUTON CLOSE	SANDYFORD CLOSE	WILTON STREET
BRECONSHIRE GARDENS	FRANCIS GROVE	MALLARD CLOSE	SANKEY DRIVE	WINGBOURNE WALK
BRITANNIA AVENUE	GABRIELLE CLOSE	MANDALAY STREET	SAXELBY GARDENS	WINROW GARDENS
BROAD EADOW ROAD	GARDENERS WALK	MARLOW AVENUE	SAXONDALE DRIVE	WOLLATON COURT
BROAD WALK	GARTON CLOSE	MARSDEN CLOSE	SCOTLAND ROAD	WOOD LINK
BROADHURST AVENUE	GAUL STREET	MARTON ROAD	SCOTT CLOSE	WOODLAND AVENUE
BROMLEY CLOSE	GAYHURST ROAD	MARVYN CLOSE	SCRIPT DRIVE	WOODLEY SQUARE
BROOK CLOSE	GILEAD STREET	MATTINGLY ROAD	SEDGEBROOK CLOSE	YOUNG CLOSE
BROOKLYN CLOSE	GOLDCREST ROAD	MAYFAIR GARDENS	SELLER'S WOOD DRIVE	
BROOKLYN ROAD	GOLF CLOSE	MEADOW RISE	SELLER'S WOOD DRIVE WEST	
BROOMHILL ROAD	GORDON STREET	MERCHANT STREET	SELWYN CLOSE	
BRORA ROAD	GORSE COURT	MERCURY CLOSE	SEVERN STREET	
BROWNS CROFT	GOTHIC CLOSE	MERSEY STREET	SHEPARD CLOSE	PRIVATE ROADS EXCLUDED
BUCKLOW CLOSE	GOVERTON SQUARE	MIDLAME GARDENS	SHIREBROOK CLOSE	FROM PROPOSALS
BULLFINCH ROAD	GREASLEY STREET	MILFORD CLOSE	SILVER BIRCH CLOSE	
BULWELL LANE	GREENWICH AVENUE	MINERVA STREET	SKYLARK DRIVE	CHARLES WAY
BURNABY STREET	GRINDON CRESCENT	MITCHELL CLOSE	SNAPE WOOD ROAD	CLOVER GREEN
CALDON GREEN	GUNN CLOSE	MOLLINGTON SQUARE	SOFTWOOD CLOSE	CORIANDER DRIVE
CAMBERLEY COURT	HAISE COURT	MONTAGUE STREET	SONGTHRUSH AVENUE	DYCE CLOSE
CAMBERLEY ROAD	HAMBLING CLOSE	MOORE STREET	SOUTH SNAPE CLOSE	FILEY STREET
CANTRELL ROAD	HARDWOOD CLOSE	MOUNT PLEASANT	SPINDLE GARDENS	FIRST AVENUE
CAPORN CLOSE	HAREWOOD AVENUE	MURBY CRESCENT	SPRING ROAD	GRANGE ROAD
CAREY ROAD	HARMSTON RISE	MURIEL STREET	SPRINGFIELD DRIVE	HAZELHURST GARDENS
CARLIN STREET	HARWICH CLOSE	NANSEN STREET	SPRINGHEAD COURT	LEEN DRIVE
CARLISLE AVENUE	HASWELL ROAD	NAOMI CRESCENT	SPRINGHILL CLOSE	MANOR CROFT
CASTLETON COURT	HAVERSHAM CLOSE	NASEBY CLOSE	SPRUCE GARDENS	OCCUPATION ROAD
CATHERINE CLOSE	HAYLING DRIVE	NAWORTH CLOSE	SQUIRES AVENUE	RONA COURT
CAWSTON GARDENS	HAZEL STREET	NELSON ROAD	ST AIDAN'S COURT	SECOND AVENUE
CERNAN COURT	HEATHERLEY DRIVE	NESTON DRIVE	ST ALBANS ROAD	SNAPE NOOK COURT
CHELTENHAM STREET	HEATHFIELD ROAD	NEWARK COURT	ST ANDREWS CLOSE	ST ALBANS MEWS
CHEVIOT DRIVE	HELM CLOSE	NEWCASTLE STREET	STAFFORD AVENUE	THE CLIFF
CHILWELL COURT	HEMLOCK GARDENS	NEWMARKET ROAD	STAFFORD COURT	THE MILL CLOSE
CHRISTINA AVENUE	HEMPSHILL LANE	NEWPORT DRIVE	STANCLIFFE AVENUE	THIRD AVENUE

Appendix B. Bestwood Area 20mph Speed Limit.





REPORT OF THE SERVICE DIRECTOR HIGHWAYS

PERFORMANCE REPORT – HIGHWAYS

Purpose of the Report

1. This report provides information to Committee on performance of the Highways Division – specifically this report covers quarter 2 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.
 - i.) *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) i.e. to reduce from 517 to 310. At Q2 2013 -14 the figures indicate a 41% reduction has been achieved.
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), i.e. to reduce from 54 to 32. At Q2 2013-14 the figures indicate a 50% reduction has been achieved.
 - ii.) *Street Lighting* - The average repair time for this quarter is 5.77 days compared with 5.6 days in the previous quarter, which remains below the target of 7 days. Overall there has been a marked improvement in the repair of street lighting faults from the average repair rate for 2012/13 at 8.91 days. Automatic email warning information is now sent to the engineer to allow prompt repairs.

- iii.) *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. Results for both indicators are on or above target and improvement from the previous quarter.
- iv.) *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. 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 Web Site 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.
- v.) *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. Road condition indicators are based on annual surveys to national standards and were reported in detail in the previous performance report (THC3/10/13)

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

Financial Implications

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

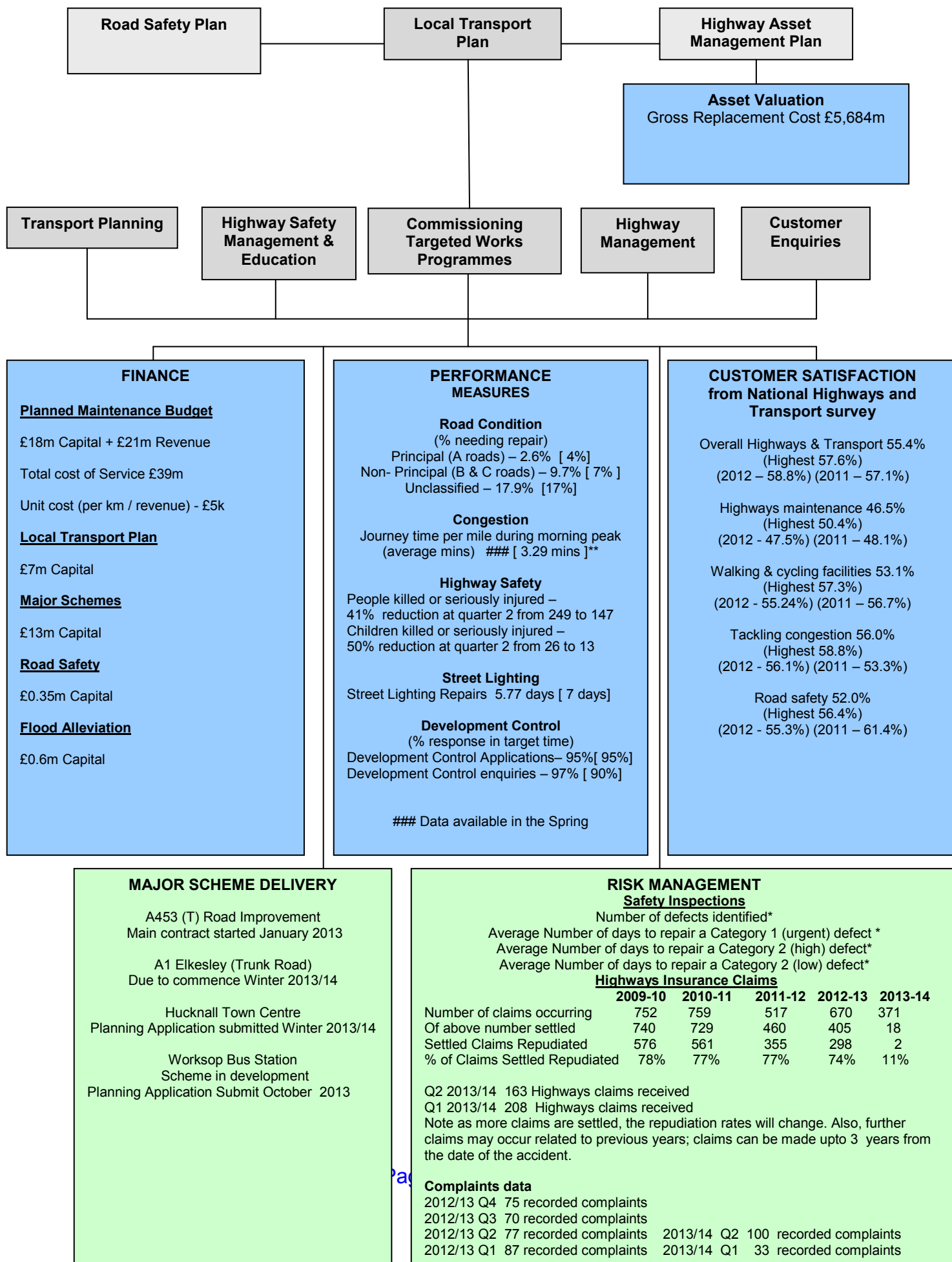
None

Electoral Divisions

All

Appendix 1

Highways Division



28 November 2013**Agenda Item:8****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 1/11/2013)

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

Financial Comments (MA 1/11/2013)

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>
9 Jan 2014				
TTS Staffing Restructure	Restructure details	Info.	Mark Hudson	Mark Hudson
Mansfield Bus Station and Statutory Bus Quality Partnerships	Progress Report	Info.	Mark Hudson	Pete Mathieson
Highway Authority	Role in Planning Process	Info.	Andy Warrington	Gary Wood
Integrated Passenger Transport Strategy	Proposed approach	Decision	Andy Warrington	Gary Wood
HS2	Draft Consultation Response	Decision	Andy Warrington	Gary Wood
GAR & A57/A60, Worksop	Scheme update	Info.	Andy Warrington	Neil Hodgson
Event Management	Proposed Approach	Decision	Andy Warrington	Chris Charnley
Highway Charging for Services	Proposed charges	Decision	Andy Warrington	Gary Wood
Local Transport Plan	Update Report	Decision	Andy Warrington	Gary Wood
TROs	Schemes requiring Committee approval	Decision	Andy Warrington	Neil Hodgson
Prohibition of Waiting and Parking Places - Various Roads in Ruddington	TRO Report	Decision	Andy Warrington	Neil Hodgson
13 Feb 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>
Final Concessionary Travel Scheme	Final Scheme 2014/15	Decision	Mark Hudson	Mary Roche
Changes to Local Bus Network	Update Report	Info.	Mark Hudson	Pete Mathieson
Local Bus Services	Consultation Summary	Info.	Mark Hudson	Mark Hudson
Fleet Management	Business Plan	Info.	Mark Hudson	Chris Holland
Highways Capital Programme 2014/15	Programme details	Decision	Andy Warrington	Gary Wood/Neil Hodgson
Highways	Quarterly Performance Report (Q3)	Info.	Andy Warrington	Gary Wood
TROs	Schemes requiring Committee approval	Decision	Andy Warrington	Neil Hodgson
20 Mar 2014				
Integrated Ticketing Strategy	Update	Info.	Mark Hudson	Pete Mathieson
Fleet Operations	Business Plan	Info.	Mark Hudson	Chris Ward
24 Apr 2014				
Passenger Transport	Appraisal Framework	Decision	Mark Hudson	Pete Mathieson
22 May 2014				
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

