

Communities and Place Committee

Thursday, 05 December 2019 at 10:30

County Hall, West Bridgford, Nottingham, NG2 7QP

AGENDA

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Notes

- (1) Councillors are advised to contact their Research Officer for details of any Group Meetings which are planned for this meeting.
- (2) Members of the public wishing to inspect "Background Papers" referred to in the reports on the agenda or Schedule 12A of the Local Government Act should contact:-

Customer Services Centre 0300 500 80 80

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

Councillors or Officers requiring clarification on whether to make a declaration of interest are invited to contact Noel McMenamin (Tel. 0115 977 2670) or a colleague in Democratic Services prior to the meeting.
- (4) Councillors are reminded that Committee and Sub-Committee papers, with the exception of those which contain Exempt or Confidential Information, may be recycled.
- (5) This agenda and its associated reports are available to view online via an online calendar - <http://www.nottinghamshire.gov.uk/dms/Meetings.aspx>

Meeting	Communities and Place Committee
Date	7th November 2019 (commencing at 10:30 am)

Membership

Persons absent are marked with an 'A'

COUNCILLORS

John Cottee (Chairman)
Phil Rostance (Vice-Chairman)
John Handley (Vice-Chairman)

Pauline Allan	John Knight
Glynn Gilfoyle	John Longdon
Kevin Greaves	Bruce Laughton
A Tom Hollis	John Ogle

OTHER COUNCILLORS IN ATTENDANCE

Jim Creamer
Maureen Dobson
Gordon Wheeler

OFFICERS IN ATTENDANCE

Mick Allen	-	Place Department
Kate Butler	-	VIA
Doug Coutts	-	VIA
Sally Gill	-	Place Department
Kevin Heathcote	-	VIA
Derek Higton	-	Place Department
Suzanne Heyden	-	Place Department
Neil Lewis	-	Place Department
Kevin Sharman	-	Place Department
Mark Walker	-	Place Department
Gary Wood	-	Place Department
Noel McMenamin	-	Chief Executive's Department

1. MINUTES OF THE LAST MEETING

The minutes of the meeting held on 3rd October 2019 having been circulated to all Members, were taken as read and were signed by the Chairman.

2. APOLOGIES FOR ABSENCE

Councillor Tom Hollis (unwell)

Councillor John Longdon replaced Councillor Vaughan Hopewell for this meeting only.

3. DECLARATIONS OF INTERESTS

None.

4. HIGHWAYS WINTER SERVICE

RESOLVED 2019/085

That the procedures and communications arrangements set out in the report to ensure to ensure that Nottinghamshire's highways winter service is fully prepared to meet the challenges of the forthcoming winter season be endorsed, and that the Committee's thanks be passed on to the staff responsible for its delivery.

5. HIGHWAYS CAPITAL AND REVENUE PROGRAMMES 2019-2020 UPDATE

RESOLVED 2019/086

That, subject to the provisions in respect of consultation, statutory undertakings and issues arising from feasibility studies, detailed scheme investigation and design, as set out in paragraph 13 of the report, approval be given to:

- 1) the proposed integrated transport block programme for implementation as contained in the report and detailed at Appendix 1;
- 2) the proposed highway capital maintenance programme for implementation as contained in the report and detailed at Appendix 2;
- 3) the proposed highway traffic management revenue programme for implementation as contained in the report and detailed at Appendix 3;
- 4) the road safety education, training and awareness programmes as contained in the report and detailed at Appendix 4;
- 5) the proposed consultation and information provision required to deliver each of the schemes and work programmes detailed in the report and its appendices.

6. RIGHTS OF WAY MANAGEMENT PLAN (2018-2026) PROGRESS REPORT

RESOLVED 2019/087

That the Rights of Way Management Plan (2018-2026) progress report in line with Section 60 of the Countryside and Rights of Way Act 2000 (the CROW Act) be approved.

7. UPDATE ON KEY TRADING STANDARDS AND COMMUNITIES MATTERS

Mark Walker, Group Manager, Trading Standards and Communities, provided a verbal update on a live safety issue involving the malfunction of jumbo 'Turbo' sparklers. Ten injuries, some significant, were known to have been sustained. Mr Walker advised that through Twitter alerts and message-sharing the Service had reached an audience of almost 100,000, but that it remained on high alert in advance of upcoming bonfire and fireworks events.

RESOLVED 2019/088

That:

- 1) The updates given regarding Trading Standards and Communities matters be ratified;
- 2) The update given regarding the progress of raising additional income in the Service be ratified;
- 3) Approval be given for the creation of two fixed term (2 Years) Grade 4 Level 1 Trading Standards Officer/Regulatory Compliance Officer apprenticeship posts within the Service.

8. STRATEGIC RAIL UPDATE

RESOLVED 2019/089

That:

- 1) the contribution detailed at paragraph 6 towards two dedicated rail posts covering the East Midlands region and based at East Midlands Council, reporting to Transport East Midlands, be approved;
- 2) officer involvement in ongoing partnership working, with the aim of maximising regional rail improvements, be supported and approved.

9. WORK PROGRAMME

RESOLVED 2019/090

That the Committee's work programme be agreed.

The meeting concluded at 11.50am

Chairman

REPORT OF THE SERVICE DIRECTOR FINANCE, INFRASTRUCTURE & IMPROVEMENT

COMMUNITIES AND PLACE PERFORMANCE AND FINANCE REPORT FOR QUARTER 2 PLACE CORE DATA SET

Purpose of the Report

1. To provide the Committee with an update of performance for Communities and Place for quarter 2 2019/20 (1 July 2019 to 30 September 2019).

Background

2. The Council's Planning and Performance Framework establishes the approach that the Council takes to planning and managing its performance to deliver effective and responsive services.
3. The Council has agreed that the key measures of its performance will be defined through a number of core data sets which are detailed in its Council Plan and each of its Departmental Strategies. Performance against these core data sets is reported to committee every three months (quarterly) to support the performance management of the delivery of services.

Information and Advice

4. The full Core Data Set is included in Appendix A, and when considering the appendix it should be noted that:
 - The previous figures are for the preceding quarter (quarter 1 2019/20) or financial year (2018/19), although in some cases this is highlighted as not applicable where the data is unavailable for the previous quarter/annual.
 - The appendix also indicates whether the measure is
 - a cumulative measure (C) which shows performance from 1 April 2019 to 30 September 2019,
 - a measure which is reported annually (A),
 - or a measure which only includes the value for the individual quarter

5. The report highlights those core data set measures which have been identified as a risk in the appendix based on the latest performance figures. In addition to reviewing the core data set, each quarter of 2019/20, the report will focus on a specific commitment within the Council Plan and deep dive into the various activities and projects, and their successes in relation to that particular area.
6. A number of Council services are delivered through external parties, these include:
 - Via East Midlands, a company owned by County Council (NCC), who deliver the Highways Service for the benefit of the County's residents, visitors, businesses and highways users, with some key strategic functions retained by NCC.
 - Veolia Environmental Services (VES), who have a long term Private Finance Initiative (PFI) contract (to 31 March 2033) with NCC to manage the bulk of the Local Authority Collected waste. This includes providing the recycling network and operating and maintaining the Material Recovery Facility (MRF) at Mansfield. It also includes arranging composting services and waste disposal through subcontractors for the production and processing of Refuse Derived Fuel (RDF) from residual waste, and for the use of the Sheffield Energy Recovery Facility (ERF) with Veolia Sheffield. Two other significant contracts are also used to manage waste streams in the County.
 - Inspire, who commenced provision of a range of cultural and learning services from April 2016, including the Council's library services. Supported by the Council, Inspire has implemented a programme of investment to modernise public libraries and develop a range of cultural and learning services on behalf of the Council.
 - Arc Partnership, a joint venture developed by NCC and Scape Group, who work closely with local communities, providing value for money, treating people fairly and creating a better built environment for everyone. Arc's services include design & project management, construction services and repairs & maintenance.

Core Data Set

Highways

7. The overall trend in the numbers of children and young people killed or seriously injured (KSI) in road accidents is still on course to achieve the 2020 target of a 40% reduction from the 2005-09 average. The latest figures see a reduction of 69% on the KSI average for 2005-09.

Waste Services

8. The percentage of household waste sent to reuse, recycling and composting is forecast at 43.3%, which is below the target of 45.5%. This is because the figure is an annual rolling estimated out-turn figure and is still significantly affected by the prolonged drought which affected the entire country in summer 2018 and has adversely affected all local authorities' composting performance. The good growing weather in quarter 2 of 2019 is expected to mitigate this and the service is hopeful in meeting the target. The service is also currently

in discussions with Mansfield District Council on their proposal to introduce kerbside glass collections.

Registration Services

9. The General Register Office (GRO) sets a national target of 90% for deaths registered within five days, however due to local factors the geographical area the service manages, an internal authority target of 78% has been set. The percentage of deaths registered within five days for July, August and September were 86%, 83% and 74%, respectively, which resulted in a quarter 2 outcome of 81%, achieving the internal target. The service has worked hard over many months identifying performance champions in each area to work with internal and external colleagues and stakeholders and is confident that the collective performance will continue to improve further. Nottinghamshire performance has consistently exceeded that of neighbouring areas such as Lincolnshire and Nottingham City.

Trading Standards

10. The retail value of illicit tobacco in quarter 2 was £22,880. This included £3,000 worth of illicit products seized in a multi-agency operation with Derbyshire Trading Standards and Her Majesty's Revenue and Customs (HMRC) at a premises in Sandiacre. Following a briefing by our officers in July to police officers about the prevalence of illicit tobacco and how to spot it, a further £1,400 of counterfeit tobacco was also seized by Police when attending a domestic incident.
11. The Service's approach to product safety enforcement, as with other areas of our work, is intelligence led based on the threat risk and harm posed to our communities. Quarter 2 was a very quiet period for product safety complaints resulting in a zero return for this quarter.
12. No new Nominated Neighbours were recruited in quarter 2 however, work is ongoing to identify further areas that may benefit from this scheme which helps protect vulnerable residents who may be vulnerable to unwanted doorstep callers.
13. The services work to protect vulnerable residents from doorstep crime and scams continues with 57 victims assisted in quarter 2, with 91% feeling safer as a result of our officer's intervention. In five separate doorstep crime incidents the victims collectively lost more than £25,000. Target hardening advice and support and direct interventions with the traders involved helped protect the residents from further victimisation.

Commitment 5 - Nottinghamshire is a great place to live, work, visit and relax

14. This quarter's deep dive will focus on Commitment 5: Nottinghamshire is a great place to live, work, visit and relax. The Place department has a number of achievements and milestones that support this commitment, which have been highlighted in this section.
15. **Investment to reduce energy use and cut carbon dioxide emissions:** To date we have successfully secured funding for a 6,000 LED's street light installs in 2019/20 and a further 6,000 LED's for 2020/21. Works are on-going and opportunities for further funding will continue to be explored.
16. **Whole system review of Nottinghamshire's public transport arrangements:**

- **Developing proposals for Community Transport provision:** The Community Transport officer has now been recruited and has been engaging with the local providers to understand their priorities going forward. Once this research has been undertaken and opportunities identified, several proposals will be formulated.
 - **Reviewing our current Home to School transport arrangements:** The County Council, following the review has introduced revised charges for school transport and these have been implemented for the 19/20 Academic year.
 - **Reviewing our current public transport network arrangements and developing new solutions to support public access to transport:** The Chair has approved the development of 3 pilots to inform future local bus provision. These pilots are proposed for areas of Mansfield, Rushcliffe and Newark & Sherwood/Bassetlaw.
17. **Major flood resilience works in Southwell:** In quarter 2, capital works have commenced in Southwell and are progressing well. The installation of individual Property Flood Resilience measures for the most vulnerable across the catchment is 35% complete and the retro fit sustainable urban drainage scheme at Lowes Wong will complete in November.
18. **Support at risk communities to be more resilient to flooding risk:** We have responded to over 300 planning applications across the county and worked with numerous land and riparian owners. Investigations into significant flooding events have taken place and, where necessary, Section 19 reports have been initiated. A £912,000 investment from Flood Defence Granting Aid and Local Levy to protect 86 properties has been secured for a flood risk management scheme in Hucknall. We are also delighted to be shortlisted as the 'People's Choice' for a flooding scheme in Newark with Severn Trent Water. Flood Risk Management partnered up to provide additional gullies and drainage for 400 home owners, Highways and Passenger Transport supported the delivery of the scheme with co-ordination and flexibility of services.
19. **Deliver the newly adopted Rights of Way Management Plan (RWMP) to support enhanced public access to the network:** Positive progress continues on the delivery of the RWMP by working in partnership with stakeholders to enable a well maintained and managed county-wide public rights of way network. Work on the increase in claims for paths and byways and on ensuring a network suitable for all users is also on-going. Key access projects continue to be successfully delivered across the county in line with Local Transport Plan objectives, and the promotion of the network encourages members of the public to use public paths with focus on improving health and well-being.
20. **Continuing to protect and enhance our library and community learning services through:**
- A Vibrant network of public libraries providing a rich reading, cultural, heritage and learning offer, with over 200 events/courses each week
 - Implementation of the Inspire Poetry festival, Annual Readers Day and Jazz & Arts programme for children and young people at 12 larger libraries
 - The new theatre programme using The Old Library theatre in Mansfield

- Offering volunteering opportunities across Nottinghamshire libraries and archives
21. Performance reports for the remainder of the year 2019/20, will focus on the following commitments:
- Quarter 3 – Commitment 11: Nottinghamshire is a well-connected county
 - Quarter 4 – Commitment 1: Families prosper and achieve their potential

Financial Performance

22. The 2019/20 revenue budget for the Communities and Place Committee is £123.780 million. As at period 6 the forecast outturn against this budget is £125.938 million resulting in a forecast overspend of £2.158 million. The main reasons for the forecast overspend are set out below.
23. Transport is forecasting an overspend of £1.823 million. The major contributing variances are:-
- There are additional SEND Home to School (HtS) costs of £1.030 million caused by an increase in the number of pupils requiring transport
 - There is an overspend on mainstream Home-to School transport of £0.390 million due to an increase in pupil numbers, and capacity limits at the closest designated school for pupils necessitating transport to alternative educational establishments by either bus or taxi.
 - There is a forecast overspend on concessionary fares of £0.234 million due to increased costs where a new operator has taken over commercial routes previously provided under a fixed rate deal.
 - There is a forecast overspend on local bus services of £0.140 million caused by the on-going pressure on the provision of services, especially when commercial operators withdraw from services.
 - The above cost increases are subject to budget pressure bids for 2020/21.
24. An overspend of £0.551 million is being forecast on the County Council's budget for the Coroner's service. This is based on advice from Nottingham City Council (who manage the service) and is due to an anticipated increase in the cost of mortuary services. HM Coroners are at liberty to spend what they consider is required to fulfil their duties, and the County Council has no direct influence on their spending. However, the City Council provides regular advice on the measures they are taking to manage expenditure.

Other Options Considered

25. This report is provided as part of the Committee's constitutional requirement to consider performance of all areas within its terms of reference on a quarterly basis. The departmental strategy was agreed on 24 January 2018 and the format and frequency of

performance reporting were agreed by Improvement and Change Sub Committee on 12 March 2018. Due to the nature of the report no other options were considered appropriate.

Reason/s for Recommendation/s

26. This report is provided as part of the Committee's constitutional requirement to consider performance of areas within its terms of reference on a quarterly basis.

Statutory and Policy Implications

27. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance, finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

RECOMMENDATION

- 1) That Committee considers whether there are any actions it requires in relation to the performance information on the Council's services for communities and place for the period 1 July 2019 to 30 September 2019.

Nigel Stevenson

Service Director for Finance, Infrastructure & Improvement

For any enquiries about this report please contact:

Matthew Garrard

Performance, Intelligence & Policy Team Manager

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Constitutional Comments (EP 28/10/2019)

1. The Communities and Place Committee is the appropriate body to consider the content of the report. If Committee resolves that any actions are required, it must be satisfied that such actions are within the Committee's terms of reference.

Financial Comments (SES 22/11/2019)

2. There are no specific financial implications arising directly from the report. The financial performance of the Communities and Place Committee up to the end of Q2 is set out in paragraphs 22 to 24.

Background Papers and Published Documents

The performance measures included within appendix A are measures which have previously been included within the performance section of committee reports. These committees are as

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follows; community safety committee, culture committee, environment and sustainability committee, personnel committee, planning and licensing committee, transport and highways committee.

Electoral Division(s) and Member(s) Affected

All

5 December 2019**Agenda Item:5****REPORT OF THE CORPORATE DIRECTOR, PLACE****NOTTINGHAMSHIRE AND NOTTINGHAM LOCAL AGGREGATES
ASSESSMENT – 2018 SALES DATA****Purpose of the Report**

1. To inform the Committee of the latest 2018 sales figures for aggregate minerals in Nottinghamshire and to approve the Nottinghamshire and Nottingham Local Aggregates Assessment (LAA).

Information

2. As a Minerals Planning Authority (MPA), Nottinghamshire County Council is required to prepare a Minerals Local Plan against which applications for minerals development can be assessed. As part of the preparation of a new Plan, it is important to assess the future demand for aggregate minerals to ensure that a steady and adequate supply of minerals can be provided over the plan period.
3. The National Planning Policy Framework (NPPF) requires MPAs to undertake an annual Local Aggregates Assessment (LAA). The LAA should include average 10-year sales data and other relevant local information. This could for example include significant house or road building, new infrastructure for major projects or issues such as the exploitation of major new resources or resource depletion affecting future output.
4. The latest Nottinghamshire and Nottingham LAA covers the period 2009-2018.
5. The NPPF also requires MPAs to participate in an Aggregate Working Party (AWP) and take account of the advice of the Party when preparing their LAA; for Nottinghamshire this is the East Midlands AWP.

Nottinghamshire and Nottingham LAA

6. The Nottinghamshire and Nottingham LAA covers the County as well as the City as most mineral consumed within the city will be extracted within the county or further afield. Below is a summary of the key findings. The LAA including 2018 sales is attached in Appendix A.

Sand and Gravel

7. Sand and gravel sales are very sensitive to economic conditions and as a result of the recession, fell sharply between 2007 and 2010. Since 2010, sales in Nottinghamshire have remained subdued, well below pre-recession levels.
8. The 2018 sales figures stood at 1.56 million tonnes, a slight increase from the 2017 sales which totalled 1.3 million tonnes.
9. The 10-year sales average continues to fall, with it currently standing at 1.46 million tonnes compared to the previous year's average of 1.53 million tonnes. This decline is due to the greater influence of depressed sales since the recession in 2008 and the lack of new quarry developments to replace previously worked out quarries.
10. The latest 3-year average has increased slightly to 1.38 million tonnes compared to 1.36 million tonnes the previous year. See tables 1a & 1b below
11. Figure 1 on Page 9 of the LAA (Appendix A) sets out the previous 10-year annual sales information.

Sherwood Sandstone

12. Sherwood Sandstone sales are much lower than sand and gravel as it is used in more specialist markets. Sales have slowly declined since the mid-1990s. As with sand and gravel, sales fell significantly between 2007 and 2010 due to the recession. Since 2010 sales have remained relatively stable albeit at a lower level.
13. The 2018 sales figure stood at 0.46 million tonnes, a slight increase on 2017 sales which totalled 0.38 million tonnes. The 10-year sales average remains static at 0.36 million tonnes.
14. The latest 3-year average shows a small increase, up from 0.33 million tonnes in 2017 to 0.38 million tonnes in 2018. See tables 1a & 1b below. Figure 2 on Page 12 of the LAA (Appendix A) sets out the previous 10-year annual sales information.

Imports and Exports of Sand and Gravel (including Sherwood Sandstone)

15. Imports and exports of aggregates are only recorded as a one-year snapshot every four years as part of the full surveys undertaken by the East Midlands Aggregate Working Party (EMAWP). The most recent full survey was undertaken in 2018. The surveys do not include a breakdown for Sherwood Sandstone, hence all sand and gravel import and export figures include Sherwood Sandstone.
16. The amount of sand and gravel and Sherwood Sandstone known to be exported from Nottinghamshire in 2018 was 1.31 million tonnes, or 65% of the total amount extracted (2.01 million tonnes).
17. In 2018 the main export markets were Northamptonshire, Rotherham and Doncaster and neighbouring authorities in the East Midlands. This is due to limited reserves in these areas and the quality of sand there not meeting the specifications for making high strength concrete.

18. Imports of sand and gravel into Nottinghamshire from elsewhere in the East Midlands were lower compared to the amount extracted from the County's own quarries. However, the amount imported totalled approximately 583,000 tonnes in 2018 the majority coming from Lincolnshire.

Crushed Rock (including aggregate limestone)

19. Nottinghamshire only has one dedicated aggregate limestone quarry (at Nether Langwith). The quarry was originally opened to supplement a much larger quarry in Derbyshire, however it has been inactive since 2007. No sales were recorded in 2018, in line with previous years. See tables 1a & 1b below. Figure 3 on Page 16 of the 2018 LAA (Appendix A) sets out the previous 10-year annual sales information.

Imports and Exports of Crushed Rock

20. Limestone resources in Nottinghamshire and Nottingham are relatively limited and therefore all crushed rock used in Nottinghamshire is imported. The 2018 Aggregates Minerals Survey states that 1.26 million tonnes was imported predominantly from Leicestershire, Derbyshire (including the Peak District National Park Authority) and Yorkshire and Humberside (predominately Doncaster Metropolitan Borough Council).

Table 1a – 10-year average sales figures (million tonnes)

	2013 LAA (2002- 2011)	2014 LAA (2003- 2013)	2015 LAA (2005- 2014)	2016 LAA (2006- 2015)	January 2017 LAA (2007- 2015)	October 2017 LAA (2007- 2016)	May 2019 LAA (2008- 2017)	Current LAA (2009- 2018)
Sand and gravel	2.58	2.43	2.24	2.05	1.89	1.7	1.53	1.46
Sherwood Sandstone	0.46	0.44	0.42	0.40	0.39	0.37	0.36	0.36
Limestone	0.08	0.06	0.05	0.03	0.02	0.005	0.002	0.00

Table 1b – 3-year average sales figures (million tonnes)

	2013 LAA (2009- 2011)	2014 LAA (2010- 2012)	2015 LAA (2011- 2013)	2016 LAA (2012- 2014)	January 2017 LAA (2013- 2015)	October 2017 LAA (2014- 2016)	May 2019 LAA (2015- 2017)	Current LAA (2009- 2018)
Sand and gravel	1.51	1.61	1.55	1.46	1.45	1.4	1.36	1.38
Sherwood Sandstone	0.33	0.34	0.35	0.35	0.37	0.35	0.33	0.38
Limestone	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Alternative Aggregates

21. Alternative aggregates are made up of recycled and secondary materials and includes some types of construction and demolition waste, asphalt road planings, Desulphogypsum (DSG) and ash from power stations.
22. National estimates show an overall increase in the use of alternative aggregates over the last 30 years, peaking at 71 million tonnes in 2007. Sales rise and fall in line with the overall demand for aggregates, with sales in 2016 standing at 66.9 million tonnes. It is estimated that alternative aggregates make up around 29% of total aggregate use – three times higher than the European average.
23. The British Geological Survey and Minerals Products Association acknowledge that further significant growth is likely to be limited due to the high levels that are already being recycled. The availability, cost and suitability of these materials to meet specific technical specifications will also affect their ability to replace primary aggregates.
24. The amount of DSG and ash available from power stations is also likely to fall significantly in the future as the remaining coal fired power stations are to be decommissioned by 2025.
25. Local data for alternative aggregates remains limited. The only data available is throughput data at permitted recycling facilities rather than sales data.
26. As recycled aggregates are available on the open market, their contribution is already taken into account when calculating future demand for primary aggregates owing to their impact on annual sales.

Additional Demand for Aggregates in Nottinghamshire

27. Along with the 10-year average, the LAA is required to take account of other relevant local information in regard to additional future demand. This includes any significant infrastructure projects, future house building and population growth. Future infrastructure projects are likely to include improvements to the A1/A46 junction near Newark, and The High Speed 2 line which will pass along the western boundary of the county. Based on the District and Borough Local Plans, it is estimated that approximately 4,574 dwellings per annum will be built in Nottinghamshire over the plan period. The plan period for the new plan is proposed to be until 2036. Future demand from outside the county – particularly from Rotherham and Doncaster is also taken into account.
28. The LAA does not regard these local factors as leading to a return to sales of aggregates at the levels reported in the pre-2008 period in the short to medium term. It therefore suggests that the 10-year sales averages are a reliable basis for considering future demand.

National Sales

29. The Annual Minerals Raised Inquiry (AMRI) survey published by the Office for National Statistics provided data on national sales. The most recent version

published in March 2016 covering 2014 data shows that national sales for sand and gravel, and crushed rock have increased year on year from the low point experienced in 2012. The AMRI has since been discontinued.

East Midland Sales

30. The EMAWP Annual Monitoring Report collates data relating to aggregates sales for each Minerals Planning Authority in the East Midlands. (The sales data for Nottinghamshire has been used in this report). The latest report shows that unlike Nottinghamshire, sand and gravel sales across the East Midlands up to 2016 have been increasing since the low point in 2009. 2017 sales fell very slightly compared to 2016 sales. Sales of Crushed rock across the area have also been increasing from the low point in 2012. 2017 sales decreased slightly (0.5%) compared to 2016 data.

Targeted Consultation

31. As required by national planning guidance, the Local Aggregates Assessment has been submitted to the East Midlands Aggregate Working Party to seek their views on the approach set out in the LAA.
32. Concerns have been raised by the minerals industry stating that the LAA/ Minerals Local Plan is not making adequate provision over the plan period. The reasons given include the reliance on sales data heavily influenced by low sales, increased demand from renewed house building, the amount of permitted reserves locked up in mothballed/inactive quarries and other planned major infrastructure schemes such as HS2. Most adjacent Minerals Planning Authorities considered the content of the LAA is satisfactory.

Conclusion

33. The 2018 data shows that sales of sand and gravel in Nottinghamshire have increased marginally against the 2017 data, however sales remain subdued. This is against a wider backdrop of rising sales at both the East Midlands and national levels. The 10-year average sales figures continue to fall, as a direct result of the 10-year period taking into account a greater proportion of recession data.
34. Based on the evidence available, it is considered that the sales data used to forecast demand in the emerging Minerals Local Plan remains relevant. Any changes to the demand forecast would result in delays to plan preparation as additional stages of public consultation would be required.
35. The LAA is produced annually and will be used to monitor sales in Nottinghamshire.

Other Options Considered

36. The only other option would be not to approve or publish a new Local Aggregate Assessment, however the production of this document is a requirement in the National Planning Policy Framework and Managed Aggregate Supply System (MASS) guidance. It is new evidence which supports the review of the Minerals Local Plan and it is important that the Committee approves its publication.

Reason for Recommendation

37. To agree the Nottinghamshire and Nottingham Local Aggregates Assessment as it forms part of the evidence base of the Nottinghamshire Minerals Local Plan. Production of Minerals Local Plan and associated documents is a statutory requirement.

Statutory and Policy Implications

38. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial implications

39. There are no direct financial implications arising from the contents of this report. The Committee should note that the City Council contribute £750 per annum towards the production of the document since it covers their obligations as a mineral planning authority.

RECOMMENDATION

- 1) That Committee approve the Nottinghamshire and Nottingham Local Aggregates Assessment – 2018 sales data.

Adrian Smith
Corporate Director, Place

**For any enquiries about this report please contact: Steven Osborne-James,
Principal Planning Officer, Planning Policy Team, 0115 97 72109**

Constitutional Comments [SG 23/10/2019]

40. The recommendation falls within the remit of the Communities and Place Committee by virtue of its terms of reference.

Financial Comments [RWK 24/10/2019]

41. There are no specific financial implications arising directly from the report.

Background Papers and Published Documents

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

- None

Electoral Division(s) and Member(s) Affected

All

Nottinghamshire and Nottingham Local Aggregates Assessment

Containing 2018 sales data

Published xxxx 2019

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Summary

The Nottinghamshire and Nottingham Local Aggregates Assessment (LAA) is a document that is to be produced under the requirements set out in the National Planning Policy Framework (NPPF) and covers the geographical area of Nottinghamshire, including the Nottingham City unitary authority area. It monitors annual sales data for aggregate minerals between 2009 and 2018 as well as identifying other relevant local information to enable the Mineral Planning Authorities to plan for a steady and adequate supply of minerals.

Aggregate minerals are made up of sand and gravel, Sherwood Sandstone and crushed rock and are used in the construction industry. Their main uses include concrete, mortar, asphalt, railway ballast and bulk fill.

The LAA sets out:

- Summaries of past aggregate sales, number of active quarries and the distribution of the extracted mineral;-
- The latest 10 and 3 year average sales data and a comparison to the previous average sales data; and,-
- The key issues that could affect the future demand for aggregates over the next plan period.

Key Findings

Nottinghamshire is an important producer of sand and gravel and Sherwood Sandstone and has a large export market, particularly to South Yorkshire and the wider East Midlands. Crushed rock production is minimal with most imported from Derbyshire and Leicestershire.

Whilst aggregate mineral resources are present in the Nottingham City area, the opportunities to work these minerals are limited due to the built-up nature of the area. As a result, the majority of aggregates consumed in the City are supplied from either Nottinghamshire or further afield.

The Nottingham City Land and Planning Policies document contains policies against which any proposal for minerals development within the City boundary would be assessed, including a Minerals Safeguarding Policy, however it does not include demand forecasts for aggregate minerals.

Sales of aggregate minerals fell significantly as a result of the recession in 2007 and since this time have remained subdued. Sales of sand and gravel in 2009 and 2016 were recorded at 1.27mt, levels not seen in Nottinghamshire since records began in 1973.

The 2018 sales data shows a small increase in sand and gravel sales and an increase for Sherwood Sandstone sales compared to the 2017 data. Crushed rock (limestone) output remains at zero.

The latest 10-year average sales figures show that sand and gravel has steadily fallen since the first LAA was published in 2013, whilst Sherwood Sandstone sales have remained broadly stable and sales of crushed rock (limestone) has continued to decline. This is due to the greater influence of the subdued sales on the monitoring period for sand and gravel and the lack of replacement quarries coming forward to replace worked out quarries.

The 3-year average sales figure shows a similar pattern. The Sand and gravel 3-year averages have steadily fallen although the most recent average has increased slightly. Sherwood Sandstone average has remained broadly stable and crushed rock (limestone) remaining at zero (see table 1).

Table 1: Sales and landbank figures as of December 2018

	2018 sales (million tonnes)	10-year sales average 2009-2018 (million tonnes)	3-year sales average 2016-2018 (million tonnes)	Permitted reserves (million tonnes)	Landbank (years)
Sand and gravel	1.56	1.46	1.38	20.1	13.76
Sherwood Sandstone	0.46	0.36	0.39	8.39	23.3
Crushed rock (limestone)	0.00	0.00	0.00	3.34	N/A

*The landbank figure should be used with caution as sales have been at zero for a number of years.

Introduction

- 1.1 The requirement to prepare a Local Aggregates Assessment (LAA) was introduced in the National Planning Policy Framework (NPPF) in March 2012 and is a continued requirement within the 2018 NPPF. The LAA should include the latest 10 years average sales data taking into account any important local considerations, sub national and national guidelines on aggregate provision. The data contained in the LAA will then enable the Minerals Planning Authorities (MPAs) to make provision for a steady and adequate supply of aggregate minerals in their area over the life of the Minerals Local Plan.
- 1.2 The Planning Practice Guidance also sets out an additional requirement to identify the 3-year average sales figure in particular to identify the general trend of demand as part of the consideration of whether it might be appropriate to increase supply.
- 1.3 This LAA sets out the aggregate minerals found in the geographical area of Nottinghamshire including Nottingham City, the current situation in terms of annual sales, the number of active quarries and the amount of aggregate that will need to be provided over the plan period.
- 1.4 It is important to note that whilst aggregate mineral resources are present in the Nottingham City boundary, the opportunities to work these minerals are limited due to the built-up nature of the area. As a result the majority of aggregates consumed in the City are supplied from either Nottinghamshire or further afield.
- 1.5 The Nottingham City Land and Planning Policies document contains policies against which any proposal for minerals development within the city boundary would be assessed against, including a Minerals Safeguarding Policy, however it does not include demand forecasts for aggregate minerals.
- 1.6 The information used in this LAA is supplied by the East Midlands Aggregate Working Party and relates to the period 1st January to 31st December 2017.
- 1.7 The Aggregates Working Party is made up of MPAs from across the region and industry representatives. Its role is to provide technical advice about the supply and demand for aggregates and undertake annual monitoring of aggregate production and levels of permitted reserves across the East Midlands. This information is supplied to MPAs and to the National Aggregate Co-ordinating Group to inform national aggregate provision.
- 1.8 The LAA is required to be updated on an annual basis and will enable the County and City Councils to monitor ongoing patterns and trends in aggregate sales and ensure that adequate reserves are maintained over the plan period.

Aggregates in Nottinghamshire and Nottingham City

- 2.1 Aggregates account for around 90% of minerals used in construction and are essential in maintaining the physical framework of buildings and infrastructure on which our society depends. Aggregates are usually defined as hard granular materials and include sand and gravel, Sherwood Sandstone and limestone. Their main uses include concrete, mortar, Roadstone, asphalt, railway ballast, drainage courses and bulk fill. Alternative aggregates are also used within Nottinghamshire, which include secondary and recycled materials.

Primary aggregates

- 2.2 Plan 1 illustrates the following primary aggregates that are found in the geographical area of Nottinghamshire and Nottingham.

Sand and gravel

- 2.3 Important alluvial (river) sand and gravel deposits are found in the Trent and the Idle Valleys which have made Nottinghamshire an important producer of sand and gravel in the East Midlands. Limited extraction also occurs in glaciofluvial sand and gravel deposits near East Leake, south of Nottingham. Sand and gravel is mainly used in ready mixed concrete production, although Nottinghamshire's reserves are particularly valuable because they meet high strength concrete specifications as the gravel is made up of quartzite.

Sherwood Sandstone

- 2.4 Although defined as sandstone, this rock formation rapidly breaks down to sand when extracted. The sandstone occurs as a broad north-south belt stretching from the border with South Yorkshire, southwards to Nottingham. The mineral is mainly used to produce asphaltting and mortar sand. There is relatively little overlap with the uses for which alluvial and glacial sand and gravels are suitable. Sherwood Sandstone is also used for non-aggregate industrial and other specialist end-uses.

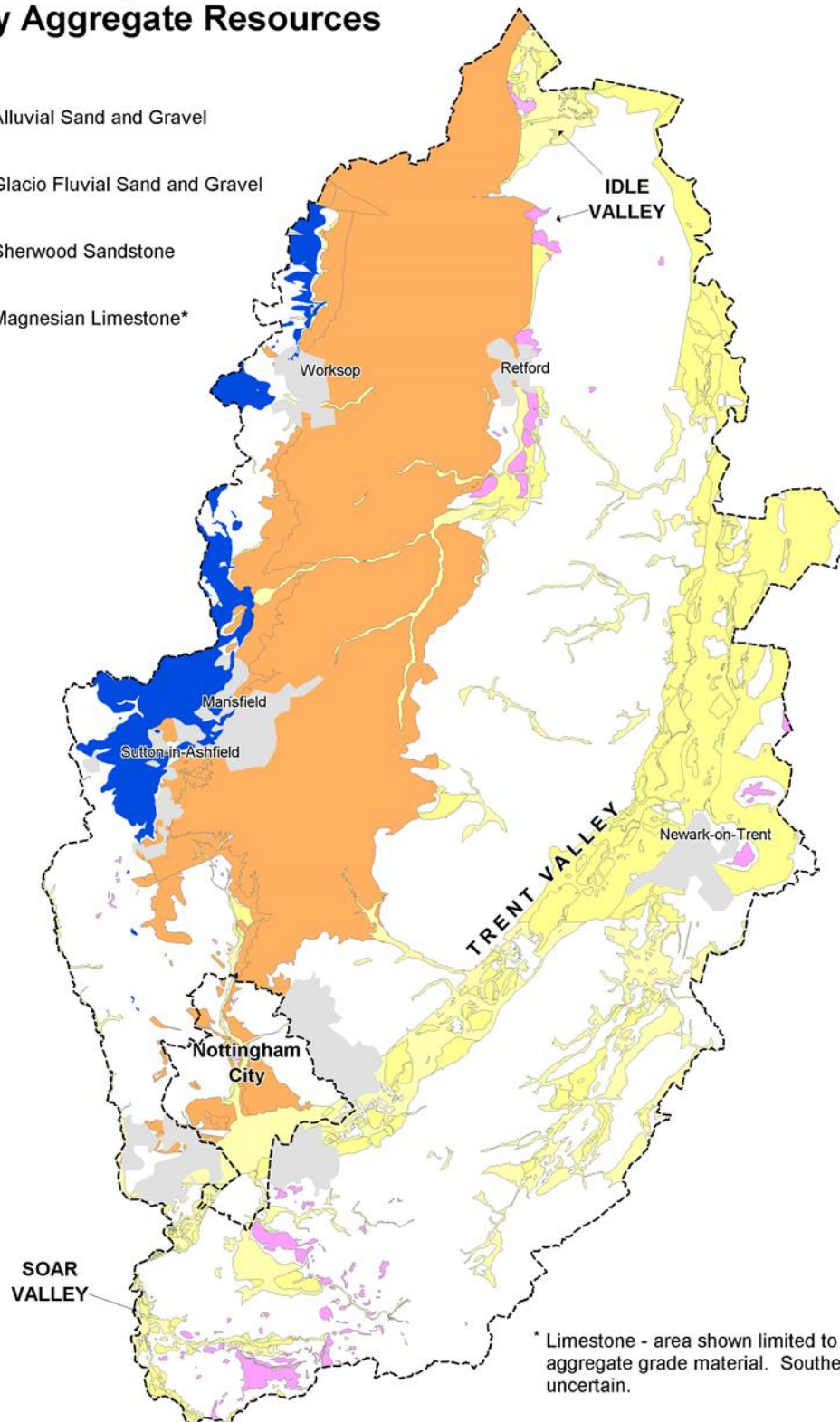
Magnesian Limestone

- 2.5 This resource occurs as a relatively narrow belt to the west of the Sherwood Sandstone. This outcrop comprises the southernmost limits of the UK's second largest limestone resource that extends from the Durham coast through Yorkshire into Derbyshire and Nottinghamshire. Limestone suitable for use as an aggregate is only found in the Mansfield area and to the north where the mineral is used mainly as a road sub-base material although some mineral is of industrial grade quality. Production is relatively small scale and the lowest in the East Midlands. Around Linby the limestone is suitable for building and ornamental purposes, although aggregates can be produced as a by-product of utilising reject building stone.

Plan 1 - Nottinghamshire - Primary Aggregate Resources

Key

	Alluvial Sand and Gravel
	Glacio Fluvial Sand and Gravel
	Sherwood Sandstone
	Magnesian Limestone*



* Limestone - area shown limited to aggregate grade material. Southern limit uncertain.

* Alluvial Sand and Gravel - minor tributaries and glaciofluvial - economic potential limited.

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British Geological Survey, 2013. Digital Geological Map of Great Britain 1:625 000 scale (DiGMapGB-625)
Superficial Deposits data [CD-Rom] Version 1.10. Keyworth, Nottingham: British Geological Survey.
Release date 30-04-2003

Alternative aggregates

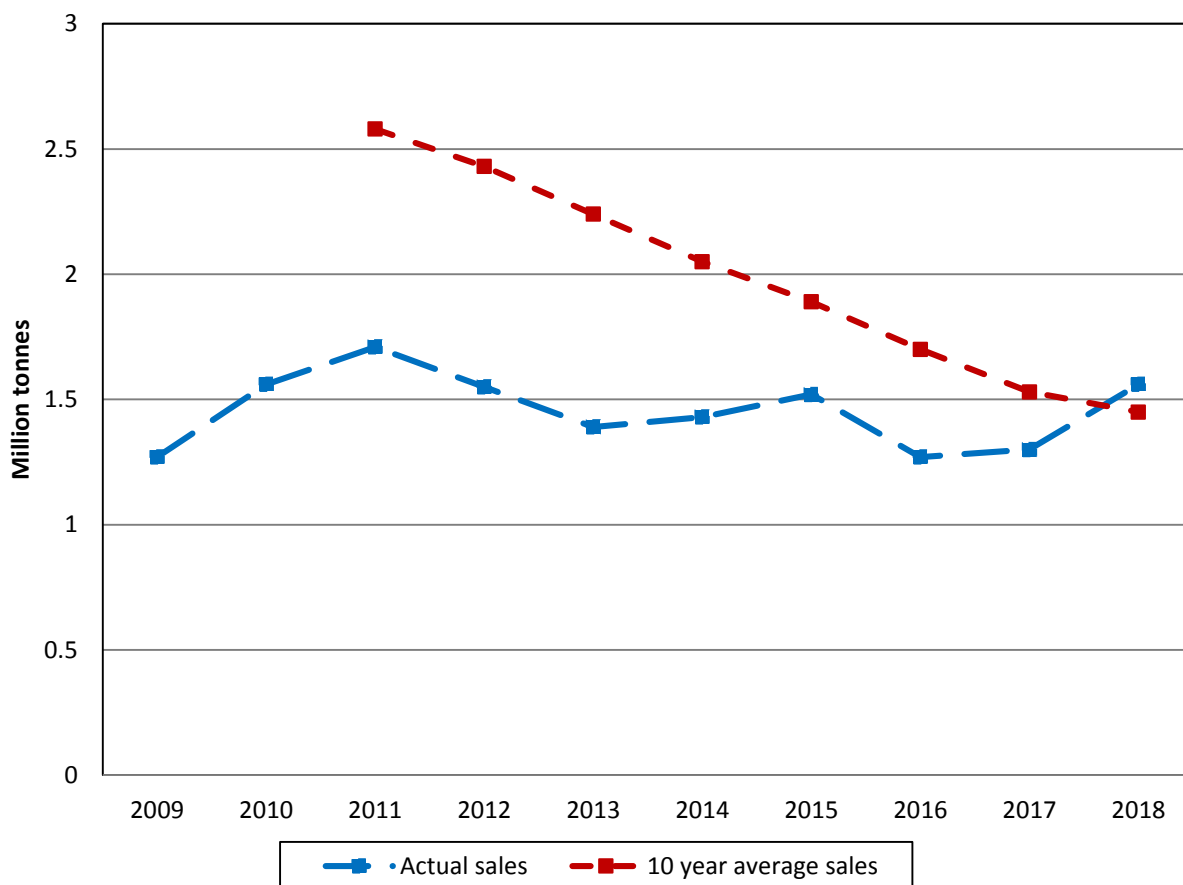
- 2.6 Alternative aggregates comprise secondary and recycled materials, although these terms are often used interchangeably. Recycled aggregates are materials that have been used previously and include some types of construction and demolition waste, asphalt road planings and used railway ballast. Secondary aggregates are by-products of other processes that have not been previously used as aggregates. They include colliery spoil, china clay waste, slate waste, power station ashes, blast furnace and steel slag, incinerator ashes and foundry sands.
- 2.7 Alternative aggregates are currently most widely used in lower grade applications such as bulk fill. However, the range of uses is widening due to advances in technology and the increasing economic incentive to use them instead of primary aggregates.
- 2.8 In Nottinghamshire, sources of alternative aggregates include construction and demolition waste, power station ash, river dredgings, road planings and rail ballast.

Local production

Sand and gravel

- 3.1 As shown in Figure 2, sales for sand and gravel have remained relatively stable over the 10-year period with a low of 1.27 million tonnes in 2009 and 2016 peaking at 1.71 million tonnes in 2011. 2018 sales stand at 1.56 million tonnes. The main factor that has changed within this timeframe is production at Finningley quarry moving between Nottinghamshire and Doncaster resulting in the rise and falls in sales.
- 3.2 Along with subdued sales since the recession, the number of permitted quarries coming online to replace worked out quarries has remained low.

Figure 1: Sales of sand and gravel 2009-2018 against the 10-year average sales figure.



Year	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Sales (Million tonnes)	1.27	1.56	1.71	1.55	1.39	1.43	1.52	1.27	1.30	1.56

Resources and landbank

- 3.3 The landbank is calculated by dividing existing permitted reserves by the level of production based on the average sales over the last 10 years. This is in line with guidance set out in the National Planning Practice Guidance.
- 3.4 Permitted reserves currently total 20.1 million tonnes, with average sales over the last 10 years standing at 1.46 million tonnes per annum. Therefore, as of December 2017 the landbank stood at 13.76 years of production. This is above the minimum 7-year landbank requirement set out in the NPPF.
- 3.5 The sand and gravel landbank has been increasing in recent years and is due to a number of factors. Firstly, permitted reserves have increased in 2018 due to a significant extension at Langford Lowfields quarry. Secondly the 10-year sales average (which is used to calculate the landbank) has been falling on an annual basis since 2011, as higher pre-recession sales data is removed from the 10-year sales average and thirdly now new quarries are being developed to replace previously worked out quarries in the county.
- 3.6 There are eleven permitted sand and gravel quarries in Nottinghamshire, although at present only nine are in full production with a further quarry, Girton, only working existing stockpiles (see Table 2).

Table 2: Permitted sand and gravel quarries in Nottinghamshire

Site	Operator	Status	Permitted reserves (mt)
Langford Lowfields	Tarmac	Active	4.09
Girton	Tarmac	Inactive	3.72
Besthorpe	Tarmac	Active	1.16
Sturton Le Steeple	Tarmac	Yet to be worked	7.1
East Leake	CEMEX	Active	1.81
Cromwell	CEMEX	Active	1.06
Misson West	Hanson	Active	0
Misson Newington	Hanson	Active	0.11
Scrooby	Rotherham Sand & Gravel	Active	0.58
Finningley	Tarmac	Active	0
Misson Bawtry Road	Rowley	Active	0.47
TOTAL			20.1

Geographical spread of sand and gravel quarries

- 3.7 Historically a geographical spread of sand and gravel quarries has developed across Nottinghamshire, resulting in three geographic areas. This has occurred due to the location of sand and gravel reserves along the Trent and Idle Valley but also due to where key markets are within Nottinghamshire and neighbouring authorities. As of December 2018, the location of quarries with planning permission in Nottinghamshire is set out in table 3.

Table 3: Location of existing permitted quarries in Nottinghamshire

Geographic Area	Total tonnage in the area (million tonnes)		Percentage of total reserves	
	2017	2018	2017	2018
Idle Valley	8.77*	8.26*	49%	41%
Newark	7.12	10.03	39.8%	49%
Nottingham	2	1.81	11.2%	9%

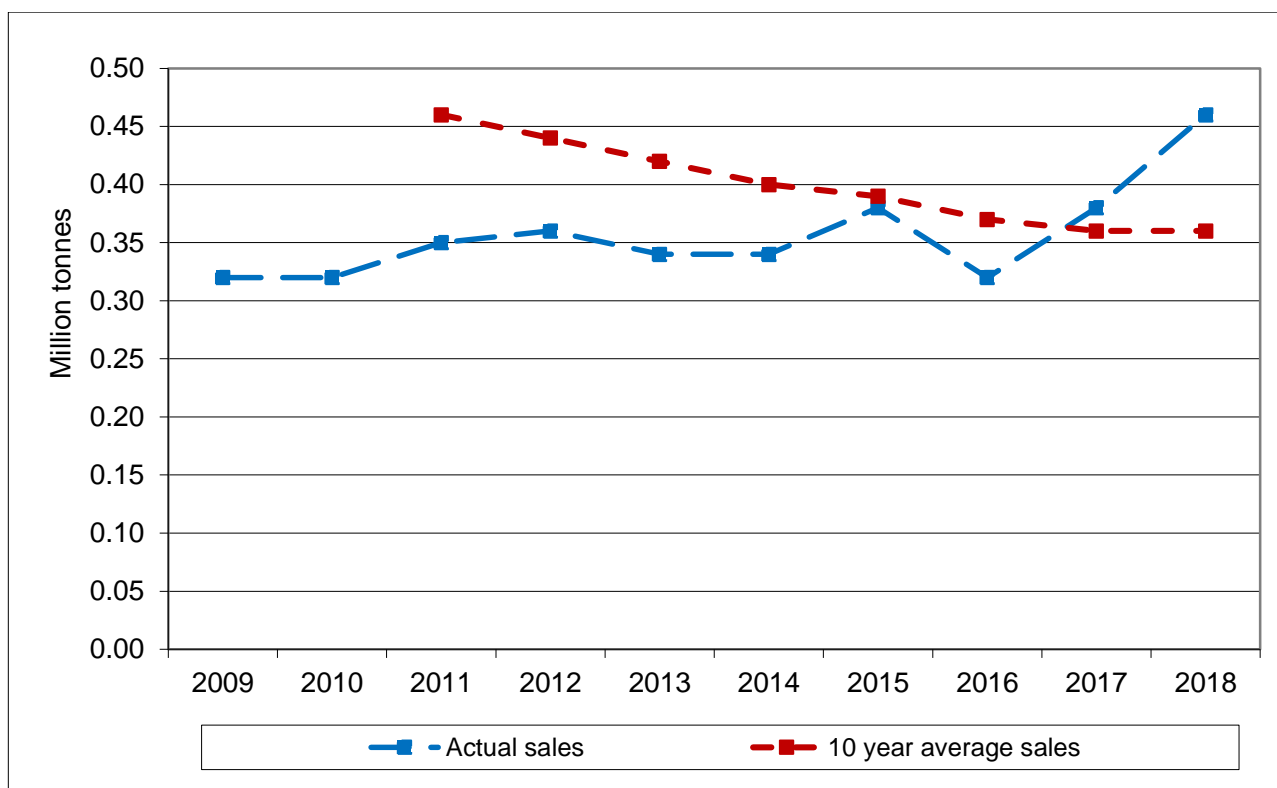
*Of the 8.77 million tonnes in the Idle Valley, 7.1 million tonnes is contained in Sturton Le Steeple quarry, which is currently inactive.

- 3.8 Whilst this shows the current geographic spread of permitted quarries, it is important to note that over time, as reserves are worked and additional reserves are granted planning permission, this spread will change.

Sherwood Sandstone

- 3.9 Historically Sherwood Sandstone sales have been much lower than sand and gravel sales as it is generally used in different, more specialist markets. Between 2009 and 2017, sales have remained relatively stable, between 0.32 and 0.38 million tonnes a year. Sales in 2018 increased to 0.46 million tonnes. (see Figure 3 below)

Figure 2: Sales of Sherwood Sandstone, 2009-2018 against 10-year average sales figure. (Figures in million tonnes)



Year	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Sales (million tonnes)	0.32	0.32	0.35	0.36	0.34	0.34	0.38	0.32	0.38	0.46

Resources and landbank

- 3.10 There are four permitted Sherwood Sandstone quarries although at present only three are being worked, with one dormant and one inactive site (see Table 4 below). Permitted reserves currently total 8.39 million tonnes, with average sales over the last 10 years standing at 0.36 million tonnes. Therefore, as of December 2018 the landbank stood at 23.3 years. This is above the minimum 7-year requirement.

Table 4: Permitted Sherwood Sandstone quarries in Nottinghamshire

Site	Operator	Status	Permitted Reserves (mt)
Burntstump	Tarmac	Active	1.99
Bestwood 2	Tarmac	Active	2.4
Two Oaks Farm	Mansfield Sand Company	Active	3.6*
Scrooby Top	Rotherham Sand & Gravel	Inactive	0.40
TOTAL			8.39

*Estimated figure

Imports and exports of sand and gravel (including Sherwood Sandstone)

- 3.11 Imports and exports of aggregates have only been recorded as a one-year snapshot generally every four years through the National Survey of Aggregate Movements undertaken by the British Geological Survey. The surveys do not include a breakdown for Sherwood Sandstone, hence all sand and gravel import and export figures include Sherwood Sandstone. Import data is much more limited and is calculated using the median percentage range as supplied in the National Survey of Aggregates Movement. As such the data is an approximate figure.
- 3.12 The last Survey was undertaken in 2014 and previous to that in 2009. A full survey was intended to be undertaken in 2018 however this has not taken place.
- 3.13 As a result of the delay to the national survey, data collected by the East Midlands Aggregate Working Party has been used to identify the destination of exports from Nottinghamshire. Import data is more limited. See Table 5 & 6.
- 3.14 Caution should be used when comparing the 2014 and 2018 sales data as the response rates between the two surveys may vary. The data does however provide a broad comparison of aggregate flows.

Table 5 Exports from Nottinghamshire

Destination	2009 survey ('000 tonnes)	2014 survey ('000 tonnes)	2018 survey ('000 tonnes)
Bedfordshire	0.02	0	0
East of England unknown	5	0	0
Cambridge and Peterborough	0.07	0	1
Essex	0.05	0	0
Derbyshire and Peak District	104	87	64
Leicestershire and Rutland	98	141	166
Lincolnshire	67	40	57
Northamptonshire	0	0.14	406
Nottinghamshire	760	499	126
East Midlands unknown	138	76	194
Durham	0	0.03	0
Cheshire	0.13	1	0.6
Greater Manchester, Merseyside, Halton & Warrington	0	0.02	0.2
Lancashire	0.04	0.02	0.1
Berkshire	0	0.11	0.1
Avon	0	0	0.2
Scotland	0.03	0	0
Shropshire	0	0.17	5
Buckinghamshire	5	0	0
Kent	0.2	0	0
Gloucester	0	0.06	0
Staffordshire	4	0.23	26
Warwickshire	3	25	17
Remainder of West Midlands	3	26	16
West Midlands unknown	0	0	14
Humber (East Riding, North Lincs and NE Lincs)	106	141	64
North Yorkshire, Yorkshire Dales and North York Moors	1	16	27
South Yorkshire	145	412	386
West Yorkshire	143	92	67
North East Wales		0	0.5
Unknown	-	210	375
TOTAL			2010

Table 6: Imports into Nottinghamshire

Origin	2014 survey (‘000 tonnes)
Cambridgeshire	5
Derbyshire and Peak District	5
Leicestershire and Rutland	52
Lincolnshire	361
Staffordshire	155
Doncaster	5
TOTAL	583

- 3.15 The amount of sand and gravel and Sherwood Sandstone known to be exported from Nottinghamshire is 1.31 million tonnes, or 66% of the total amount extracted (2.01 million tonnes recorded). However, an additional 375,000 tonnes are classified as having an unknown destination. Based on past export sales data it is likely that this sand and gravel served markets within Nottinghamshire.
- 3.16 The results of the 2018 full survey show that the largest amount of sand and gravel (approx. 400,000 tonnes) was exported to Northamptonshire. Northamptonshire has not traditionally been a major market for sand and gravel from Nottinghamshire. This will be monitored in future years to understand if this was a ‘one off’ spike in supply for a specific need or if this is likely to continue in the future. Exports to south Yorkshire stood at 386,000 tonnes which is to be expected as historically sand and gravel from Nottinghamshire has supplied this market. Other export markets include other neighbouring authorities in the East Midlands¹.
- 3.17 Imports of sand and gravel from elsewhere in the East Midlands were lower compared to the amount extracted from the County’s own quarries. However, the amount imported still totalled approximately 583,000 tonnes, with the majority supplied by Lincolnshire.
- 3.18 Given the relatively low value and bulky nature of aggregates, transport forms a major part of its cost. As a result, the distance minerals can be economically transported by road is relatively limited. National figures identify the average distance travelled in 2017 was 26.7 miles². No data is available at the local level.

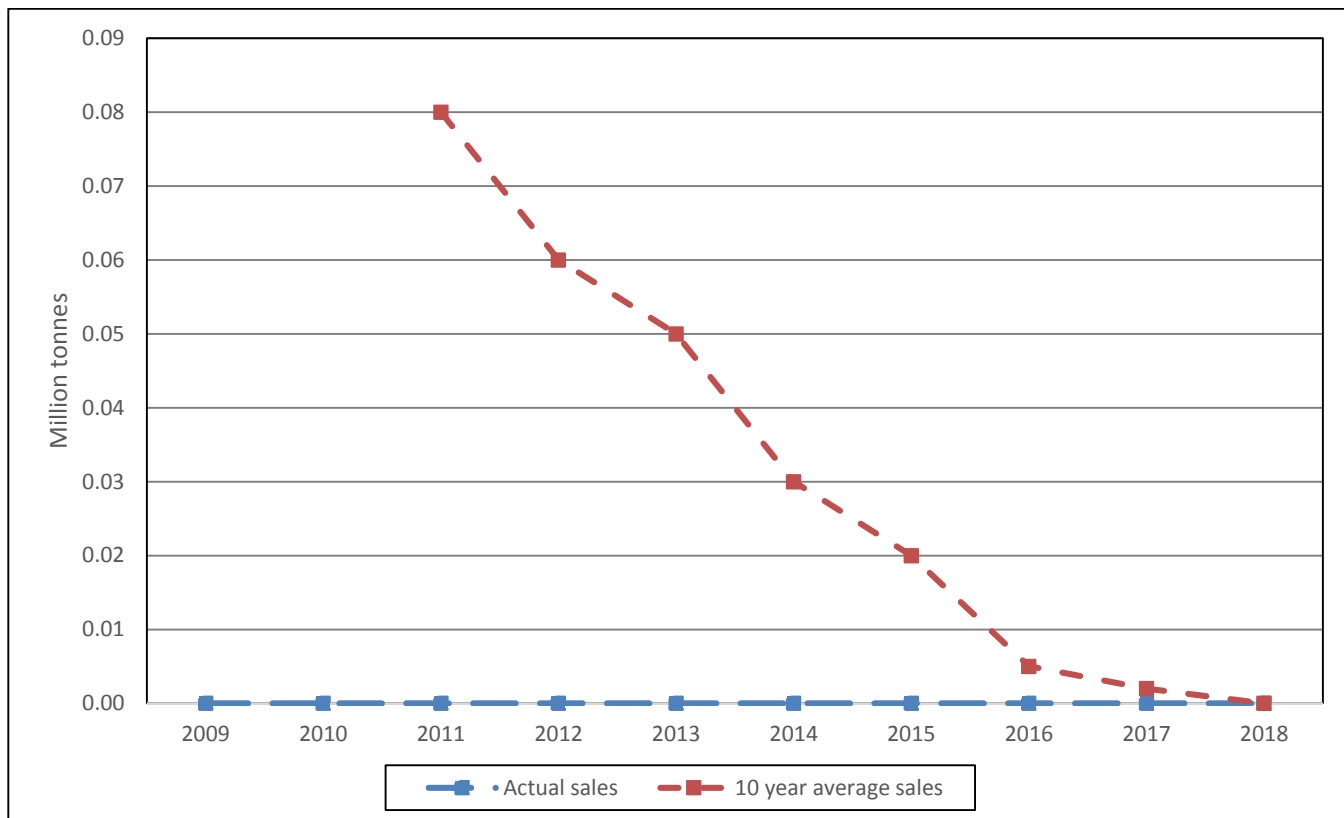
¹ Source: Aggregate Minerals Survey 2014, conducted by the Department of Communities and Local Government

² Minerals Products Association

Crushed rock (including aggregate limestone)

- 3.19 Crushed rock sales (predominately aggregate limestone) in Nottinghamshire have stood at zero over the majority of the 10-year period. This lack of sales has continued in 2017. (see figure 5 below).

Figure 3: Sales of aggregate limestone, 2008-2017 against 10-year average sales figure. (Figures in million tonnes)



Year	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Sales (million tonnes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Resources and landbank

- 3.20 Nottinghamshire only has one dedicated aggregate limestone quarry (at Nether Langwith). The quarry was originally opened to supplement a much larger quarry in Derbyshire, however it has been mothballed since 2007. Some aggregate is also produced from reject stone at a building stone quarry at Linby although this tonnage is small. Permitted reserves currently total 3.34 million tonnes, with average sales over the last 10 years standing at zero. Given that no aggregate is currently being worked, a landbank figure has not be calculated as it gives an unrealistically large figure.

Imports and exports of crushed rock

- 3.21 Limestone resources in Nottinghamshire and Nottingham are relatively limited therefore all crushed rock is imported. The 2014 Full East Midlands Annual Minerals Survey states that 1.26 million tonnes of crushed rock was imported into Nottinghamshire, whilst no mineral was exported.
- 3.22 The survey identified Leicestershire, Derbyshire (including the Peak District National Park Authority) and Yorkshire and Humberside (predominately Doncaster Metropolitan Borough Council) as the main sources of crushed rock.
- 3.23 The Leicestershire LAA states that adequate reserves are available to meet expected future demand over the plan period. The Derbyshire LAA also states that adequate reserves remain available to meet expected future demand from outside Derbyshire. This takes into account the reduction in output from the Peak District National Park. The Doncaster and Rotherham LAA identifies a 33-year landbank for crushed rock based on 2015 figures. The Humber LAA (2017) also states that adequate reserves remain, with a 9.4 year landbank for crushed rock.

Table 7: Crushed rock imports into Nottinghamshire, 2014, (tonnes)

Origin	2014 (‘000s tonnes)
Derbyshire and Peak District National Park	253
Leicestershire	822
Doncaster	190
North Lincolnshire	63
Other (Gloucestershire, Cambridgeshire, Lincolnshire, Shropshire, Warwickshire, Cumbria, Yorkshire Dales, Durham, Northumberland)	60
TOTAL	1.26*

*Due to the approximate figures used imports don't total exactly.

Alternative aggregates

- 3.24 Production figures for secondary and recycled aggregates are limited to national estimates. Since 1980 there has been a significant increase in annual alternative aggregate production in Great Britain (GB), rising from 20 million tonnes to a high of 71 million tonnes in 2007 (25% of total aggregates sales). Sales of recycled aggregates mirrored the fall of sales of primary aggregates nationally during the recession, however sales of both primary and recycled aggregates have been increasing since the recession. In 2017 sales of recycled aggregates stood at 74 million tonnes (29% of total aggregates sales)³. Britain is still the highest in Europe for recycling aggregates and it is estimated that alternative aggregates use in GB is around three times higher than the European average.

³ Minerals Products Association – Profile of the UK Minerals Products Industry 2018

- 3.25 The British Geological Survey and Minerals Products Association acknowledge that further significant growth is likely to be limited due to the high levels that are already being recycled along with changing construction methods which are also likely to reduce the availability and quality of these materials in the future.
- 3.26 Local data for alternative aggregates is very limited however the main types of alternative aggregates in Nottinghamshire are set out below:

Power station ash

- 3.27 Fly ash and furnace bottom ash (FBA) from power stations can be used as alternatives to virgin aggregates in the manufacture of concrete, cement and other construction materials. Nottinghamshire has three power stations which produce around 1.7 million tonnes of ash each year⁴. There is limited local information as to how much of the ash is sold, but nationally around 70 per cent of total fly ash and 100 per cent of FBA produced in 2014 was sold for use in construction products and engineering materials. The remaining material is often stored in stockpiles and can be sold at a later date⁵.
- 3.28 As all of Britain's coal fired power stations are set to close by 2025 and be replaced with other types of power generation, the availability of power station ash is likely to fall significantly in the future.

Construction and demolition waste

- 3.29 Construction and demolition waste is made up of a range of materials including rubble, metals, glass, plastic and other construction materials.
- 3.30 National estimates suggest that around 80-90% of construction and demolition waste is re-used or recycled. Old concrete and rubble is often crushed on site using mobile processing plant and used in situ as bulk fill. The remainder of the materials such as metal is taken off site and sent to be processed elsewhere.
- 3.31 There are no up to date figures for the amount of construction and demolition waste generated in Nottinghamshire but estimates suggest that around 1 million tonnes was produced in 2010/11⁶. Defra statistical estimates for 2016 suggest that nationally the amount of construction and demolition waste has increased by 11% since 2010/11. Applying the same rate of increase to the previous Nottinghamshire figure would give an estimate of 1.2 million tonnes of construction and demolition waste produced in 2016.
- 3.32 There are currently 15 dedicated aggregates recycling facilities which have a maximum permitted capacity of 1.1 million tonnes. There are also 22 general transfer facilities which are able to handle construction and demolition waste but no separate data on capacity is available.

⁴ East Midlands Aggregate Working Party - Annual Survey and Report 2014

⁵ UK Quality Ash Association

⁶ Data sourced from Local estimate based on national data contained in the Waste Resources Action Programme Study of construction, demolition and Excavation Waste Arisings, use and Disposal for England.

- 3.33 Worn out rail ballast is taken by rail to recycling centres for crushing into aggregate. As this material comprises high quality limestone or granite it can be re-processed for high-grade uses. There are approximately 7 rail ballast recycling sites across the country. One of these is located at Toton railway sidings in Stapleford. Table 4 sets out annual throughputs.
- 3.34 Road planings produced as a result of highway resurfacing schemes can be used as a recycled aggregate to form a range of surfaces such as car parks, driveway or tracks. The availability of this material will vary depending on the level of highway maintenance being carried out at any given time (these figures are already included in table 5 below).
- 3.35 Table 5 sets out estimates for the amount of inert waste (considered suitable for recycled aggregates) that has passed through permitted recycling and transfer facilities in Nottinghamshire⁷. The figures show that over the 10-year period, throughput hit a low in 2010 before steadily increasing to 2015 and levelling out up to 2018.

Table 8: Throughputs of inert waste (considered suitable for recycled aggregates) at permitted recycling and transfer facilities.

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Ballast recycling facility, Toton. (million tonnes)	0.21	0.31	0.26	0.18	0.05	0.11	0.10	0.13	0.15	0.13	0.11	0.15	0.12
All other sites (million tonnes)	0.26	0.09	0.08	0.20	0.08	0.10	0.21	0.28	0.32	0.34	0.37	0.29	0.36
Total (million tonnes)	0.47	0.40	0.34	0.38	0.13	0.21	0.31	0.41	0.47	0.47	0.48	0.45	0.48

- 3.36 No sales data exists for specific types of recycled or secondary aggregates. However, as these types of aggregates are available on the open market, their contribution is already taken into account when calculating future demand for primary aggregates.
- 3.37 Planning policies relating to recycled and secondary aggregates can be found in the Nottinghamshire & Nottingham Waste Core Strategy (adopted December 2013).

Local production conclusion

- 3.38 Compared to historic (pre-2007) sales of sand and gravel and Sherwood Sandstone, the 2018 sales data clearly reflects the continued subdued nature of sales from Nottinghamshire. The figures also reflect the lack of new quarries becoming active which would have replaced worked out quarries

⁷ Data sourced from the Environment Agency Waste Data Interrogator

- 3.39 At the end of 2018, Nottinghamshire's sand and gravel landbank was above the 7-year minimum requirement and has steadily been increasing in recent years. With Permitted reserves increasing due to an extension to Langford Lowfields quarry and the 10-year sales average continuing to fall, this has resulted in the increase to the landbank. Further reserves will, however, need to be released over the life of the Minerals Local Plan to 2036, as existing quarries are worked out, and so ensure Nottinghamshire has a steady and adequate supply for future mineral provision.
- 3.40 Exports of both sand and gravel and Sherwood Sandstone are likely to remain a significant proportion of sales. This trend is likely to continue over the next plan period as sand and gravel resources, particularly those in Rotherham and Doncaster are limited.
- 3.41 At the end of 2018, Nottinghamshire has sufficient permitted reserves of Sherwood Sandstone to meet the 7-year minimum landbank. Further reserves will, however, need to be released over the life of the Nottinghamshire Minerals Local Plan to 2036, as existing quarries are worked out.
- 3.42 Crushed rock sales remain at zero with the county's needs being met by imports from adjoining counties. At the end of 2018, the landbank was technically well above the minimum 10-year landbank, however this figure should be treated with caution as sales have been at zero for a number of years.
- 3.43 Recycled and secondary aggregates continue to play an important role in meeting wider aggregate demand, however the ability of recycled aggregates to replace primary aggregates will be dependent on a range of issues such as availability, cost, and the technical specifications required for specific end uses. As these types of aggregates are available on the open market, their contribution is already taken into account when calculating future demand for primary aggregates.

Future Aggregate Provision

- 4.1 In order to provide a steady and adequate supply of aggregates over the plan period, the NPPF states that a LAA should be prepared based on the last 10 years average sales data and taking into account any important local considerations and national and sub national guidelines.

National and Sub-National Aggregate Guidelines

- 4.2 Prior to the introduction of the NPPF, the supply of land-won aggregates in England was based on national and sub national guidelines for aggregates provision published by the Department for Communities and Local Government (DCLG). The most recent guidelines covering the period 2005-2020 were published in 2009.
- 4.3 The East Midlands Aggregate Working Party used these guidelines to produce draft apportionment figures for each MPA. The figures were then approved by the East Midlands Regional Assembly in 2010 and were to be incorporated into the Regional Plan via the review process. However due to the abolition of the Regional Spatial Strategy the figures were never adopted.
- 4.4 The guidelines for the East Midlands stood at 174 million tonnes for sand and gravel and 500 million tonnes for crushed rock over the 2005-2020 period. For Nottinghamshire the guidelines were equivalent to 3.81 million tonnes per annum (a combined figure for sand and gravel and Sherwood Sandstone).
- 4.5 It was decided at the Aggregate Working Party meeting in February 2013 that the draft 2009 figures were considered out of date as they were only based on aggregate output from a period of economic growth, and should, therefore, not be taken into account when determining the new apportionment figures.
- 4.6 Long term demand for aggregates to be provided for in the Minerals Local Plan will be reviewed annually through the LAA using the 3 and 10-year sales averages as the key evidence base specifically monitoring trends. Annual monitoring of the Local Plan will also take place based on the updates to the LAA and if required early review may be necessary.

Sand and gravel provision

- 4.7 The biggest planning issue for Nottinghamshire and Nottingham is the long term provision of sand and gravel over the plan period.
- 4.8 Based on the most recent data, the 10 year average figure stands at 1.46 million tonnes. This figure has steadily fallen since the first LAA was produced in 2013 and reflects the loss of higher pre-recession sales figures and the greater influence of lower sales figures since. The three-year average figure has also slowly fallen since the first LAA was produced, however the latest figure is slightly higher at 1.38 million tonnes. Table 6 sets out the average production figures.

Table 9: Sand and Gravel average sales figures

	2013 LAA (2002- 2011)	2014 LAA (2003- 2012)	2015 LAA (2004- 2013)	2016 LAA (2005- 2014)	January 2017 LAA (2006- 2015)	October 2017 LAA (2007- 2016)	May 2019 LAA (2008- 2017)	Current LAA (2009- 2018)
10-year average sales (million tonnes)	2.58	2.43	2.24	2.05	1.89	1.7	1.53	1.46
	(2009- 2011)	(2010- 2012)	(2011- 2013)	(2012- 2014)	(2013- 2015)	(2014- 2016)	(2015- 2017)	(2016- 2018)
3-year average sales (million tonnes)	1.51	1.61	1.55	1.46	1.45	1.4	1.36	1.38

Resource depletion in the Idle Valley and the north of the County

- 4.9 The Idle Valley, located in the north of the County, has a long history of sand and gravel extraction. Traditionally a large proportion of this, 30%, has supplied markets in Rotherham and Doncaster due to its close proximity and limited mineral reserves elsewhere.
- 4.10 Resource depletion is now starting to limit output, and since 2006 the number of active quarries has fallen from 8 to 5. This has seen output fall from around 1.2 million tonnes in 2006 to around 500,000 tonnes in 2018. Some of the reduction in output is due to the delay in implementing the permitted quarry at Sturton Le Steeple.
- 4.11 The impact of resource depletion in the Idle Valley on the Rotherham and Doncaster markets is discussed further in the following chapter.

Marine won sand and gravel

- 4.12 Marine won sand and gravel is not used in Nottinghamshire due to the availability of locally sourced land won material and the high costs involved in transporting the mineral long distances. It is therefore assumed that marine sources are not a significant issue for Nottinghamshire and will therefore not form part of this assessment.

Sherwood Sandstone provision

- 4.13 Sherwood Sandstone sales are much lower than sand and gravel and historically have been in steady decline. The most recent 10-year average figure reflects the long-term decline and the greater influence of the low level of economic output and stands at 0.36 million tonnes. The latest 3-year average figure has increased slightly and stands at 0.38 million tonnes. Table 6 sets out average sales figures.

Table 10: Sherwood Sandstone average sales figures

	2013 LAA (2002-2011)	2014 LAA (2003- 2012)	2015 LAA (2004- 2013)	2016 LAA (2005- 2014)	January 2017 LAA (2006- 2015)	October 2017 LAA (2007- 2016)	May 2019 LAA (2008- 2017)	Current LAA (2009- 2018)
10-year average sales (million tonnes)	0.46	0.44	0.42	0.40	0.39	0.37	0.36	0.36
	(2009-2011)	(2010- 2012)	(2011- 2013)	(2012- 2014)	(2013- 2015)	(2014- 2016)	(2015- 2017)	(2016- 2018)
3-year average sales (million tonnes)	0.33	0.34	0.35	0.35	0.37	0.35	0.33	0.38

- 4.14 No additional specific local factors have been identified when considering the future apportionment for Sherwood Sandstone.

Crushed rock (limestone) provision

- 4.15 Crushed rock (limestone) is only worked from one quarry in Nottinghamshire and production has been limited due to the seasonal working of the site and abundance of limestone worked in Derbyshire and Leicestershire.
- 4.16 The most recent 10 and 3-year average figures stand at zero tonnes (see Table 7).

Table 11: Crushed rock average sales figures

	2013 LAA (2002- 2011)	2014 LAA (2003- 2012)	2015 LAA (2004- 2013)	2016 LAA (2005- 2014)	January 2017 LAA (2006- 2015)	October 2017 LAA (2007- 2016)	May 2019 LAA (2008- 2017)	Current LAA (2009- 2018)
10-year average sales (million tonnes)	0.08	0.06	0.05	0.03	0.02	0.005	0.002	0.00
	(2009- 2011)	(2010- 2012)	(2011- 2013)	(2012- 2014)	(2013- 2015)	(2014- 2016)	(2015- 2017)	(2016- 2018)
3-year average sales (million tonnes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Future provision

- 4.17 A pre-cast concrete factory was built near Worksop in 2009 and produces concrete structures on site for delivery and installation at construction sites. The factory uses crushed limestone as part of the production process.
- 4.18 No recent data on consumption is available however this was previously around 40,000 tonnes per annum. The factory is currently supplied by quarries in Derbyshire as the only limestone quarry in Nottinghamshire is mothballed.

Future aggregate provision conclusion

- 4.19 National guidance states that consideration should be given to the national and subnational demand forecasts, however these are now considered out of date as they were based purely on a period of economic growth over a shorter timescale than the 10-year sales average stated in the NPPF.
- 4.20 The 10-year sales average for sand and gravel continues to fall as a greater period of recession data is taken into account and current quarrying output in Nottinghamshire remains flat. The 3-year average sales figure indicates a very small increase in the last three years. Based on current sales data, it is considered appropriate to base future provision for sand and gravel on the 10-year sales average.
- 4.21 The 10 years sales average for Sherwood Sandstone has slowly fallen, although it remains more stable than sand and gravel sales. The 3-year average is much closer to the 10-year average and has remained generally flat indicating steady sales. Based on the current sales data, it is considered appropriate to base future demand for Sherwood Sandstone on the 10-year average.

- 4.22 Crushed rock sales remain at zero as the majority of material used in Nottinghamshire is imported from adjoining authorities. Based on the current sales data it is not considered necessary to identify additional reserves.
- 4.23 Resource depletion in the Idle Valley along with continued demand from Rotherham and Doncaster will remain a long-term issue, however in the short-term adequate reserves remain.
- 4.24 The potential use of marine sourced sand and gravel is not a significant issue for Nottinghamshire due to the availability of locally sourced land won mineral and the significant additional cost in transporting marine sourced minerals greater distances.

Future Growth

National Infrastructure Projects identified for Nottinghamshire

- 5.1 The 2016 National Infrastructure Plan identified two infrastructure schemes for Nottinghamshire; the Midland Mainline electrification (MME) programme estimated to start in 2019 and the A1/A46 junction improvements near Newark estimated to start between 2020 and 2025. However, in July 2017 the Department for Transport announced that the MME from Kettering to Leicester, Derby and Nottingham has been cancelled. The A1/A46 junction improvements have also been put back to around 2027.
- 5.2 Another National project within the area is the High-Speed Rail 2 line (HS2), with the proposed phase 2b route passing along the western boundary of the county and the East Midlands Hub, located at Toton, also falling within the county area. Construction is expected to begin in 2024, though this is subject to change. At this stage it is difficult to quantify the amount of aggregates for the section of the line in Nottinghamshire, with estimates of 30-40 million tonnes of aggregates for the phase 2b of the HS2 project.
- 5.3 On the boundary of Nottinghamshire is the East Midlands gateway Rail Freight Interchange, located near East Midlands Airport at Junction 23a of the M1. This National Infrastructure project began construction in 2016 and is now significantly completed. The scheme comprises of 10 warehouse units, a rail freight terminal and the construction of the Kegworth Bypass.
- 5.4 It is likely that the schemes above will increase demand for minerals in Nottinghamshire. However, given the current lack of detail, the amount of minerals required is uncertain. Future LAAs will continue to monitor progress on these schemes and update the LAA as necessary.

Annual Minerals Raised Inquiry survey

- 5.5 The Annual Minerals Raised Inquiry (AMRI) survey is an annual survey undertaken by the Office for National Statistics which collects, collates and publishes a comprehensive set of statistics for the production of minerals. The survey covers all mineral working sites across the whole of Great Britain. The most recent version was published in March 2016 and includes 2014 data.
- 5.6 The data contained in the previous versions of the AMRI show that national sales of sand and gravel hit a low in 2012 of just over 50 million tonnes, however sales have increased since, and in 2014 stood at just over 56 million tonnes. Sales of crushed rock hit a low of just under 91 million tonnes in 2012, however sales have increased since, and in 2014 stood at just under 105 million tonnes.
- 5.7 The AMRI since 2016 has been discontinued with Prodcom now collating information on other mining and quarrying data. In their 2017 provisional results, sales in other mining and quarrying had risen by £0.2 billion, increasing from £1.9 billion in 2016 to £2.1 billion in 2017.

East Midlands Aggregates Working Party – Annual Monitoring Report 2017

- 5.8 The EMAWP Annual Monitoring Report collates data relating to aggregates sales for each Minerals Planning Authority in the East Midlands. (The sales data for Nottinghamshire has been used in this report). Prior to the recession, in 2007 sand and gravel sales in the East Midlands stood at 8.91 million tonnes before falling to a low of 5.5 million tonnes in 2009 as a result of the recession. Since 2009 sales have steadily increased standing at 6.95 million tonnes in 2016. Sales in 2017 fell slightly to 6.79 million tonnes.
- 5.9 Although Nottinghamshire produces very little crushed rock, it is useful to monitor sales across the East Midlands as a wider indicator of demand. In 2007 crushed rock sales stood at 30.7 million tonnes. Unlike sand and gravel, sales did not reach a low point until 2012 when sales stood at 19.74 million tonnes. Between 2012 and 2016 sales steadily increased standing at 28.11 million tonnes in 2016. 2017 increased slightly by 1% to 28.41 million tonnes.

Population forecasts

- 5.10 The population of Nottinghamshire (the geographic County, including Nottingham City) is expected to grow from 1.14 million in 2017 to 1.25 million in 2036 (Minerals Local Plan period) based on 2014 Office of National Statistics data. Development associated with this growth is likely to be focused around the existing major urban areas of the Nottingham conurbation, Newark and Mansfield, however it is difficult to make direct comparisons between population growth and minerals use.

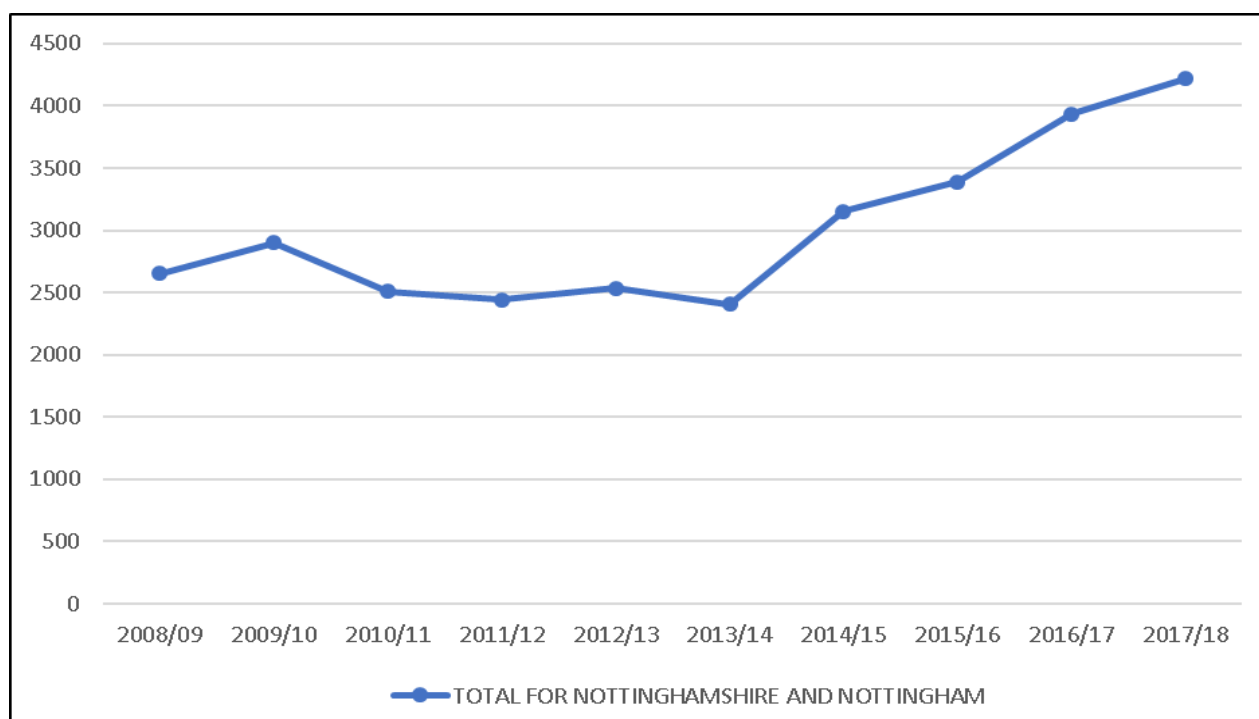
House building

- 5.11 The current government has a key objective to ensure that there is an adequate provision of housing across the country to resolve the housing crisis. Within Nottinghamshire, the seven District and Borough's within their Local Plans/core strategies along with Nottingham City Council Local Plan must ensure that the identified local housing needs are being met and will be in the future.
- 5.12 Based on the most recent 10-year housing trajectory data available from the districts (table 8) house building rates in Nottingham and Nottinghamshire are forecasted to peak in 2020/2021 at 8025 before steadily falling back to 3031 in 2027/2028.
- 5.13 Housing completions for the past 10 years are set out in Fig 7 and show an increase in completions in recent years. These figures are likely to reflect the local economic conditions and will be monitored against the 10-year trajectories.

Table 12: 10-year housing trajectories

	2018/ 2019	2019/ 2020	2020/ 2021	2021/ 2022	2022/ 2023	2023/ 2024	2024/ 2025	2025/ 2026	2026/ 2027	2027/ 2028
Ashfield	177	124	599	753	463	323	221	210	111	60
Bassetlaw	322	747	603	628	425	192	121	114	54	40
Broxtowe	293	557	1079	1019	768	1014	590	315	260	210
Gedling	590	805	932	1042	743	627	591	463	396	241
Mansfield	373	387	402	353	319	263	211	204	192	137
Newark	523	547	651	920	820	791	692	607	600	650
Nottingham City	1714	2064	2552	1428	920	842	953	1155	1116	984
Rushcliffe	703	1032	1207	1446	1314	1292	1151	885	710	709
TOTAL	4695	6263	8025	7589	5772	5344	4530	3953	3439	3031

Figure 4: Housing completions in Nottinghamshire



- 5.14 During the construction of new houses, a range of aggregate minerals will be consumed including sand and gravel for uses such as concrete, Sherwood Sandstone for mortar, clay for bricks and tiles along with crushed rock for more general construction uses. Data from the Minerals Products Association estimates that a typical new house uses up to 50 tonnes of aggregates, although the actual quantities for each type of aggregate are unclear. It is also worth noting that the Minerals Products Association estimate that new house building only accounts for around 20% of overall aggregate consumption.

Future demand from the Rotherham and Doncaster markets

- 5.15 The Rotherham and Doncaster Local Aggregates Assessment 2019 (2018 data) states that whilst its sand and gravel landbank stands at 17 years there are limited reserves of sharp sand remaining in the area, with this only being 23% of the landbank and that current permitted reserves may not be adequate to cover the plan period to 2028. Therefore, the authority will continue to rely on the import of sand and gravel from Nottinghamshire and other neighbouring authorities.
- 5.16 Given that Nottinghamshire has traditionally supplied a large proportion of sand and gravel to the Rotherham and Doncaster markets from the Idle Valley and North Nottinghamshire, their future requirements are unlikely to be completely new demand and this has been taken into account as part of the 10 year average sales figures. It is likely that in the short term, output from the Idle Valley and north Nottinghamshire will be maintained at current levels from existing permitted reserves.
- 5.17 A planning permission at Sturton Le Steeple with an estimated output of 500,000 tonnes per annum (including circa 150,000 tonnes per annum potential river barge transportation) was formally implemented in the first half of 2017 but has yet to come into active production due to delays in installing site infrastructure. If this quarry was fully operational it would provide a valuable long term source of sand and gravel to supply North Nottinghamshire and the Rotherham and Doncaster markets for approximately 20 years.
- 5.18 A call for sites exercise was undertaken as part of the new Minerals Local Plan evidence base which identified any remaining sand and gravel reserves in the Idle Valley that the industry wishes to be considered for allocation.
- 5.19 Longer term, output from the Idle Valley is likely to fall as the remaining resources are used up and this will be monitored through the LAA process. If sand and gravel from Nottinghamshire continues to supply this market in the longer term, it would need to be sourced from the Trent Valley close to Newark, a significantly greater distance from the markets. In this latter scenario other resources outside of Nottinghamshire may start to become increasingly viable for South Yorkshire markets, however at this stage it is difficult to predict the extent of this.
- 5.20 Paragraph 73 of the draft Rotherham and Doncaster 2016 LAA also notes that in 2014 half the crushed rock sales in the Boroughs were used for concreting aggregate, identifying a potential transition away from sharp sand to crushed rock for concreting products. If this is the case this could reduce the long term demand for sharp sand for concreting purposes.

Future demand from Leicestershire

- 5.21 The September 2019 Leicestershire LAA states that the existing sites have a total potential production capacity of around 1.59 million tonnes per annum, which means that they would be capable of producing sufficient material to satisfy the level of provision identified in the adopted Minerals and Waste Local Plan. The sites would not however be able to meet the County's future requirements without the benefit of extensions to their

permitted operations. Given sand and gravel landbank currently stands at 2.7 years additional sand and gravel may need to be sourced from reserves outside the county.

- 5.22 Some sand and gravel is already exported from Nottinghamshire to Leicestershire and in 2018 exports stood at 166,000 tonnes.
- 5.23 In the future additional sand and gravel from Nottinghamshire could potentially serve Leicestershire, however at this stage it is difficult to quantify the amount as it will depend on the actual shortfall in the future and the amount of sand and gravel being supplied by other Mineral Planning Authorities such as Lincolnshire and Derbyshire.
- 5.24 It is important to note the LAA is reviewed annually and an Annual Monitoring Report is prepared by the County Council to monitor the effectiveness of the Local Plan.

Future growth conclusion

- 5.25 National sales of aggregates (up to 2014) have steadily increased since the low experienced in 2012. This has also been the case (up to 2017) across the East Midlands area. This would suggest that demand for aggregates is increasing across the board however this is not the case in Nottinghamshire as sales have remained flat in 2017. The reasons for this have been set out earlier in the document.
- 5.26 No additional infrastructure projects have been identified since the last LAA was published. The existing projects include HS2 rail project, the A46/A1 road improvements and the remainder of the East Midlands Freight depot. Although these projects are likely to increase demand for aggregate, it is not possible at this stage to quantify the amount of additional aggregates that are likely to be needed from within the County.
- 5.27 The population of Nottinghamshire is expected to increase steadily over the plan period potentially increasing demand for the supply of aggregates although it is not possible to quantify this. Planned house building rates across Nottinghamshire are forecast to increase up to 2020/2021 before steadily falling to 2027/2028, however this should be monitored against actual housing completions as these will better reflect the health of the economy. House building is likely to contribute to overall demand for aggregates although it is just one element that needs to be considered.
- 5.28 Demand for sand and gravel from Rotherham and Doncaster is likely to continue into the future as sand and gravel resources are limited in this area. Remaining reserves within the Idle Valley will meet short term demand, however in the long term as this sand and gravel resource becomes worked out, sand and gravel will have to be transported further from elsewhere.
- 5.29 Demand for additional sand and gravel from Leicestershire may increase in the future, however at present its unclear as to the quantities that maybe needed and the timescales for this. To a certain extent demand will also depend on future economic conditions.
- 5.30 Based on the information available, it is not considered necessary to identify additional aggregate reserves to meet future growth over the plan period.

Conclusion

- 6.1 The provision of sand and gravel is the biggest issue for Nottinghamshire and Nottingham over the plan period. The 10-year sales average has fallen from 1.7 million tonnes in the LAA published in 2013 to 1.46 million tonnes in this LAA. This is largely due to the fall in sales due to the recession in 2007 and the continued subdued sales since, even though significant sand and gravel resources remain in the Trent Valley.
- 6.2 Additional reserves will need to be identified over the plan period to 2036 to replace existing quarries as they are worked out. As a result of the call for sites undertaken as part of the preparation of the new Minerals Local Plan a mix of extensions to existing permitted quarries and new quarries have been identified in the Minerals Local Plan Publication Version document.
- 6.3 No major infrastructure projects are planned in the short term, however longer term, the proposed route of the HS2 and the potential highway improvements to the A46/A1 junction and the A46 near Newark could increase demand for aggregates. An increase in house building is forecast, however, housing completion rates are likely to be more unpredictable as they will be dependent on the economy.
- 6.4 Resource depletion in the Idle Valley is likely to be the biggest factor potentially influencing exports to South Yorkshire. The extent of the impact will depend on the level of demand, due to economic conditions, the status of Sturton Le Steeple quarry and the increasing trend of replacing sharp sand with crushed rock in concreting products. However, it is likely that sand and gravel will either be sourced from quarries around Newark or from other areas outside of Nottinghamshire that may be closer.
- 6.5 Demand for additional sand and gravel from Leicestershire may increase in the future however at present its unclear as to the quantities that maybe needed and the timescales for this. To a certain extent demand will also depend on future economic conditions. As a result this will be monitored through annual sales and future Aggregate Working Party full survey minerals movement data.
- 6.6 Sherwood Sandstone sales are much lower than sand and gravel sales but have also fallen over the plan period. Additional reserves will be needed over the plan period and as part of the draft mineral plan extensions to the existing permitted quarries have been identified.
- 6.7 The importation of crushed rock from adjoining areas to meet the County's needs is set to continue as limestone sales from Nottinghamshire remain at zero. The permitted but mothballed quarry at Nether Langwith contains permitted reserves and could be re-opened by the operator to meet additional demand in the future.

- 6.8 Recycled and secondary aggregates continue to play an important role in meeting wider aggregate demand, however the ability of recycled aggregates to replace primary aggregates will be dependent on a range of issues such as availability, cost, and the technical specifications required for specific end uses. As these types of aggregates are available on the open market, their contribution is already taken into account when calculating future demand for primary aggregates.
- 6.9 The LAA will be reviewed annually taking account of the most recent aggregate sales data and any other relevant local data. This will ensure that there is an adequate and steady supply of aggregate minerals provided over the plan period and that any fluctuations in future requirements can be addressed.

5 December 2019**Agenda Item:6****REPORT OF THE SERVICE DIRECTOR, PLACE AND COMMUNITIES****REGISTRATION SERVICE FEES FOR 2020/2021 THROUGH TO 2023/2024****Purpose of the Report**

1. The purpose of the report is to seek Committee approval for proposed revisions to Registration Service fees and charges over which the County Council has discretion.

Information

2. The Registration Service fees over which the County Council has discretion are normally set two financial years in advance, as customers may request ceremony bookings well ahead of their planned event. Current fees and those for the financial year 2020/2021 were approved by the Communities and Place Committee in November 2018. This report proposes a variety of changes for introduction in 2020/2021, plus changes for immediate introduction, as set out in Appendix A to the report.
3. Fees for statutory registration services are set nationally by the General Register Office, and include all certificates issued, fees for giving notice of intention to marry or form a civil partnership, and fees for related ceremonies when taking place at the Register Office. It is possible that, at any time during the year, the Registrar General or Home Office may make changes to these fees. If so then local fees will be re-set to a new figure directly commensurate with the change. This took place in February 2019 in respect of certificate fees.
4. The principal statutory fees have not increased since April 2012. Very minor changes were made in September 2014. New fees for services that had hitherto been free of charge were introduced in November 2017 and significant changes to certificate fees came into force on 16th February 2019. Generally, increases in fees and new fees for statutory services can add significantly to the overall income of the registration service, however it is not possible to quantify the likely benefit of new fees until their effect is seen over a period of time.
5. The level of the statutory fees does not cover the full cost of service delivery, and this places a financial pressure on the service. However, fees for non-statutory services can be set on a cost recovery basis thereby off-setting the cost of providing the service overall. Non-statutory registration services are offered by the County Council under the provisions of the Local Government Act 2000 and the Localism Act 2011. Services include conducting civil marriage and civil partnership ceremonies at premises other than the Register Office, plus a range of celebratory ceremonies including naming, commitment, renewal of vows, civil funerals and individual citizenship ceremonies.
6. Registration managers and staff are continually seeking new opportunities to offer non-statutory services that the public will wish to purchase, and to thereby optimise income for the service. Also, the service aims to maintain competitiveness with neighbouring authorities.

7. Due to major changes in the certificate fee structure announced by the General Register Office and introduced towards the end of the financial year 2018/19, the Registration Service is finding itself in a healthier financial position in comparison to previous years, which reduces the requirement for income generation and affords the opportunity to upgrade accommodation and premises.
8. Previously the service has maintained an overall cost-neutral position while absorbing the effect of national changes such as the withdrawal of the Nationality Checking Service. With the increase in certificate fees, although sales are showing a downward trend, income is higher and reduces the burden on non-statutory services to make up the shortfall to remain cost neutral. However, the Law Commission Review on Marriage Reform announced in July 2019 may propose changes to marriage legislation that will have significant bearing on income generating potential in the future, especially if a celebrant-based system rather than a buildings-based system (as in Scotland) is the outcome of the review. As yet, neither the changes themselves or the effect on the future of registration services is known.
9. On 24th November 2019, the Registration Service introduced a new digital platform ceremony planner that allows couples to manage their ceremony booking online. The demand for this type of service is high, particularly from younger members of society and those who find it more convenient. Bookings are made many years in advance, and to enable the new system to function fully and accurately it is necessary to have certainty of ceremony fees for longer than the current two financial years. It is therefore proposed that this and future fees reports will be for a four financial year period for ceremonies. Other fees will continue to be set on a rolling two-year period.
10. The projected outturn for the current financial year is healthy and there appears no reason why this should not remain on target. It is proposed there are no increase to ceremony fees for 2021/22 as this cannot be justified on a cost recovery basis and following a benchmarking exercise with neighbouring authorities. This moratorium to be followed by incremental rises year on year thereafter to account for potential rises in inflation.
11. In March 2019, HMRC made a final adjudication on the VAT status of funeral celebrants requested by the CIPFA VAT committee. The outcome was “the provision by local authorities of funeral celebrants is not an activity of a public authority within the meaning of section 41A VAT Act 1994, and thus it falls within the scope of VAT. The services are therefore standard rated for VAT.” This decision also took retrospective action in that VAT liability was payable to HMRC for Civil Funerals going back four years from the date of correction on 15th March 2019. Therefore, Nottinghamshire Registration Service paid £3,260.83 liability in July 2019. A substantial increase is therefore proposed in the cost of the Civil Funerals service to negate the vatable status and ensure financial viability yet remain comparable with independent celebrants. The Registration Management Team is to review the provision of this service offer in September 2020.
12. Due to a decrease in family history enquiries to the service, and minimal interest in the Family History Research Package since its introduction, the Registration Service Management Team proposes withdrawal of this service.
13. Similarly, in view of a lack of take-up of the Living Eulogy service since its introduction, the Registration Service Management Team proposes withdrawal of this service.
14. It is also proposed to remove the European Passport Return Service fee which was added in anticipation of offering this service but was not introduced into operation following the advice of other local authorities.

15. Finally, the European Union Settlement Service has been added to the list of fees.

Other Options Considered

16. The County Council has discretion over the type and level of non-statutory services and fees.

Reason/s for Recommendation/s

17. The recommendations are made to enable the Registration Service to off-set the cost of statutory services and provide the public with a range of service options at fees they are content to pay.

Statutory and Policy Implications

18. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance, finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

19. The fees charged for non-statutory services enable the County Council to off-set costs associated with providing statutory registration services. This is based on presumed overall take-up of discretionary services by the public, and assuming a normal level of public demand for statutory services, such as the registration of births and deaths.

RECOMMENDATIONS

It is recommended that approval is given for:

- 1) the fee increases set out in Appendix A to this report,
- 2) future registration fees reports to provide fees for ceremonies over a four a year period,
- 3) the withdrawal of Family History Research Package,
- 4) the withdrawal of the Living Eulogy service.

Derek Higton
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Constitutional Comments AK (31/10/2019)

20. The recommendation falls within the remit of the Communities and Place Committee under its terms of reference.

Financial Comments [SES 22/11/2019]

21. The financial implications are set out in paragraph 19 of the report. The 2019/20 net budget for Registrars is £0.09m which includes the income budget of £1.541m.

Background Papers and Published Documents

- The Registrar General's Guidance to Authorities for the approval of premises as venues for civil marriage and civil partnerships' (Sixth Edition, 2015).

Electoral Division(s) and Member(s) Affected

- All

Registration Service Fees (proposed changes are shown in **bold**)

SERVICE	FINANCIAL YEAR	MON - THU	FRI / SAT	SUN / B/H
Standard Marriage, Civil Partnership with ceremony. At selected Registration Offices (days and times may vary). (Payment in full at time of booking)	Current 2019 - 20	£125	£150	N/A
	2020 – 21	£130	£160	N/A
	2021 – 22	£130	£160	N/A
	2022 – 23	£135	£165	N/A
	2023 – 24	£140	£170	N/A
Enhanced Marriage, Civil Partnership with ceremony, Naming, Commitment or Renewal of Vows at a Registration Office. (Deposit = £150)	Current 2019 - 20 2020 – 21 2021 – 22 2022 – 23 2023 – 24	MON - THU	FRI / SAT / SUN	BANK HOL
		£210	£310	£410
		£215	£315	£415
		£215	£315	£415
		£220	£320	£420
Enhanced Marriage, Civil Partnership with ceremony, Naming, Commitment or Renewal of Vows at an Approved Premise. (Deposit = £150)	Current 2019 - 20 2020 – 21 2021 – 22 2022 – 23 2023 – 24	MON - THU	FRI / SAT	SUN / B/H
		£395	£435	£535
		£410	£450	£535
		£410	£450	£535
		£415	£455	£540
Statutory Marriage (Basic ceremony) / Civil Partnership (Signing only, no ceremony). Available at the Registration Office for Nottinghamshire only.		MON - FRI	SAT	SUN / B/H
		Statutory fee		

Civil Funeral / Memorial Service (Attendance at a second site – £25)	Current 2019 – 20 2020 – 21 2021 - 22	ALL MONDAY TO FRIDAY ONLY
		£185 £215 £220
Individual Citizenship Ceremonies No charge for children (under 18)	Current 2019 – 20 2020 – 21 2021 - 22	£115 (plus £25 for each additional adult applicant) £115 (plus £25 for each additional adult applicant) £120 (plus £25 for each additional adult applicant)
Rehearsal appointments	Current 2019 – 20 2020 – 21 2021 - 22	£25 £25 £25

Approved Premise Licensing

Introductory fee / general fee for non-commercial bodies	Current 2019 – 20	£1450
	2020 – 21	£1450
	2021 - 22	£1450
General renewal fee	Current 2019 – 20	£2350
	2020 – 21	£2350
	2021 - 22	£2350
Suitability visit	Current 2019 – 20	£110
	2020 – 21	£110
	2021 - 22	£110
The review of a refusal of an approval or the setting of requirements or conditions	Current 2019 – 20	£265
	2020 – 21	£265
	2021 - 22	

		£265
Changes and amendments to licence	Current 2019 – 20	£70
	2020 – 21	£70
	2021 - 22	£75

Other fees (the change highlighted in bold is for implementation from the date of committee approval).

Copy Certificates:

- Standard service – collection or despatch after 7 days from order/payment = £11 (postal charges apply outside UK)
- Priority service – same day/within 24 hrs collection or despatch = £35 (statutory fee)
- Hourly search fee for family history applications = £25
- ~~Family History Research service at £95 for a basic package, plus £25 per hour for further work.~~

Other fees:

- Notice taking on Saturdays – Statutory fee, plus £15 per person non-refundable fee payable at time of booking (increase from £10)
- Double ceremony (e.g. joint marriage and naming ceremony / marriage plus renewal) = Marriage fee, plus £155
- Change of name deed - £50
- General administrative charge (amendments to ceremonies or any extra administrative tasks relating to a booking) - £25
- ~~Living Eulogies - £90~~
- Document checking service - £10
- ~~European Passport Return Service - £10~~
- **European Union Settlement Service – free (cost to the service recouped from Brexit fund)**

5 December 2019**Agenda Item:7****REPORT OF THE SERVICE DIRECTOR, PLACE AND COMMUNITIES****Purpose of the Report**

1. To update Committee on the impact and progress of the Local Improvement Scheme (LIS) 2018/19.
2. To approve the timelines and the revised application criteria for the 2020/21 LIS Capital Fund round as detailed in the Appendix to this report.

Information

3. On 15 November 2017, Policy Committee approved the launch of a new Local Improvement Scheme Integrated Funding Programme and Strategy 2018 to 2021. This funding aims to facilitate the best use of discretionary financial awards, by delivering value for money through outcome-focused approaches that help deliver Council priorities.

Impact and Progress

4. Between July 2018 and June 2019, the Council awarded over £2.2m to communities across Nottinghamshire as follows:
 - £1,185,825 - to 126 Revenue projects (for each year of the three-year period);
 - £1,091,541 - to 76 Capital projects; and
 - £21,000 - to 118 Talented Athletes.
5. Awards are carefully monitored both through visits and end of year reports. The monitoring requirements are published online at the application stage and confirmed in the agreements. Monitoring helps provide reassurance that organisations in receipt of funding comply with the minimum governance standards and have appropriate licences and permissions.
6. 66 monitoring visits were conducted during the period and offered support to organisations on a range of matters including securing longer term funding, attracting volunteers, and governance. During the first year of the scheme, 2018/19:
 - 87,181 Residents of Nottinghamshire benefitted from funding;
 - 7,699 residents volunteered 11,220 hours per week to contribute to the delivery of projects;
 - 118 talented athletes competed at national and international level; and
 - 35 capital projects were completed. The Council contributed £592,486 towards these projects, worth a combined value of £1,427,779.

7. Examples of how LIS funding has made an impact, include awards to Information and Advice organisations who successfully dealt with 49,305 queries. These covered a range of topics including debt, employment rights, housing and welfare benefits issues. In addition, the Organisations handled £47.9m of client debt, and delivered £13.7m of additional benefit gains for their clients.
8. Examples of capital projects which have made significant differences to Nottinghamshire communities include:
 - a multiple-phased facility development at Newark Rugby Club to -
 - enable increased participation in several sports,
 - help facilitate healthier/active lifestyles across a diverse community, and
 - provide a base for wider social, intergenerational and intercultural activities;
 - an updated gateway feature to Brinsley village which proudly retains its historical association with D.H. Lawrence Landscape, mining history, and a history dating back to the Domesday Book;
 - a new clubhouse and floodlights, for Mansfield Lawn Tennis Club giving greater community access to quality tennis and social facilities for members and non-members alike;
 - the provision of outdoor gym equipment in Warren Hill, freely available all year 'round, to help improve fitness levels, reduce isolation and loneliness and increase community cohesion; and
 - the installation of finger posts and information panels around Radcliffe, that include educational panels about local wildlife and history, and 'Walking Trails' posts to encourage people to walk around the local area.
9. Many organisations have indicated that receiving LIS funding helped them attract additional funding. This additional funding attracted totalled £2.6m in financial terms, and £298,571 worth of 'in-kind' support, not including the value of volunteer time. In addition, 261 volunteers were supported with moving on to either paid work or further study through LIS funded projects.
10. The Council has actively promoted the scheme and its achievements. Consequently, there has been some excellent publicity, through a range of channels including YouTube videos, Twitter feeds, and articles in local papers such as the Evening Post and Mansfield Chad. All funded organisations have been provided with logos and guidance on how to acknowledge the funding.
11. For the 2020/21 LIS Scheme, successful applicants will be required to agree with the County Council's Communications & Marketing team a timeline for any publicity events or media releases from the start to the end of the project. Recipients will be required to ensure that relevant Council Members receive at least 8 weeks' notice of any major publicity events that they may wish to attend. The extent of publicity required will depend on the scale and nature of the project, with Communications & Marketing officers advising the group or organisation accordingly.

12. Recipients are also encouraged to share their success stories on social media platforms using the hashtags #NottsLIS and #NottsTalentedAthletes. Nottinghamshire County Council will post progress updates and pictures (if provided) of various LIS projects on its own official social media channels, whilst the individual groups and organisations are responsible for any content published on their own independent social media accounts.

Capital Fund Application Criteria and Timelines for 2020/21

13. As part of the Local Improvement Scheme Integrated Funding Programme and Strategy 2018 to 2021, a third and new capital funding round will open in December 2019. Invitations to apply for LIS capital funding for 2020/21 will be communicated widely from the week beginning 16th December 2019. The LIS capital fund aims to provide a discretionary financial contribution to the delivery of projects that achieve outcomes that support County Council priorities.
14. Community and voluntary groups, including parish and town councils will be invited to apply for funding to support a range of local projects which will contribute to improving their local community, and as such, make Nottinghamshire a great place to live, work and relax. Following a review of the 2019/20 capital round, the criteria for applications has been revised and refreshed.
15. As detailed in the Appendix, applications are invited from community and voluntary groups, including parish and town councils, to provide funding towards projects such as the building of new play areas, skate parks, sporting facilities, community access for people with disabilities, gateway signs, and Pilgrim Root celebrations. More detailed examples of what LIS capital funding can be used for can be found on Page 3 of the Appendix.
16. The Capital Fund 2020/21, in total £1,400,000, provides opportunities for communities to apply for capital funding for assets meeting the funding criteria. It is proposed that an annual application process for capital funding is undertaken, and that the maximum award per year is £30,000. The funding awarded will need to be spent within 12 months of approval.
17. Applications will be invited to be submitted by 28th February, 2020, and must comply with the award criteria set out in the appendix to this report. This will enable applications to be properly assessed for consideration by this Committee in May 2020.

Other Options Considered

18. No other options have been considered.

Reason/s for Recommendation/s

19. A rolling programme of taking applications from Nottinghamshire communities for LIS capital funding will commence in the week beginning 16th December 2019. Invitations for applications for funding for 2020/21 with a new revised criterion will be communicated widely. The LIS capital fund aims to provide a discretionary financial contribution to the delivery of projects that help to achieve outcomes in support of the County Council's priorities.

Statutory and Policy Implications

20. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty,

safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

21. The allocated LIS Capital Fund for 2020/21 is in total £1,400,000. £400,000 of this represents the amount unallocated from 2019/20 Fund.

RECOMMENDATION/S

That the Committee:

- 1) Ratifies the update provided on the impact and progress of the Local Improvement Scheme 2018/19; and
- 2) Approves the timelines and the revised application criteria for the 2020/21 LIS Capital Fund round as detailed in the Appendix to this report.

Derek Higton
Service Director, Place and Communities

For any enquiries about this report please contact: Cathy Harvey, Team Manager Communities, Tel: 0115 977 3415

Constitutional Comments (AK 29/10/2019)

22. The recommendation falls within the remit of the Communities and Place Committee under its terms of reference.

Financial Comments (GB 01/11/2019)

23. The costs set out in this report will be funded from the 2020/21 Local Improvement Scheme capital budget which is in the approved Communities and Place capital programme at a value of £1.4m.

Background Papers and Published Documents

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

- None

Electoral Division(s) and Member(s) Affected

- All

Appendix

Local Improvement Scheme (Capital Fund)

Information for Applicants

**Please read this document before
completing your application form**

Please submit your application by 28th February 2020

Local Improvement Scheme: Capital Fund

Information for applicants

Contents	Page
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Introduction

The Local Improvement Scheme Strategy (Capital Fund)

Nottinghamshire County Council has a strong record in supporting voluntary and community groups across the County and continues to be committed to supporting local people and communities to help themselves.

The **Local Improvement Scheme** is a **discretionary financial contribution** awarded by Nottinghamshire County Council to support the delivery of non-statutory capital projects that help to achieve the Council's priorities, as set out in the [Council Plan 2017-21](#).

Applications for capital funding should also show how the proposed project / asset contributes to the Local Improvement Scheme strategic aims, these being:

- To encourage and support local communities to be strong, vibrant and resilient;
- To encourage and support volunteering; and,
- To seek wider funding opportunities.

The year 2020 sees the 400th anniversary of the sailing of the Mayflower to the United States. Nottinghamshire has a very close association to this historic event. Therefore, applications for capital projects that commemorate this significant anniversary and help to promote community engagement in it are particularly welcome.

This document aims to assist organisations who are interested in applying for **capital** funding from the Local Improvement Scheme and includes information about:

- How much money organisations can apply for;
- Organisations that are eligible to apply;
- What the capital funding can and can't be used for;
- Match funding;
- Governance; and,
- The role of Nottinghamshire County Council Elected Members.

After carefully reading this document, interested organisations that meet the eligibility criteria and can also demonstrate how their project will contribute to the [Council Plan 2017-21](#) and the Local Improvement Scheme strategic aims are welcome to apply, by following the instructions outlined in this document.

How much money can organisations apply for?

Eligible organisations can apply for one-off **capital grants**, ranging from a minimum of £1,000 up to a maximum of £30,000 in any funding year. Recipients of capital funding will have **up to 12 months** to spend the money. A list of eligible organisation types is provided in the 'Can my organisation / group apply?' section below.

Can my organisation / group apply?

The Council encourages applications from **eligible** organisations. Those that are eligible include:

- ✓ A charity registered with the Charity Commission* (this could be a Charitable Incorporated Organisation (CIO), an unincorporated association, a trust or charitable / not-for-profit company limited by guarantee).
- ✓ A voluntary / community group that is not registered as a charity (this group could be set up as an 'unincorporated association' or an 'excepted' charity as defined by the Charity Commission*).
- ✓ A Friendly Society or an Industrial and Provident (Community Benefit) Society with charitable purposes and registered with an appropriate regulator.
- ✓ A Community Benefit or Cooperative Society.
- ✓ A community interest company (CIC) with charitable aims, a community purpose and limited by guarantee.
- ✓ A social enterprise that is set up using a recognised legal form.
- ✓ A sports club - sports clubs that have achieved or that are working towards Clubmark are particularly welcome.
- ✓ A Parish or Town Council.

**Please refer to the [Charity Commission](#) for further information.*

Who Can't Apply

- ✗ National Organisations - a national charity (or local branch thereof) that cannot adequately evidence that funding is being solely spent in Nottinghamshire or for the benefit of the residents of Nottinghamshire.
- ✗ Borough and District Councils.
- ✗ Anyone / any organisation who is applying on behalf of another organisation.
- ✗ A District Council acting as an accountable body for a local voluntary / community group.
- ✗ Companies that can pay profits to directors, shareholders or members (including companies limited by shares).
- ✗ Sole traders.
- ✗ Individuals.

What can organisations use the capital funding for?

It is important to us that you actively get your community involved in the design, development and delivery of the project you are planning.

Examples of how Local Improvement Scheme capital funding could be used include:

- ✓ Building new play areas, including skate parks.
- ✓ New play equipment.
- ✓ Facilities that support community access, particularly for people with disabilities.
- ✓ Sporting facilities which help to improve wellbeing and access for all.
- ✓ Gateway signs.
- ✓ Green / horticultural improvements to open spaces.
- ✓ Memorial and heritage improvements.
- ✓ Signposts and information boards.
- ✓ Pilgrim Roots 2020 celebrations.

Additional examples:

- ✓ New teenage and junior play equipment to provide an exciting and safe play area for local children and families, offering opportunities for physical activity and vibrant community interaction in an open, public space.
- ✓ Signage to direct visitors to a country park, and signposts and information boards within the park that include points of interest to improve the visitor experience.
- ✓ Development of an 'all year round' community garden for the benefit of all members of the community.
- ✓ Construction of a permanent and accessible paved foundation for a memorial dedicated to RAF aircrew who were killed in flying incidents during WWII.
- ✓ Developments of community facilities and spaces to improve access and/or to improve health and well-being (e.g. wheelchair accessible outdoor play equipment, such as a swing).

Please note:

Village gateway signs

- If you wish to apply for funding to help towards the cost of village gateway signs, example costs of these assets are available on the Council's webpage: www.nottinghamshire.gov.uk/capital, which you may find helpful when completing your application.
- Organisations wishing to install village gateway signs must follow the relevant Nottinghamshire County Council and VIA Highways (or other regulatory) process as appropriate to the project / asset.

Public Use

- The asset that the capital funding contributes to will need to **remain in public use and/or leave a legacy for at least three years** after the asset has been purchased and installed / launched / is in use.

Maintenance

- Capital funding can be used to help with the initial cost of the project / asset, however, it **cannot** be used for ongoing maintenance. Therefore, **organisations must ensure that they have plans and funds in place to maintain the project.**

Ownership

- Applicant must be able to evidence **title to the land / property or evidence of permission to use the land / property** that the project is being delivered on.

What can't organisations use the capital funding for?

The Local Improvement Scheme capital funding cannot be used as a full or partial contribution to the following:

- × Assets / purchases / projects not recognised or not in line with the organisation's governing document (i.e. the set of 'rules' or 'agreement' for your organisation).
- × Costs that are incurred before the application is approved by the Communities and Place Committee. Therefore, if the application is successful, applicants are advised to wait until their funding agreement has been signed by both parties before commencing the project / purchasing the asset.
- × Projects that are not delivered within the Nottinghamshire County geographical boundary.
- × Projects that do not primarily benefit Nottinghamshire County residents. It is recognised that some capital projects may also benefit some people beyond the Nottinghamshire boundary, however, residents outside Nottinghamshire should not be the primary / majority target group.
- × Costs associated with pre-schools or children's nurseries.
- × Costs considered to be revenue items or overheads and maintenance costs (e.g. rent, salaries, gas, electricity, consumable goods and general building maintenance).
- × Projects that are for the sole purpose of promoting political or religious views.
- × Unspecified expenditure (note that applicants are asked to list the itemised capital costs associated with the proposed capital project / asset on the application form).
- × Funds to specifically build up a reserve or surplus.
- × For general appeals or endowment funds.
- × Office / IT equipment, including PCs, laptops and associated periphery equipment such as keyboards, printers, laminators, etc. (note that the Local Improvement Scheme aims to support capital assets that are open and accessible to the wider Nottinghamshire community).

Match Funding

Local Improvement Scheme funding is a *contribution* to the delivery of a project. This means that it is not intended to cover the full project costs and therefore match funding will be required. There is a high demand for Local Improvement Scheme funding and as such, match-funded projects enable the Council to award funding to a broader range of projects.

Please note:

- Applications should aim to secure at least 50% of confirmed match funding, although projects with less than 50% of confirmed match funding may also be considered.
- Match funding / income can include grants and donations from other organisations, member subscription fees, fundraising, and contributions 'in-kind' where appropriate (such as donated assets).
- Local Improvement Scheme capital funding is a contribution towards the purchase of an asset and as such, the organisation is likely to need a higher proportion of 'cash' compared to 'in-kind' match funding.
- Any grant awarded must not be used to pay for the same items covered by match funding (and vice-versa).

Elected Member (County Councillor) Role

In line with the principle of involving Elected Members in their communities, **all applications must be signed by an elected Nottinghamshire County Councillor for the District in which the project / asset will be delivered / installed.** However, please note that:

- County Councillor support is not a guarantee of application success – all applications will go through the Council's formal assessment process.
- It is the applicant's responsibility to contact the relevant County Councillor to discuss the proposed project / asset and seek their support.
- Only the signature of an elected **Nottinghamshire County Councillor** will be accepted on the application form.
- Contact details for all elected Nottinghamshire County Councillors are available on the Council's website: nottscc.gov.uk/council-and-democracy/councillors/contact-a-councillor

Governance

Governance is about the way your organisation is set up and run. The Council is accountable for public funds and therefore reviewing the governance arrangements that organisations have in place helps to reassure the Council that an organisation is:

- Operating in line with the law AND in line with relevant regulation;
- Operating in line with its own governing document; and,
- Able to effectively manage public funds and fulfil the monitoring requirements.

Good governance is essential for your organisation, service users and other stakeholders, as it underpins the delivery of quality projects in a safe and efficient way, and can help to reassure other potential funders and partners.

To receive Local Improvement Scheme funding, applicants must demonstrate that they have satisfactory governance arrangements in place. After being approved for LIS funding, successful applicants (except for Parish and Town Councils) must send the County Council's Communities Team an appropriate, up-to-date and satisfactory governing document.

A Good Governance checklist is available in [APPENDIX 1](#) to this document, which applicants may find useful as a starting point when reviewing the governance arrangements for your organisation.

Acknowledging funding and publicity

Successful applicants will be required to agree with the County Council's Communications & Marketing Team a timeline for any publicity events or media releases from the start to the end of the project, and to also ensure that the relevant Council Members receive at least 8 weeks' notice of any major publicity events that they may wish to attend. The extent of publicity required will depend on the scale and nature of the project, with Communications & Marketing officers advising the organisation accordingly.

How to apply and supporting information / documents required

- 1. It is strongly recommended that you carefully read all the information provided in this document and consider whether:**
 - a) The project / asset that you have in mind contributes to the Council Plan and the Local Improvement Scheme strategic aims (as outlined on [page 1 of this document](#)).
 - b) Your organisation is an eligible organisation type (see page 2: '[Can my organisation / group apply?](#)')
 - c) The project / asset that you have in mind is eligible for funding (see pages 3 and 4 of this document: '[What can / can't my organisation use the capital funding for?](#)').
 - d) Your organisation can raise the match funding (see page 5 of this document regarding '[Match Funding](#)').
 - e) Your organisation has in place appropriate governance (see [page 5](#) and [APPENDIX 1](#) to this document).
 - f) Your organisation is fully aware of and would be prepared to accept the terms and conditions of, the LIS funding agreement – including the requirement to publicise the project if their application is successful. An example LIS Agreement template is available to download from: www.nottinghamshire.gov.uk/capital
- 2. Download the application form from:** www.nottinghamshire.gov.uk/capital
- 3. Discuss your proposed application with your local Nottinghamshire County Councillor to seek their support** (see page 6: '[Elected Member \(County Councillor\) Role](#)')

4. **If you decide to apply, and you have the support of your local County Councillor, complete the application form.** Remember to save your application as you work through it. **Tip:** Use the 'Assessment Considerations' as outlined in [APPENDIX 2](#) to help you review your application.
5. **Ask your local Nottinghamshire County Councillor to sign the completed application form.** The County Councillor should return the application to the applicant / organisation.
6. **Email your completed application to:** LIS@nottscc.gov.uk.

Please note:

Privacy Notice

The information provided in your application will be subject to **the Local Improvement Scheme Privacy Notice** which is available on the Council's webpage: www.nottinghamshire.gov.uk/lis

Applications approved 'in principle'

Successful applications are approved by the Communities and Place Committee for funding 'in principle'. Organisations will need to follow the process as advised by the Council and provide further information / documents / assurances as requested, before the funding is released. For example, projects / assets that involve the use of the highway / land / buildings not owned by the organisation applying for the grant must obtain and provide written permission from the appropriate organisation to use / develop the highway / land or building for the proposed funded project / asset.

Applications for more than one project / asset

If your organisation would like to apply for funding for more than one project / asset, you should complete a separate application form for each project.

Supplementary information

Applicants are strongly encouraged to read the supplementary document which contains information about what to expect if your application for capital funding is successful and frequently asked questions (FAQs); this document is available on the Council's webpage: www.nottinghamshire.gov.uk/capital

If you have a question

If you cannot find the answer to your question from the information / documents provided on the Council's webpage (www.nottinghamshire.gov.uk/capital), please email the Communities Team at: LIS@nottscc.gov.uk

APPENDIX 1: Good Governance Checklist

What do we mean by governance?

Governance is about the way your organisation is set up and run. You can use the checklist below as a starting point to help review the governance arrangements for your organisation:

Item	Question	Yes / No
Governing documents <i>A governing document is a set of rules or agreement for your organisation / group.</i>	Is the governing document the correct type for your organisation? e.g. <ul style="list-style-type: none"> A Constitution (or 'Rules') for unincorporated associations. A Small Charity Constitution (for organisations that do not meet the financial threshold for registering with the Charity Commission). A CIO Foundation or Association Constitution for CIOs. Articles of Association (for charitable companies). Trust Deed for Trusts. 	
	Does your governing document include appropriate information? For example, does it include: <ul style="list-style-type: none"> What the organisation is set up to do? (objects) How the organisation will do those things? (powers) Who will run it? (trustees) What happens if changes to the administrative arrangements need to be made? (amendment provision) What happens if the organisation wishes to wind up? (dissolution provision) How the trustees will run the organisation. Initial arrangements for meetings, voting and financial procedures etc. 	
	Is your governing document up-to-date - including trustee details?	
	Is your governing document signed and dated by the trustees?	
Trustees & management teams	Is the information that you have provided about your trustees and management team correct and consistent with the information that you supplied to the Charity Commission, Companies House and/or any other regulatory body?	
Policies and procedures <i>E.g. policies and procedures regarding safeguarding children & young people, vulnerable adults, health and safety, equality and diversity, recruitment and selection and volunteering.</i>	Do you have relevant policies and procedures in place? You may find it helpful to list the policies and procedures that you do have and identify any gaps to address.	
	<ul style="list-style-type: none"> Are all your policies and procedures up-to-date and in-line with good practice? 	
	<ul style="list-style-type: none"> Are all your policies and procedures used in practice? 	
Accreditation of professionals employed (e.g. contractors, manufacturers, accountants, architects)	Do all the professionals that you employ have the correct and up-to-date accreditation, qualifications and registration for the work that they will be carrying out? Do they have appropriate policies, procedures and insurance in place?	

If your group would like further information / guidance about good governance arrangements, please have a look at the Councils' **'Support, advice and networking for voluntary and community groups'** webpage: <http://www.nottinghamshire.gov.uk/council-and-democracy/get-involved/supporting-voluntary-sector/support-advice-networking>

This Good Governance checklist is intended to provide introductory, general guidance and contains information based on research at the time of publication. This checklist is not a substitute for specific governance / legal / financial or other professional advice.

APPENDIX 2: Assessment Considerations and Process

Considerations during the assessment process include:

- ☐ Is the organisation type eligible?
- ☐ Is the application supported AND signed by a Nottinghamshire County Councillor?
- ☐ Is the amount requested within the minimum and maximum levels of funding?
- ☐ Will the majority of the beneficiaries (e.g. at least 75%), be Nottinghamshire County residents?
- ☐ Proportion of confirmed match funding and proportion of 'cash' and eligible 'in-kind' match funding.
- ☐ The information provided to show that there is a need for the proposed project / asset and the community benefit from the capital project / asset.
- ☐ The extent to which the application demonstrates that the project will contribute to The Council Plan and the Local Improvement Scheme strategic aims as stated in this document.
- ☐ Has the applicant provided itemised costs?
- ☐ Has the organisation confirmed that the project will be maintained for at least 3 years after installation?
- ☐ Has the applicant provided sufficient, clear and relevant information in response to the questions?
- ☐ Does the organisation have relevant, recognised approval / standards in place (where appropriate)?
- ☐ Has the organisation confirmed all the declaration statements in the application?

Please note that:

- On completion of the assessment process, the Council's Communities and Place Committee will make the final decision regarding funding awards.
- The Local Improvement Scheme funding is limited, and competition is likely to be strong, therefore the Council may also take into consideration previous funding awards, and priority may be given to organisations that did not receive an award in the previous Local Improvement Scheme capital funding year / round.
- Local Improvement Scheme funding is discretionary and therefore subject to the availability of finances as determined in the Council's annual budget review and the availability of funds after previous Local Improvement Scheme capital funding awards.
- Submitting an application does not guarantee funding. If your application is successful, the Council may not necessarily award the full amount requested – for example, where there is information to suggest that the project could be delivered at a lower cost than the amount of funding requested.
- The Council will aim to notify all applicants about the outcome of their application as soon as possible after the applications and awards have been approved by the Communities and Place Committee.

5 December 2019**Agenda Item:8****REPORT OF THE SERVICE DIRECTOR, PLACE AND COMMUNITIES****FLOOD RISK MANAGEMENT UPDATE****Purpose of the Report**

1. To provide an update for Members on the latest position in relation to the Council's duties and responsibilities under the Flood Risk Regulations (2009) and the Flood and Water Management Act 2010.
2. To provide an update on current major flood investigations and progress on major flood protection schemes and recommend Section 19 report production for several flooding locations.
3. To recommend a new staffing structure for the Flood Risk Management Team.

Information

4. Following severe flooding during the summer of 2007, the government commissioned an independent review (the 'Pitt Review') which in 2008 recommended that local authorities should lead on the management of local flood risk, working in partnership with other organisations. Two key pieces of legislation have brought this forward; the Flood Risk Regulations (2009) which transpose the EU Floods Directive into UK Law and the Flood and Water Management Act (2010). Currently 78,700 properties are estimated as being at risk of flooding across the County.
5. Since 2010 the Council has been a Lead Local Flood Authority (LLFA), having powers and statutory duties to manage and co-ordinate local flood risk management activities. The County Council does this by working together with other organisations including the Environment Agency (who manage flooding from generally larger rivers (known as Main Rivers, such as the River Trent)), Internal Drainage Boards managing low lying areas, District, Borough, Parish and Town Councils and infrastructure/ utility providers, such as Severn Trent Water and the Highways Agency.
6. Partnership work is overseen by a joint Strategic Flood Risk Management Board with Nottingham City Council that meets every six months.
7. Local flood risk means flooding from surface water (overland runoff), groundwater and smaller watercourses (known as Ordinary Watercourses).

Lead Local Flood Authority General Update

8. As a Lead Local Flood Authority, the County Council is delivering all its statutory duties and obligations under the Flood and Water Management Act 2010 which include:
- Developing, maintaining, applying and monitoring of our Flood Risk Management Strategy and action plan for local flood risk covering Nottinghamshire which was published in January 2016. This suite of documents supports our Preliminary Flood Risk Assessment which was published in 2011 and updated in 2017. A Preliminary Flood Risk Assessment is an assessment of floods that have taken place in the past and floods that could take place in the future. It considers flooding from surface water runoff, groundwater and ordinary watercourses. This document is reviewed and approved at a National level.
 - Co-ordinating views and activity with other local bodies and communities through public consultation, scrutiny and delivery planning.
 - Carrying out works to manage local flood risks in Nottinghamshire.
 - Maintaining a register of assets – these are physical features that have a significant effect on flood risk across the county. Currently our register holds around 2000 records relating to bridges, culverts, historic structures, retaining walls and other draining structures. This information is publicly available on the County Council's flood risk web pages.
 - Investigating significant local flooding incidents and publishing the results of such investigations in a Section 19 report. Significant for NCC equates to 5 or more properties suffering internal flooding. To date we have produced and published 16 bespoke reports and have no outstanding investigations.
 - Using the powers under the Land Drainage Act 1991 to regulate our 1600 miles of ordinary watercourses (outside of internal drainage districts) to maintain a proper flow. By means of issuing Consents for altering, removing or replacing certain structures or features on ordinary watercourses; and enforcing obligations to maintain flow in a watercourse and repair watercourses, bridges and other structures in a watercourse. During the last four years over 300 applications have been considered for consenting works on an ordinary watercourse. Our processes have recently been updated and streamlined to be more efficient and cost effective. Online applications and payment systems are now available to applicants and we are exploring opportunities to implement a fast track service and compliance checking charges for the larger developments. Current legislation sets the charge at £50 per consenting application.
 - Undertaking a statutory consultee role providing technical advice and comment on surface water drainage to local planning authorities on major and sensitive developments. Over 3000 planning applications have been received since April 2015, and 2533 of those have been responded to with bespoke responses. Last year the service responded to 98% of applications in the required 21 days and in the last 6 months 19,740 homes have been looked at as part of our planning responses. The County Council is committed to ensuring new developments adopt sustainable approaches to surface water management. To this end, the flood risk service are integrating local flood risk management into the planning process and supporting

sustainable growth at every opportunity. We encourage and promote the use of Sustainable Drainage Systems (SuDS) in all new developments and retrofit them wherever appropriate.

- Co-operating with other Risk Management Authorities to improve effectiveness, delivery and efficiencies.
- Playing a lead role with emergency planning and with recovery after a flood event. (Local authorities are 'category one responders' under the Civil Contingencies Act and must have plans to respond to emergencies, and control or reduce the impact of an emergency.)
- Utilising the power to designate specific features as flood risk management assets, which give a degree of protection from damage and removal.
- Managing flood risk from surface runoff, ordinary watercourses and groundwater. Over 520 localised reports of flooding have been investigated in the last eighteen months. The service has developed a robust approach to the prioritisation of schemes to manage flood risk. We have identified areas at greatest risk from local flood sources and make the best use of available information to develop, resource and prioritise.

Resilience Update

9. As a Lead Local Flood Authority we are committed to reducing the risk of flooding across the County. The Flood Risk Management team provides a service for all residents within the County, both domestic and commercial, with an aim to educate, support, influence and empower. We look to support communities through flood resilience intelligence that is site specific and bespoke, assisting communities to understand how to proactively manage flood risk and how to become more resilient.
10. We work with communities on resilience measures to enable them to become more resilient to flooding and to understand their land drainage responsibilities, with the ambition to enable some 199 communities to 'Prepare not Repair' and engage with decision making across the 10 local Risk Management Authorities. Utilising knowledge sharing, community participation, actions and leadership to reduce economic impacts of flooding and protect our customers' quality of life.
11. Currently we are focusing on the communities of Clarborough, Bleasby, Kimberley, Normanton on Soar, Sutton on Trent. Colleagues in Via East Midlands Ltd., Emergency Planning, Design and Print and Health and Safety have all played a vital role in the development and delivery of this initiative.

Update on Flood Investigations and Schemes

12. The current flood risk investment programme is facilitating the delivery of 17 significant schemes across the county with a total estimated value of £15m. This year Flood Risk Management has secured external funding of over £900k towards flood alleviation schemes, which complements the £6m brought in last year. We will continue as ever to seek external funding opportunities wherever possible.

13. The Flood Risk Management team have recently submitted three bids in the first round of a grant for boosting action in relation to surface water management offered by the Department of Environment, Food and Rural Affairs. Given the very short submission deadline and the requirement to undertake 70% of the work by March 2020, which will look to update local surface water modelling and mapping information, initial bids for West Bridgford, Mansfield and Bleasby have been made. We understand that another opportunity to bid will be made available in the new financial year and we will be applying for funding for several more studies.
14. **Southwell** - In December 2017 two Business Cases were submitted to The Department for Environment, Food and Rural Affairs; one for Natural Flood Management and the other a more traditional engineering proposal to construct new flood defences for the town. NCC successfully negotiated the rigorous Environment Agency approval process and in February 2018 secured a total of £4.4 million for the engineering scheme and £350k of Local Levy funding for the Natural Flood Management scheme.
15. The funding package was supported with further additional partnership contributions including £600k investment from the County Council, £220k from Newark and Sherwood District Council, £120K Southwell Town Council, £25k Southwell Flood Forum, an additional £300k Local Levy for the flood mitigation scheme and £233k Renew and Repair grant community contributions from a central government fund.
16. Nottinghamshire County Council as the Lead Local Flood Authority are responsible for the overall delivery of all elements of the project. The project management is overseen by a Project Board, made up of the key partners below and chaired by Derek Higton, Service Director for Place Communities.
- Nottinghamshire County Council – Project Lead
 - Via East Midlands Ltd. – Design and Construction of engineering schemes
 - Southwell Flood Forum – Community Representatives
 - Trent Valley Internal Drainage Board – Watercourse Management
 - Southwell Town Council – Community Representatives
 - Newark and Sherwood District Council – District Representatives
 - Environment Agency – Lead Funding Partners
 - Severn Trent Water – Utility Company
17. The flood defence proposals have two key elements: hard engineering solutions and Property Flood Resilience measures. Property Flood Resilience measures are bespoke proposals that provide resilience to individual properties from flooding. Those properties not offered these measures will benefit from an increased level of flood protection from the engineering schemes which are yet to be installed.

18. Development of detailed design for the hard engineering proposals is progressing well with Via East Midlands Ltd. Construction commenced in Autumn 19 with completion expected in 20/21. The project has several interdependent phases, and these are being completed as a rolling programme of works.
19. The Property Resilience works are being delivered by Whitehouse Construction, following a competitive tendering process. The contract covers customer engagement, survey, design and installation. Several letter drops and drop-in sessions for all affected residents were carried out in May and the subsequent agreed works with homeowners are scheduled for completion by December 2019. At the time of writing (Oct 19) protection measures had been installed to 40 properties with a further 80 in the approval process. We will be continually reviewing which properties are protected by each element of the project as the designs develop.
20. Natural Flood Management proposals enhance the level of flood protection to the catchment utilising measures such as the installation of leaky dams, changing of farming techniques and re-naturalisation of watercourses. To date the project in Southwell has installed measures at 26 different locations across the catchment, facilitated information sessions and provided individual support to land owners. The Trent Rivers Trust, a key partner in the project, will be presenting a summary of the project at the Westminster Insight "Developing the UK's Flood Resilience Forum" on 5 December 2019.
21. The National Flood Forum have delivered a number of public facing sessions where residents were given the opportunity to learn more about Riparian Ownership responsibilities and watercourse maintenance; both a critical part of helping to manage flood risk in a catchment.
22. Part of the wider catchment flood mitigation proposals includes a project to retrofit sustainable urban drainage features at Lowes Wong School. This work was completed late November and has been designed and delivered using Via East Midlands Ltd. The project was jointly funded by NCC Property Team and has a total value of £550k. In addition to protecting properties affected by flooding from the site we will work with the school to educate the children on this sustainable approach to water management and their understanding of the environment.
23. **Egmanton** – The first part of this scheme concerning the village centre was completed in 2017. However proposals to protect the village further are still in negotiations with Landowners and are being led by the Trent Valley Internal Drainage Board. The County Council is supporting this work. The rainfall event in November saw approximately 15 properties internally flooded and a Section 19 report will be undertaken and produced in due course.
24. **Hucknall Titchfield Park Brook Scheme** - A project to protect 86 properties from flooding along the Titchfield Park Brook catchment has been allocated £912k of Flood Defence Granting Aid and Local Levy funding for delivery in 19/20 with support from NCC capital. The business case was approved in August 2019 and is progressing through detailed design stages. The project has three discreet elements and will be delivered utilising expertise available from Ashfield District Council (as landowners of Titchfield Park) and Via East

Midland Ltd. Property Flood Resilience measures will be delivered using the Environment Agency's National Framework. Project completion is expected in May 2020.

25. **Lowdham** - The Environment Agency are continuing to develop the outline business case for a flood alleviation scheme to protect Lowdham with a view to submitting their business case in March 2020. The scheme changed direction in summer 2019 and alternative options are now being explored that look at the storage of flood water in the catchment upstream of Lowdham. The rainfall event in November saw approximately 12 properties internally flooded and a Section 19 report will be undertaken and produced in due course.
26. The Environment Agency are working with NCC Local Transport Plan colleagues to seek opportunities for collaborative working with the A614 corridor improvements. Severn Trent Water are due to start work on their network improvements in October this year and will be carrying out improvements to the highway and surface water drainage assets whilst on site on our behalf. This approach delivers many benefits including financial and reduced inconvenience to residents. NCC, the Environment Agency and Severn Trent Water are working closely together to ensure all elements of the proposals are approached effectively and without duplication or detrimental impacts on one another.
27. **Thurgarton** - The IDB are continuing to pursue cost effective options for the catchment prior to seeking funding.
28. **Gunthorpe** - The County Council is working with the Environment Agency (who have the lead role) to develop proposals to protect the village from flooding. Once a technical report into the options is available we will have more of a part to play here in reviewing any proposals.
29. **Calverton** - The early partnership working between NCC and Severn Trent Water in this catchment has led to the utilities company securing significant investment to deliver a capital improvement project in the catchment. The project is currently in detailed feasibility stage and once options are identified we will work together to identify ways of delivering mutually beneficial outputs in the catchment. The project has a programmed delivery date of 2021/22 in Severn Trent Water's Investment programme however this is dependent on the outcome of feasibility / design.
30. **Arnold** - Nottinghamshire County Council have completed the Section 19 report into the devastating flooding that happened in June 2019. We are continuing to work closely with residents and our partners Severn Trent Water and Gedling Borough Council to clarify responsibilities and identify potential measures to reduce and mitigate the risk of flooding events in the future.
31. **Daybrook Upper Catchment Study** - In order to understand the complex interaction between surface water assets in the upper Daybrook (Arnold) catchment NCC secured £99k of Local Levy funding to carry out a detailed study. The study has been carried out by Severn Trent Water and their specialist contractors and the final report is expected in November 19. The works were complemented by financial support from Severn Trent Water which allowed the scope of the study to widen and cover interaction with the sewerage system as well. It is expected that the report may identify areas of the catchment where further capital investment is required and if this is the case the options will be pursued by the relevant authority.

32. **Newthorpe** - Severn Trent Water have taken over as lead authority and are carrying out detailed feasibility on the catchment. NCC have contributed to the feasibility study to allow a cohesive study into all sources of flood risk in the area. Outputs from the study are expected by the end of 2019.
33. **Girton** - The County Council has worked with the Environment Agency to explore the possibility of developing a deliverable scheme to protect this village which suffers from main river flooding. A funding shortfall is being explored and will need to be overcome before a scheme is progressed.
34. **Sutton on Trent** - Following severe flooding in 2018 NCC worked closely with Trent Valley Internal Drainage Board to understand the causes of the flooding and ways to reduce the risk of future occurrences. A Section 19 report was published earlier this year that summarises the issues. The Drainage Board and NCC Highways have carried out some repairs and improvements to their assets and both are currently looking at ways of improving the performance of their assets to further reduce the risk of future events. The Internal Drainage Board are the lead for the project and are currently looking at economically viable options for reducing flood risk in the catchment. A report on their proposals is expected at the end of 2019.
35. Information provided by the report (prior to its completion) linked into the Nottingham City Council led project for the Day Brook Blue Green Infrastructure, helping to reduce flood risk to approximately 160 properties. Following the flooding experienced in Arnold in June this year a decision was taken to extend the study and incorporate additional information from the areas affected. This approach was made possible by the forward thinking and proactive working relationship across all partners.
36. **Normanton on Soar** – A scheme to help resolve surface water and highway flooding in Normanton has been completed. This scheme involved a pragmatic approach from all parties affected including Via East Midlands Ltd., Severn Trent Water, Normanton on Soar Parish Council, the Environment Agency and NCC Flood Risk Management team that has delivered benefits to all involved.
37. **Willoughby on the Wolds** - NCC are working closely with Severn Trent Water to identify both short- and long-term solutions to prevent localised flooding and pollution of a watercourse. NCC have been working with residents to clear the watercourse of silt and debris, whilst Severn Trent Water continue to investigate the operation of their drainage network. Severn Trent Water are liaising with the Parish directly and NCC will retain an overview of the situation.
38. **Clarborough** - NCC are now project lead, working closely with Bassetlaw District Council to investigate the flooding risks. JBA are currently working on behalf of Bassetlaw to establish the feasibility of a shortlist of options at Clarborough. There is also ongoing work with a Village Resilience project which looks to address issues with the watercourse as it passes through the village and a study to look at the feasibility of a Natural Flood Management scheme that would complement hard engineering measures. We are also working with the parish to install a monitoring system which will provide warnings to residents if the watercourse levels are likely to cause flooding at certain pressure points.

39. **Gotham** - We have been working with Gotham Parish Council to address several local flooding issues. We have worked with residents to survey the condition of private watercourses and our colleagues in Via East Midlands Ltd. to investigate the condition of highway culverts. We will continue to work with the parish to facilitate conversations between them and Severn Trent Water and Via East Midlands Ltd. to investigate community concerns. The rainfall event in November saw approximately 12 properties internally flooded and a Section 6 report will be undertaken and produced.
40. **West Bridgford** – In August this year significant rain storms caused some severe surface water flooding across the catchment. As a consequence Via East Midland Ltd, Severn Trent Water, emergency Planning and the Flood Risk Management team worked together to investigate and address a number of concerns. These included working with a tenant farmer to clear a watercourse and undertake essential maintenance as a riparian owner, gullies on Rutland Road, Chatsworth Road and Seymour Road were emptied in addition to the routine maintenance undertaken and Severn Trent Water have commenced investigations into issues that had an impact on their network.
41. **Kimberley** – On the 24th of September this year following a period of intense rainfall a number of business properties were reported to have flooded internally in Kimberley. A considerable amount of surface water was observed flowing along the Main Street and through other areas entering properties along its route. Currently we have evidence of 6 properties being affected which has triggered a requirement under the Flood and Water Management Act 2010 to initiate a Section 19 investigation. The Section 19 investigation will work with local residents, business the District and Severn Trent Water to fully understand the event. It is hoped that the report will be presented to Communities and Place Committee in February 2020.
42. **Newark Wastewater Improvement Scheme** – The Authority has played a key partnership role in supporting Severn Trent Water's delivery of a £60m investment in their wastewater infrastructure in Newark. The project won the prestigious Institution of Civil Engineers 'Large Project Award 2019' and the team were presented with their award at the awards dinner earlier this year. The project was also the runner up in the worldwide 'People's Choice' award. The project has provided protection from flooding to some 400 properties in Newark. The Flood Risk Management Team along with colleagues in Passenger Transport and Via have played a key liaison role here, from inception to delivery ensuring delivery was on time, within budget and most importantly with minimal disruption to the local community.

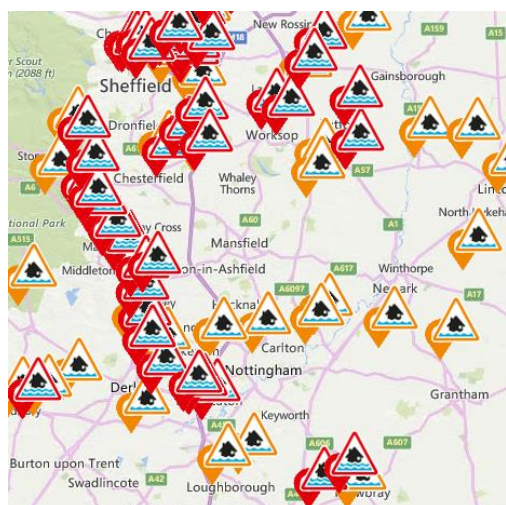
Local Levy 2020/2021 Update

43. Central Government is currently investing £2.6bn nationally in a six-year Flood and Coastal Erosion Risk Management programme, of which approximately £170m will be spent in the Trent RFCC region. The local levy is vital in supporting this programme of schemes and studies and directly helps reduce flood and coastal risk to communities. It helps to ensure we maximise the use of central Government funds, and also fund locally important schemes where helping our communities, including local businesses. In many cases the use of local levy has enabled schemes to progress sooner and attract a significant amount of additional national funding, further increasing our capability to address areas of flooding.

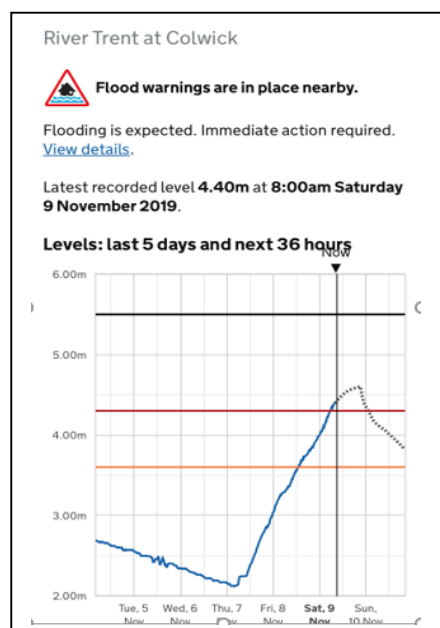
44. At the Trent Regional Flood and Coastal Committee meeting in October 2019 it was agreed by a voting process that the members contribution to the Levy pot would remain at 2% in line with inflation. To date Nottinghamshire have been very successful in bidding into the Levy securing approximately £2 million for flood risk schemes in the county, to work with communities to reduce flood risk. The agreed increase takes Nottinghamshire's current contribution of £287,602 to £293,354; an increase of £5,752. The amount raised from each Local Authority is based on the number of Council tax band D properties which has been agreed as a fair and equitable basis for the calculation.

Flooding Update November 2019

45. Between Thursday 7th and Thursday 14th November communities across the county endured a significant rainfall event resulting in extensive property, business and highway flooding with Worksop, Shireoaks, Retford and Egmont suffering the worst impacts from the rainfall. Catchments were exacerbated by saturated ground and hence more significant overland flow. The flooding experienced by these communities has been devastating with many home and business owners being unable to return to their properties. For many months to come the catastrophic impacts of this flooding will be felt by the communities as they begin the awful task of dealing with the impacts of the flooding on their lives and well-being.



Nottinghamshire Flood Warning
Issued 7th November 2019

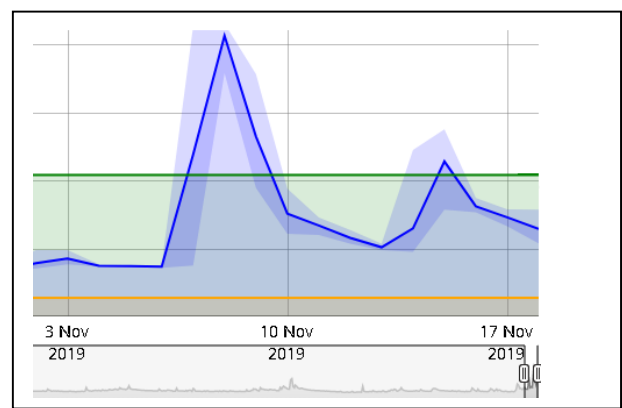


46. As a Lead Local Flood Authority, Nottinghamshire County Council's responsibilities relate to 'local' flood risk from surface water, groundwater, streams and ditches, known as ordinary watercourses and coordinating flood risk management across Nottinghamshire. Other organisations known as Risk Management Authorities, including the Environment Agency, District / Borough Councils, Severn Trent Water and Internal Drainage Boards, have responsibilities for managing risk from other flood sources including main rivers, significant watercourses and sewers.

47. During the rainfall and as the river levels continued to rise NCC and Via East Midlands facilitated 66 road closures across the county, placed over 750 flood signs on the network to warn motorists of issues and delivered over 5000 sandbags. 800 of these sandbags were to areas within Bassetlaw District. In total 15 flood alerts were issued within the County.
48. Officers from the Flood Risk Management Team joined forces with other agencies to provide much needed support to the affected communities and initiated their investigation into the numerous flooding events and associated mechanisms. Supporting the multi-agency recovery our initial visits to sites around the county recorded internal flooding at over 400 properties.
49. The River Ryton runs through Worksop Town centre and the excessive and continual rainfall resulted in it breaching, sending fast flowing water through the town centre streets resulting in 25 properties being evacuated and over 300 properties and businesses suffering from internal flooding. The town was previously flooded in 2007 following which many of the businesses and residents were unable to secure insurance for their homes and businesses.
50. On Sunday 11th November the Flood Risk Management team attended a community drop in session, held at Worksop Bus Station. Supported by colleagues from Emergency Planning, Bassetlaw District Council, The British Red Cross and the Environment Agency we spent the day talking and providing advice and support to those who had been impacted by the flooding. Our investigations to date have identified around 150 businesses and 140 properties internally flooded in the Worksop area alone.



Worksop Town Centre Flooding
Friday 9th November 2019



River Ryton Level Data
For the two flood events in Worksop on the 7th and 14th November 2019

51. Other areas including Scrooby, South Wheatley, Misson, Beckingham, Gateford, Church Laneham, Weston, Ompton, Selston, Balderton, Hucknall, West Bridgford, North Wheatley, Walkeringham, Cossall, Moore Green, East Markham, Ragnall and Mansfield experienced flooding that affected some properties internally but of a level that falls below the Authority's trigger for a Section 19 Report (5 properties). Residents in other areas of the County including Tolney Lane in Newark and Tollerton in Rushcliffe were evacuated due to the inherent risks during the flooding. Flood Risk Management will provide support to these

communities suffering from the terrible impacts of flooding from various sources alongside other agencies.

52. We are currently investigating the numerous flooding events, collecting data and evidence and will be producing Section 19 Reports for the following nine communities:

- Worksop
- Retford
- Shireoaks
- Egmanton
- Rhodesia
- Tollerton
- Lowdham
- Jacksdale
- Gotham

53. As our understanding of the impact of this event develops it may be necessary to add to this list and if so we will report back to Committee. Moving forward the Flood Risk Management team will work with the other Risk Management Authorities to produce and publish the Section 19 reports and work with the communities to identify and create a plan to reduce the future risk of flooding in the affected areas. For some communities where the main cause of flooding is from the river the Environment Agency will lead on the flood alleviation plan.

Why a Section 19 Report?

54. Producing a Section 19 report is one of our duties as a Lead Local Flood Authority under Section 19 of the Flood and Water Management Act (2010). A Section 19 Report outlines what happened during a flooding incident and whether the relevant Risk Management Authorities have exercised or will exercise their responsibilities, but it does not identify specific measures to prevent future flooding. This is the responsibility of the relevant Risk Management Authority.

55. On becoming aware of a flood in its area, a lead local flood authority must, to the extent that it considers it necessary or appropriate, investigate:

- (a) Which risk management authorities have relevant flood risk management functions.
- (b) Whether each of those risk management authorities has exercised, or is proposing to exercise, those functions in response to the flood.

2. Where an authority carries out an investigation under subsection (1) it must: -

- (a) Publish the results of its investigation.
- (b) Notify any relevant risk management authorities.

Staffing Structure Update

56. To deliver the ambitions of the County Council in support of our communities and to enhance the capacity of the Flood Risk Management team some changes are proposed to the structure of the team.
57. The main change requested within the Flood Risk Management Team is the addition of a Principal Officer Post to undertake the Statutory duties of the Lead Local Flood Authority including planning responses, flood investigations and response and two Senior Officers to undertake partnership work, community resilience and Land Management duties. The net impact is an increase of two posts as the Land Management post will be incorporated within the Senior Officer post duties.
58. The approximate cost of the revised structure £96k per annum will be met from within existing budgets and the current and proposed structures are shown in Appendix A.

Scheme Delivery Partners

59. NCC are actively engaged with a number of key partners to enable better scheme delivery and communication across the county. The Flood Risk Management Team works in collaboration with multiple partners and consults with these agencies to assist in the development of pipeline schemes, new initiatives and improvements to processes. We have an influence on regional (Catchment wide) and national policy through being part of the networks below.

- The Environment Agency
- Town, District and Parish Councils and Meetings
- Flood Forums
- Residents and Businesses
- Severn Trent Water
- Trent Valley Internal Drainage Board
- Trent Regional Flood and Coastal Committee
- Association of Drainage Authorities
- Elected Members
- Trent Rivers Trust
- National Flood Forum
- Nottingham Trent University
- Via East Midlands Ltd.
- HS2

- Department for Food and Rural Affairs
- Association of Directors of Environment, Economy, Planning and Transport
- Midland Service Improvement Group
- Specialist Service Providers

Summary

60. We have witnessed and have experience of how flooding devastates communities. The most vulnerable in the community will be our priority. NCC will continue to work closely with partners and communities to identify ways of proactively reducing the risk, likelihood and consequences of future flooding events.
61. We will continue to work with our communities and partners and ensure that communication gives cohesive and clear messages to all. Flood risk management recognises the importance of partnership working and we will continue to take an active role in developing local flood risk management partnerships and seek to collaborate with local stakeholders to achieve common goals. We continue to look for opportunities to maximise the efficiencies of the delivery of our service and draw in additional contributions to enhance our offer.
62. We will strive to increase levels of awareness within local organisations and communities, so they can become more resilient to flooding and understand their land drainage responsibilities.

Other Options Considered

63. To do minimum works which would leave communities at a significant risk of future flooding.

Reason/s for Recommendation/s

64. The recommendations are designed to ensure the most effective and efficient route towards the management of surface water flood risk across the County.

Statutory and Policy Implications

65. The County Council has a number of statutory duties and powers under the Flood and Water Management Act 2010 and the Flood Risk Regulations 2009 including duties to manage and co-ordinate local flood risk management activities.
66. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance, finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

67. The costs of these schemes will be contained within existing budgets and externally secured funds.

Implications for Sustainability and the Environment

68. It is anticipated that the recommendations will ultimately result in delivery of a sustainable projects that reduce flood risk across the county whilst also reducing the negative impacts the flooding has on the environment, the economy and our communities.

Human Resources Implications

69. The proposals are subject to a consultation period and there are ongoing discussion with the affected staff and their union representatives about the proposed changes. The County Council's agreed enabling process will be applied in making appointments to the posts in the revised structure. Where applicable staff will be supported through the redeployment process.

RECOMMENDATION

- 1) That Members endorse the contents of this report and the return to Committee in March 2020 with the Section 19 Reports required as documented in this report;
- 2) That Members approve the the proposed Flood Risk Management staffing structure with final approval of the same delegated to the Corporate Director (Place) in accordance with the normal HR processes.

Derek Higton
Service Director, Place and Communities

For any enquiries about this report please contact:

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Constitutional Comments (SJE 26/11/2019)

70. This decision falls within the Terms of Reference of the Communities & Place Committee to whom responsibility for a) the exercise of the Authority's functions relating to flood risk management scrutiny; and b) approval of the relevant departmental staffing structures has been delegated.

Financial Comments (GB 26/11/2019)

71. All of the works set out in this report will be funded from both external funding and the County Council's own capital resources. The current approved Communities and Place capital programme to 2022/23 includes £4.1m of Nottinghamshire County Council funding in addition to external funding secured which totals £4.3m. Further external funding opportunities have been identified by the Flood Risk Management Team and, once secured will be approved into the capital programme through the usual routes. The £96k additional cost of the revised structure identified in paragraph 57 will be met from existing budgets.

Background Papers and Published Documents

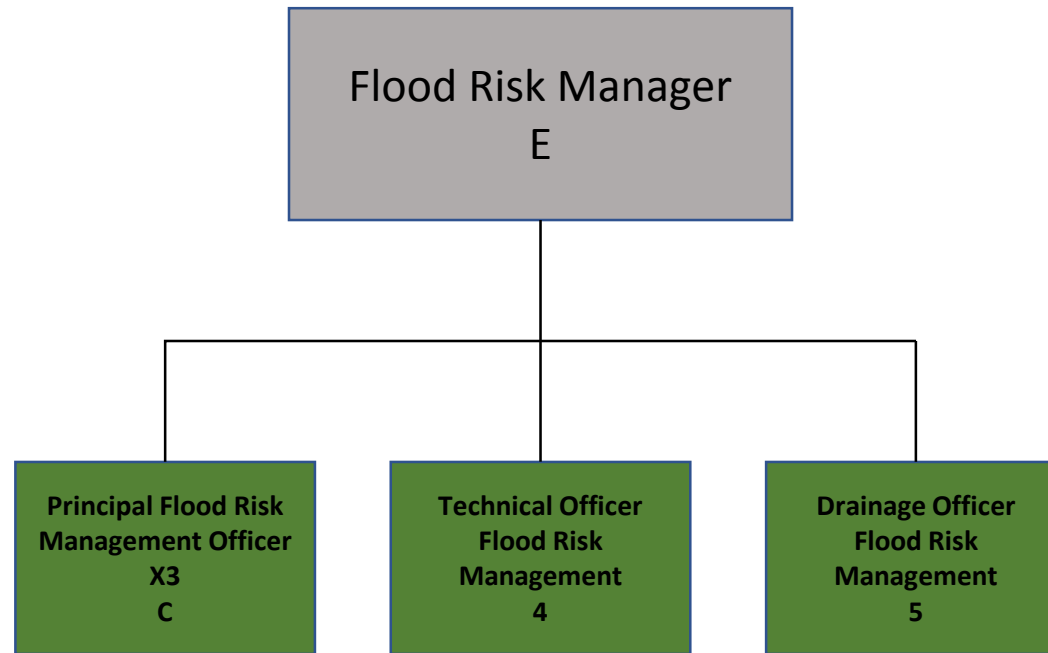
Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- None

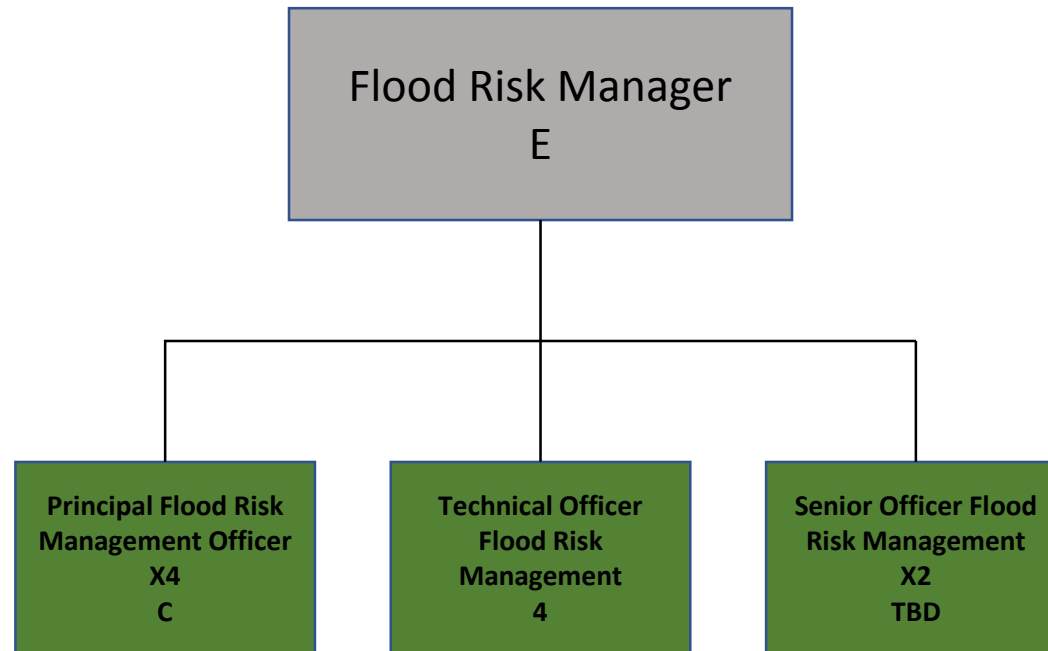
Electoral Division(s) and Member(s) Affected

- All

Appendix A
Flood Risk Management
Current Structure



Appendix B
Flood Risk Management
Proposed Structure



5th December 2019**Agenda Item:9****REPORT OF CORPORATE DIRECTOR, PLACE****GEDLING ACCESS ROAD – PROGRESS REPORT****Purpose of the Report**

1. To inform the Committee of progress on the Gedling Access Road.
2. Confirm the target costs for the contract with Balfour Beatty to deliver the Gedling Access Road and approve the formal contractual instruction being issued to commence the main construction works, subject to D2N2 budget approvals on 19th December 2019.

Information

3. The Gedling Access Road (GAR) is a new highway which will be a classified road from the B684 Mapperley Plains proceeding in a south-easterly direction for a distance of 3.8 km to its junction with the A612 at Trent Valley Road / Nottingham Road. The attached drawing GAR/NCCL01 Rev A shows the route of the GAR.
4. There have been a number of reports provided to relevant committees on the GAR for both approvals and endorsing, these are listed as background papers.
5. The primary objective of the GAR is that it will enable the sustainable redevelopment of the former Gedling Colliery / Chase Farm site and adjoining land for mixed-use purposes by providing safe and adequate access to the proposed residential, employment and community related uses envisaged for these sites.
6. The secondary objective of the GAR is that it will also provide a 'bypass' link to the east of Gedling, with the wider road network and consequently Nottingham City centre. The construction of GAR will have positive impacts to the transport network by improving connectivity of the local road network and reducing traffic flows along the A6211 Arnold Lane / Main Road corridor thereby reducing traffic congestion in Gedling village. Such roads are at present either at, or nearing, capacity and therefore provide neither a safe nor a pleasant environment for both local residents and drivers.
7. An updated transport user benefit appraisal for GAR completed for the Full Business Case submission to the D2N2 Local Enterprise Partnership (LEP) has passed independent assessment and is scheduled for formal approval at the D2N2 LEP Board on 19th December 2019. This appraisal indicates that journey time savings and other safety and efficiency benefits are worth £76 million (Present Value of Benefits) and this generates a benefit to cost ratio (BCR) of 5.06 against the total scheme costs.

8. It is considered that there is a robust case for the GAR which will be delivered in advance of Keepmoat Homes reaching the limit of 315 occupied dwellings on the former Gedling Colliery site permitted without the GAR.
9. The last scheme update for GAR was provided to the Communities and Place Committee meeting on 4th July 2019. This report is intended to give an update of work completed since the previous report including:
 - Compulsory Purchase Order and Side Roads Order;
 - Finance and procurement; and
 - Construction methodology and road closures; and
 - Timeline.
10. The work completed and progress to date reflects the complexities and the many interdependencies associated with the delivery of such a major transport project.

Compulsory Purchase Order and Side Road Orders

11. The Nottinghamshire County Council (B684 to A612 Link Road) A6211 Gedling Access Road Side Roads Order 2018 (SRO) and The Nottinghamshire County Council (Gedling Access Road) Compulsory Purchase Order 2018 (CPO) (the SRO and CPO together being the Orders) were made by the County Council on the 25th October 2018.
12. As previously reported all objections received to the Orders were withdrawn in advance of the Public Inquiry being formally opened on 11th June 2019.
13. The Orders were confirmed by the Secretary of State for Transport on 8th October 2019 in accordance with powers contained in the Acquisition of Land Act 1981. This followed the Secretary of State for Housing, Communities and Local Government confirmed grant of Exchange Land Certificate on 20th September 2019.
14. In keeping with statutory procedures, the notice of confirmation of the CPO was published in the local press on 18th October 2019, put on deposit and has been served on affected parties that were included when the Compulsory Purchase Order was made.
15. The notice of confirmation of the SRO was published in the local press on 1st November 2019, put on deposit and has been served on affected parties that were included when the Side Roads Order was made.
16. The confirmation of a CPO gives the County Council the required powers to gain access and acquire land to deliver GAR, this is for a period of up to 3 years from the date of confirmation. There are a number of methods available to the County Council as acquiring authority to purchase land and gain access to land required to deliver GAR, these are as follows:
 - By agreement;
 - Following a Notice to Treat/Notice of Entry;
 - By a General Vesting Declaration (GVD); and
 - By procedures for acquiring “short tenancies” (e.g. by exercise of landlord and tenant powers once superior interest in land acquired).

17. The method adopted will vary depending upon the status of negotiations on specific land plots. Where land is not secured by agreement compensation will be paid in accordance with the Compensation Code and those affected kept up to date as the legal process progresses.
18. The first phase of the General Vesting Declaration and Notice to Treat / Enter was sealed on 25th October 2019 and served on the landowners and interested parties where land has not been secured by agreement securing land included in the first phase by the end of January 2020. Further phases may be required depending upon the progress of negotiations.
19. Acquisition has concluded on a number of plots required to deliver the project. Where not concluded discussions are ongoing and anticipated to be have been completed and exchanged by early 2020.
20. The current status of land acquisitions will enable the County Council to start on site in January 2020 and the County Council will continue to work with those affected as the projects moves forward.

Finance and Procurement

21. At the Communities and Place Committee meeting on 4th July 2019 approval was granted for the County Council to enter into Contract with Balfour Beatty to deliver the main construction works for the Gedling Access Road, this was subject to confirming final target costs prior to the formal contractual instruction being given to commence works on site.
22. The Contract procurement route for the main construction works has been through the Midlands Highways Alliance using the Medium Schemes Framework 3 (MSF3). The Contract is Option C (Target Cost) and for the process of Early Contractor Involvement (ECI) to formally commence - the Contract started on 15th July 2019.
23. Balfour Beatty has completed Stage 1 of the Contract and developed a target price jointly with the County Council and Via East Midlands and programme to deliver the works, engaged in workshops for risk management, value engineering and communications. Approval is sought within this report for the Contract to enter Stage 2.
24. During 2016 a detailed cost review was undertaken; at the time this included a contingency set at 5%, inflation based on a notional start date in the Autumn of 2017 and considered all works required to deliver the whole project, this exercise confirmed that the GAR was deliverable within the funding available for construction.
25. Since 2016 substantial advanced works have been undertaken including diversion of statutory undertakers' apparatus, ecology mitigation including the construction of a bat house and demolition of buildings at Glebe Farm and two phases of drainage works on the periphery of Gedling Country Park. These works have been undertaken to both reduce key risks in advance of the main construction works and to meet constraints of European Protected Species licence related to bats issued by Natural England. All works to date are included in the total scheme costs and are in addition to the target cost of the Contract.

26. Table 1 shows a summary of the scheme costs from 2016 that have been included in previous reports and how these compare to the latest 2019 target costs, this confirms that total scheme costs are within the funding available.
27. The latest target costs for the Balfour Beatty construction works is £27.189 million, this is inclusive of fees and a contractor risk allowance of 3.5% on the Stage 2 construction works. Key items within the contractor risk allowance relate to Contract and include weather (delay due to critical activities as a result of a weather event of less than 1 in 10 year), additional maintenance works to haul roads to continue earthwork activities, sub-contractor interface etc.
28. There is a contingency of £1.413 million, this is client risk and is based on a jointly developed Early Warning Register through the ECI process, this is the item that balances the funding available and may vary slightly as the actual target for Stage 2 is finalised prior to the instruction being issued.
29. The target cost includes resurfacing roads on the existing highway network that have been considered in the future Capital works programme but not yet delivered due to the interface with the GAR, an allocation has been made within the total scheme costs.

Table 1: Scheme Costs

2016 Costs (millions)	2016 Comments	2019 Costs (millions)	2019 Costs
£26.427	Construction costs (2016 prices)	£27.189	November target cost (Stage 1 and Stage 2)
£1.581	Diversion works to services during main construction works	£1.800	Diversion works to services during main construction works, based on latest estimates from statutory undertakers'
£0.273	Advanced diversion works	£0.218	Advanced diversion works already completed
£0	Maintenance contribution not included previous	(£0.250)	Maintenance contribution for carriageway surfacing
£28.281	Construction Total	£28.957	Construction Total
£1.755	Inflation (assumed 7.35%) – based on current BCIS All In Tender Prices	£0	Not applicable – current target costs based on a January 2020 start date
£0.061	Advanced Works	£1.478	Advanced works substantially complete
£1.273	Contingencies (5%) on construction costs and services during construction	£1.413	Contingencies based on Early Warning Register of Client Risk developed during ECI
£0.478	Testing (2%) including ground investigation works	£0	Included in target costs
£2.051	Design, Project Management and Site Supervision	£2.051	Design, Project Management and Site Supervision (£0.965m to date)
£33.899	Design and Construction Total	£33.899	Design and Construction Total

£7.000	Land Acquisition, Compulsory Purchase Order and costs relating to Unilateral Undertaking	£7.000	Land Acquisition, Compulsory Purchase Order and costs relating to Unilateral Undertaking
£40.899	TOTAL PROJECT COSTS	£40.899	TOTAL PROJECT COSTS

30. The third report Recommendation seeks approval to issue the formal contractual instruction to proceed to construction and a start date of 6th January 2020 as highlighted in the timeline section of this report, and subject to D2N2 budget approvals on 19th December 2019.
31. The report approved by Finance and Property Committee on 19th September 2016 detailed the financial implications for the GAR, this included information that under terms of the grant funding agreement and the full business case to D2N2 Local Enterprise Partnership the County Council, will need to accept responsibility for meeting any costs over and above the contributions in the current funding agreements.
32. The funding contributions by each development partner is as follows:
- Land and Enabling Works
 - Homes England (previously Homes and Communities Agency) - £7.17 million;
 - Construction (including design)
 - NCC Capital - £5.4 million;
 - D2N2 LEP - £10.8 million (includes £0.5m of pre-compliance funding paid 2017-18);
 - Housing Developer Keepmoat Homes - £17 million including Community Infrastructure Levy liabilities of £4.488 million via Gedling Borough Council;
 - Section 106 contributions - £0.529 million (£0.436 from Teal Close development).
 - Total: £40.899 million
33. The funding profile and drawdown mechanisms has been previously agreed and reported to the Committee.

Timeline

34. The delivery timescales for GAR are challenging reflecting the complexities of delivering a large infrastructure project with a range of landowners, funding streams, and ecology and engineering issues in relation to a former colliery site.
35. The date of the Public Inquiry defined the timescales for delivery of GAR and following confirmation of the Orders on 8th October 2019, main construction works are planned to commence in January 2020 and the Gedling Access Road completed and open to traffic during 2021 as previously reported.
36. NCC has a dedicated webpage (www.nottinghamshire.gov.uk/GAR) associated with the GAR and this provides links to all partner sites. There have been various press releases providing further opportunity for the community and stakeholders to be kept information with progress and key milestones, these are shared through social media platforms and in the local press. Key milestones from the confirmation of the Orders are:
- 18th October 2019 – Notice of confirmation of CPO issued and publicised;

- 25th October 2019 – First phase of General Vesting Declaration and Notice to Treat / Enter served to obtain access land required to deliver GAR;
- 6th November 2019 – Planning conditions that required public consultation considered and approved at Gedling Borough Council Planning Committee meeting;
- 18th November 2019 to 20th December 2019 – Site clearance works being undertaken in advance of main construction works;
- 5th December 2019 – Consideration of granting approval to enter Stage 2 of Contract with Balfour Beatty subject to D2N2 approvals;
- 9th December 2019 from 3pm to 6pm Public Information Event – 3rd Woodthorpe (St. Marks) Scout Group located on corner of Arnold Lane and Mapperley Plains, NG3 5RJ;
- 11th December 2019 from 5pm to 8pm Public Information Event – Carlton le Willows Academy, Wood Lane, Gedling, NG4 4AA;
- 19th December 2019 - D2N2 LEP Board for approval of the GAR Full Business Case;
- 20th December 2019 – Completion of drainage works by Via East Midlands in advance on main construction works;
- 20th December 2019 – Issuing instruction to Balfour Beatty to enter State 2 of Contract;
- 6th January 2020 – Main construction works commence with site mobilisation
- January 2020 to June 2021 – 18 month duration for construction of GAR;
- July 2021 – Gedling Access Road open to traffic;
- July to September 2021 – Works on Arnold Lane (requires closure and GAR to be available as a diversion route) and at Arnold Lane / Mapperley Plains / Plains Road junction;
- October 2021 – All construction works related to the project completed.

37. Consultation has already commenced with key stakeholders directly affected by the construction and the public information events provide an opportunity for the project team including the contractor to engage with the local community and local supply chain. These events will include details of construction methodology phasing and details of the scheme. There will be opportunities for the project team to consider feedback and to ensure that wherever possible, local needs are considered to minimise disruption.

Construction Methodology and Road Closures

38. The main construction works for GAR consist of a single contract to build the new road in its entirety between the B684 Mapperley Plains proceeding in a south-easterly direction for a 3.8 km to its junction with the A612 at Trent Valley Road / Nottingham Road. This actual construction consists of two distinct pieces of work that will be carried out concurrently, this includes:

- Offline construction works consisting of earthwork to form the cuttings and embankments for GAR and then construction of the new road along this alignment;
- Highway interface works at the following points:
 - B684 Mapperley Plains – widening of existing road and construction of the new junction with GAR;
 - Lambley Lane – realignment of the road to tie into alignment of GAR, new mini-roundabout and link road and drainage storage works;
 - Wood Lane – this provides access to Gedling Wood Farm and will be changed as part of the GAR with new access road being provided; and
 - A612 Nottingham Road / Burton Road / Trent Valley Road – construction of GAR and alterations to existing and provision of new junction.

39. As part of future network management and road space planning the County Council, and Via EM in conjunction with Balfour Beatty will together carefully consider the interdependencies relating to other planned infrastructure projects on the A614 / A6097 and adjacent corridors, including the Strategic Road Network (A46, A52, A1 and M1 in particular).
40. The construction of GAR requires a number of road closures and significant construction works at the interface with the existing public highway, the dates suggested are based on an agreed programme but may be subject change as the programme develops. Following approval to commence the main construction works, applications will be made for Temporary Traffic Regulation Orders for the closures. Significant interface works are at:
- B684 Mapperley Plains on section between Clementine Drive and Arnold Lane;
 - Lambley Lane (as a through route from Arnold Lane to Spring Lane);
 - Burton Road at its junction with the A612;
 - A612 Nottingham Road and Trent Valley Road;
 - A6211 Arnold Lane between Mapperley Plains and the first set of residential properties;
 - Arnold Lane junction with Mapperley Plains / Plains Road / Gedling Road; and
 - Gedling Road between Mapperley Plains and Whitby Crescent.
41. Pedestrian access along Carlton Footpath No. 2 and from the Lambley Lane Recreation Ground to Gedling Country Park will be maintained throughout the work. Controls and diversions will to be in place to maintain public safety.
42. The following paragraphs set-out the latest programme when road closures are planned, this is based on the latest information available and subject to change as the construction activities progresses.
43. **B684 Mapperley Plains** – A new junction with the GAR will be constructed onto Mapperley Plains from March 2020 through to the completion of GAR in June 2021. Off-peak restrictions will be in place at times during this period that will affect the capacity of traffic, during peak times the number of lanes and traffic capacity will be remain unchanged.
44. **Lambley Lane** – Road closures will be required where GAR crosses Lambley Lane. This will consist of:
- Daytime closure to enable earthworks to be completed safely for 8 months from mid-June 2020 to mid-February 2021, the road would be reopened in the evening and over the weekends. The earthworks element will see over 640,000 tonnes moved across Lambley Lane consisting of over 60,000 construction vehicle movements and the daytime closure will protect the workforce and members of the public.
 - Full closure to enable GAR to be constructed over Lambley Lane and tie-in points to Lambley Lane on the section to Spring Lane. It will also enable drainage storage attenuation tanks to be installed on the retained section of Lambley Lane and for all statutory undertakers' apparatus to be diverted. This would be from mid-February 2021 for 3 months to mid-May 2021.

45. The 2018 Annual Average Daily Traffic levels (AADT) for Lambley Lane is 5,300. There are 10 properties and 3 businesses (2 of which are nurseries / garden centres) on the section that will be closed between Spring Lane and the GAR. On the section between GAR and Arnold Lane there are 17 properties and 18 properties on Glebe Farm View that can only be accessed from Lambley Lane, Jessops Lane and Lorimer Avenue are also accessed from Lambley Lane although alternative accesses are available from the Arnold Lane area.
46. **Burton Road** – Road closure at its junction with the A612 for 8 months from February 2020 is proposed. It is phased this way to coincide with the school holiday period and is required to construct the new traffic signal junction arrangement and significant diversions to statutory undertakers' apparatus at this location. To minimise impact the public transport diversion would be via Stoke Lane and through the bus gate, all other traffic would have to use the A612 and then the Colwick Loop Road back to Shearing Hill. On the section closed the 2018 AADT is 7,300 and traffic uses this section travelling from Burton Joyce towards Gedling village and surrounding residential areas.
47. **A612 Nottingham Road and Trent Valley Road** – The traffic lights at the existing junction will not be in operation when Burton Road is closed, this provides the opportunity to provide free flowing 2-way traffic at this point, any temporary traffic lights will be off-peak.
48. **Arnold Lane and Junction with Mapperley Plains** – Road closure of Arnold Lane for 10 weeks from July 2021, the works are phased this way as the newly opened GAR will provide an alternative diversion route for traffic that uses Arnold Lane. As part of this phase of works alterations to the Arnold Lane / Mapperley Plains traffic lights will be completed, as the Arnold Lane closure removes one of the traffic movements out of the junctions minimising the impact on the travelling public.
49. **Gedling Road** – Overnight road closure for 1 week in August 2021 for resurfacing works. Phasing it at the end of the project, but there are opportunities to change if required.
50. The County Council is aware that road closures will be disruptive and may cause inconvenience but is committed to ensuring that any disruption is kept to a minimum and the programme has been developed with this in mind. Any closures are considered to be the minimum length of time necessary taking into account local concerns and ensuring that the construction activities are carried out safely.
51. All efforts will be made to ensure local residents, businesses and road users are kept informed of any worked affecting them, especially if it is necessary to make changes to the anticipated programme.

Other Options Considered

52. There have been numerous options surrounding the alignment and route details which have been considered through the design and planning process. A collaborative approach has been taken to the project and key partners have met regularly throughout the planning process and this has been formalised into revised governance arrangements for the Gedling Housing Zone delivery. Extensive consultation has been undertaken on the GAR.

53. The detail in each legal agreement has been through various iterations as a result of ongoing negotiations and is designed to reflect the interdependencies between the projects and meet the needs of all parties, whilst meeting all relevant financial and legal requirements. For NCC this has been done to protect the authority and minimise risk through pre-requisites that have to be met and link with key milestones to provide project assurance as the project develops.
54. Alternative methods of construction have been considered to avoid overlapping road closures and minimise durations of any closures, however alternatives still require the same closure periods but would add to the overall construction period and costs.

Reason/s for Recommendation/s

55. The GAR will enable a key development site to be realised and unlock much needed development land. The former Gedling Colliery / Chase Farm site was identified as an area of future housing development in the Aligned Core Strategy (ACS), as it is a key strategic site on the urban edge of Nottingham and viewed as a priority for GBC, referenced within the Gedling Local Development Plan 2018. The site has a status of strategic location.
56. The delivery of GAR will also complete the long-awaited bypass of Gedling village and achieve strategic transport objectives in keeping with the third Nottinghamshire Local Transport Plan (2011-2026).

Statutory and Policy Implications

57. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, 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.

Finance Implications

58. Financial implications are discussed within the main body of the report in paragraphs 21 to 33 and the delivery of both the GAR and former Gedling Colliery development are linked as a result of the complex funding arrangements as previously reported.
59. NCC have ensured that all conditionality aspects are addressed before substantial liability under construction contracts is triggered. The Secretary of State of Transport has confirmed the Orders and in doing so is satisfied that the GAR scheme is fully funded.
60. Based on the target cost submitted by the contractor Balfour Beatty and costs incurred to date the GAR is deliverable with sufficient funding streams to cover anticipated costs. Under the terms of the grant funding agreements including the full business case submission to D2N2 LEP, the County Council has accepted responsibility for meeting any costs over and above the current contributions through the D2N2, CIL and from the developer. Details of the risk of a shortfall and the need to be underwritten by the County Council were also included and approved in the Finance and Property Committee meeting on 24th March 2014.

61. Internal governance arrangements are in place to monitor construction and cost progress and further reports will be brought to the relevant Committees on a regular basis.

RECOMMENDATION/S

It is **RECOMMENDED** that Committee:

- 1) Endorse the update on the current progress of the Gedling Access Road and that the main construction works will commence in January 2020 as previously reported;
- 2) Endorse the target cost of £27.189 million for the construction works for the Gedling Access Road; and
- 3) Approve the formal contractual instruction being issued to commence the main construction works, subject to D2N2 budget approvals on 19th December 2019.

Adrian Smith
Corporate Director Place

For any enquiries about this report please contact: Mike Barnett 0115 977 3118

Constitutional Comments (SG 25/10/2019)

62. The recommendation falls within the remit of the Communities and Place Committee by virtue of its terms of reference.

Financial Comments (GB 30/10/2019)

63. The Gedling Access Road budget is approved in the Communities and Place capital programme with an overall value of £40.899m. Paragraphs 21 to 33 of this report set out the funding streams that make up the total budget and also confirms that the total scheme costs come within the approved funding envelope that is available.

Background Papers and Published Documents

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

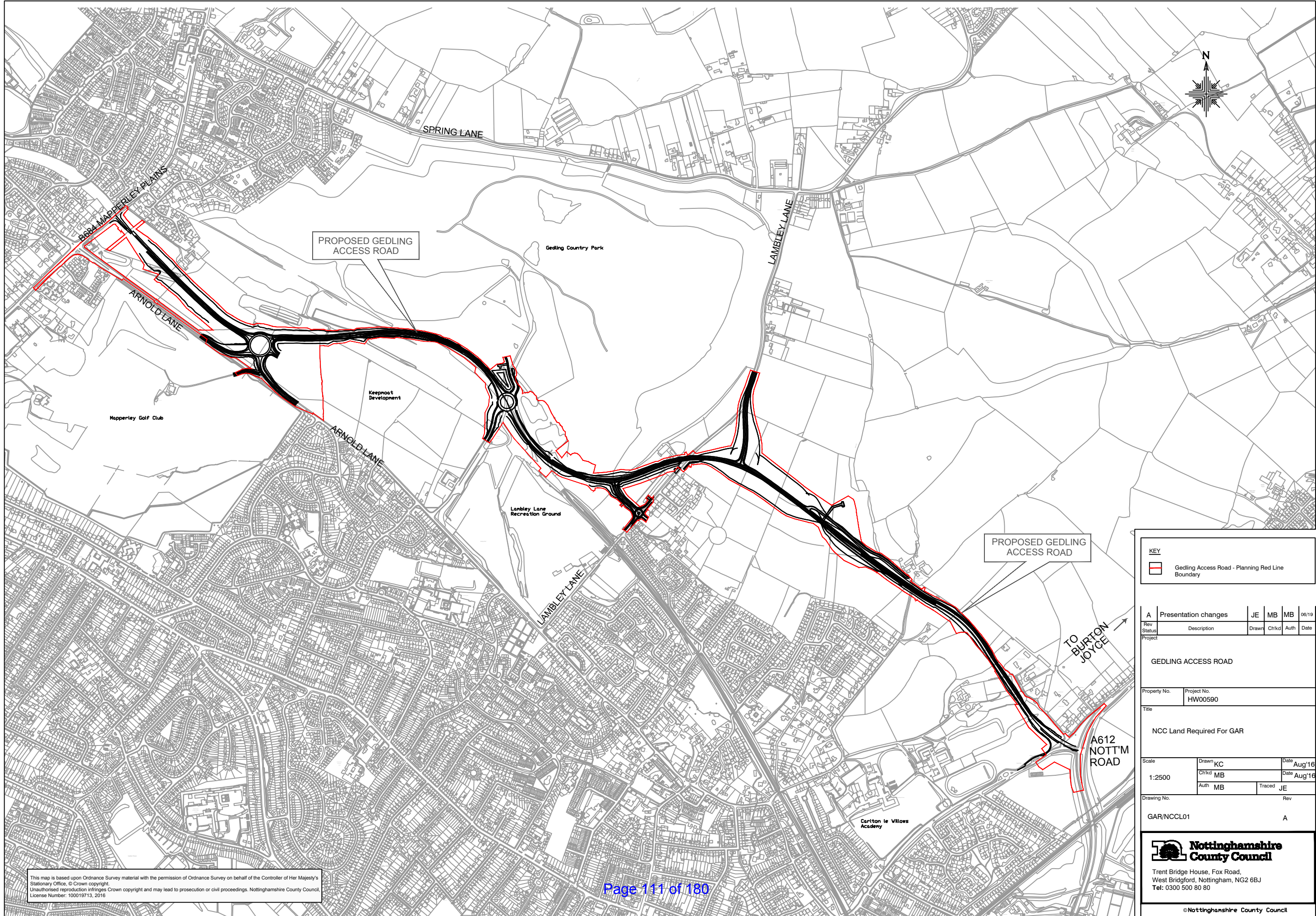
- Communities and Place Committee Report dated 4 July 2019
Gedling Access Road – Update Report
- The Nottinghamshire County Council (B684 to A612 Link Road) A6211 Gedling Access Road (Side Roads) Order 2018 and The Nottinghamshire County Council (Gedling Access Road) Compulsory Purchase Order 2018 – Available at:
www.nottinghamshire.gov.uk/GAR
- Finance and Major Projects Committee Report dated 14 February 2019
Gedling Access Road – Update Report
- Communities and Place Committee Reported dated 8 March 2018 – Scheme Update
- Transport and Highways Committee Report dated 16 March 2017
Gedling Access Road – Scheme Update, Compulsory Purchase Orders and Side Roads Orders
- Finance and Property Committee Report dated 19 September 2016

Gedling Access Road - Scheme Update and Funding Agreement



- Transport and Highways Committee Report dated 21 September 2016
Gedling Access Road – Scheme Update, Compulsory Purchase Orders and Side Roads Orders
- Greater Nottingham (Broxtowe Borough, Gedling Borough, Nottingham City) – Aligned Core Strategies Part 1 Local Plan – Adopted September 2014
- Finance and Property Committee Report dated 24 March 2014
Gedling Access Road, Scheme Development and Funding Agreements
- Report to County Council dated 27 February 2014
Capital Programme 2014/15 to 2017/18
- D2N2 Local Growth Fund – Local Assurance Framework – Available at:
http://www.d2n2lep.org/write/Local_Assurance_Framework_final_version.pdf

Electoral Division(s) and Member(s) Affected


Arnold North	Councillors Pauline Allan and Michael Payne
Arnold South	Councillors John Clarke and Muriel Weisz
Carlton East	Councillors Nicki Brooks
Carlton West	Councillors Errol Henry and Jim Creamer
Calverton	Councillor Boyd Elliott
Newstead	Councillor Christopher Barnfather



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KEY
 Gedling Access Road - Planning Red Line
 Boundary

A	Presentation changes	JE	MB	MB	06/19
Rev	Description	Drawn	Chkd	Auth	Date
Project					
GEDLING ACCESS ROAD					
Property No.	Project No.				
	HW00590				
Title					
NCC Land Required For GAR					
Scale	Drawn	KC	Date	Aug'16	
1:2500	Chkd	MB	Date	Aug'16	
	Auth	MB	Traced	JE	
Drawing No.		Rev			
GAR/NCCL01		A			

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5 December 2019

Agenda Item:10

REPORT OF CORPORATE DIRECTOR, PLACE**THE NOTTINGHAMSHIRE COUNTY COUNCIL A6005 BYE-PASS ROAD,
CHILWELL AND NOTTINGHAM ROAD, ATTENBOROUGH (RESTRICTED
ROAD) ORDER 2019 (5261)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider objections received in respect of the above Restricted Road (30mph) Order and whether it should be made as advertised.

Information

2. The A6005 Bye Pass Road in Chilwell is a street-lit, main distributor road comprising of residential and some commercial properties most of which have off-street parking. The stretch of the A6005 considered in this report, as shown on plan H/SLW/2920/01 is subject to a 40mph speed limit and there are a number of junctions along this section of the A6005, three of which are traffic signalled. A secondary school and 6th form centre are located to its north-eastern, near the end of the proposed change in speed limit.
3. During the period 01/01/2016 to 28/02/19 there have been 8 reported road injury accidents, 3 of which were serious, along this length of road. On average, the road carries over 22,000 vehicles a day and speed survey data taken during June 2019 show the 85th percentile speed is 35.7 mph and the mean speed is 29.4mph.
4. Nottinghamshire County Council have received requests to improve safety for pedestrians and road users along this part of the A6005 at Chilwell.
5. In response to the above it is proposed to introduce a speed limit order on A6005 Bye-Pass Road to reduce the existing speed limit from 40mph to 30mph. The proposed 30mph speed limit extends approximately 250 metres north-east of its junction with Swiney Way in a north-easterly direction to approximately 120 metres south-west of its junction with Queens Road West, at the pedestrian bridge where the road becomes dual carriageway. The residual extents of the existing 40mph speed limit along the A6005 will remain unchanged. There are currently speed cameras within the proposed area, and these would be reprogrammed to reflect the new speed limit.

6. The statutory consultation was undertaken between 2nd January and 25th January 2019 and notices were put up along the route. The public notice was published in the Nottingham Post on 9th September 2019.
7. During the consultation periods, 16 responses were received, of which 12 supported or made comments on the proposals, comments included:
 - Requests for the remainder of the A6005 and other local distributor roads to become 30mph;
 - A comment that reducing the speed limit is better for both drivers and pedestrians;
 - Query regarding whether the safety cameras would be retained; and
 - Requests for additional cycle facilities, formal crossings and a review of road markings.
8. Four responses are considered outstanding objections to the proposals.

Objections received

9. Objection – No justification for the lower speed limit
Four respondents objected on the grounds that they considered the speed limit reduction to be unnecessary and unjustified. Responses included statements that the scheme did not offer value for money and the budget would be better spent enforcing the existing 30mph areas. One respondent stated that the presence of vulnerable users travelling to the school was not a valid reason for the scheme, as a footbridge and formal crossing points were available to cross the road.
10. Response – No justification for the lower speed limit
The speed limit has been proposed in response to requests received by the County Council to improve safety for pedestrians and other vulnerable users in the area.
11. This section of the A6005 Bye-Pass Road, as it passes through Chilwell, is a street-lit residential area with frontages on both sides of the road. The route is used by vulnerable users, such as pedestrians and cyclists. During the period 01/01/2016 to 28/02/19 there have been 8 reported road injury accidents, 3 of which were serious, along this length of road. The standard speed limit in urban areas is 30 mph, which represents a balance between mobility and safety factors. The proposed 30mph speed limit will make this section consistent with sections further west, which have similar characteristics.
12. Reports produced by the Department for Transport demonstrate a clear link between vehicle speeds and the volume of road accidents and their severity. Higher speeds mean that drivers have less time to identify and react to what is happening around them, and it takes longer for the vehicle to stop.
13. The County Council uses a number of factors when determining appropriate speed limits; these are based on the Department for Transport's guidance "Setting Local Speed Limits" and include existing traffic speeds (the Department for Transport states that the mean speed should be used as a guide to setting appropriate speed limits), history of collisions (including frequency, severity, types and causes), road purpose/function, population size, expected vulnerable road users and environmental affect. The proposed 30mph speed

limit has been deemed as the most appropriate speed limit for the road as it is the closest speed limit to the recorded average speeds for the A6005.

14. The enforcement of any speed limit is the responsibility of the Police, who have the necessary powers and prioritise sites for enforcement independently. The proposed speed limit will be reinforced by appropriate signage along the route.
15. Crossing facilities, such as a pedestrian bridge and pedestrian phases at the traffic signalised junctions, are provided to encourage pedestrians to cross safely. However, their use is not mandatory, and it is recognised that some pedestrians will nevertheless cross away from these facilities. The proposed speed limit will help to make the road safer for both those using the formal surface-level crossing facilities and those crossing informally at other locations. The reduced limit will also benefit other vulnerable road users such as cyclists and motorcyclists.
16. Objection – Reduced speed will increase congestion / reduce safety
Two respondents objected on the grounds that lower speeds will increase journey times that they consider will inconvenience drivers and have a detrimental effect on businesses and create delay for emergency vehicles. Respondents also commented that accidents were the result of bad driving habits and the presence of speed cameras, which made drivers brake suddenly or erratically when they became aware of the camera. One respondent suggested a lower speed limit would be detrimental to air quality and would increase parking on the road which could affect pedestrian safety and traffic flow. Another respondent suggested that it would be harder to enter or egress from their driveway in a lower speed limit area, as there would be fewer breaks in the traffic flow.
18. Response - Reduced speed will increase congestion / reduce safety
Journey time surveys undertaken in 2017 indicate that at peak times average vehicle speeds are significantly below 30mph and during intra-peak periods average speeds are around 30mph and it is considered that the proposed reduction of the speed limit to 30mph is not expected to increase congestion or extend journey times on this route.
17. The presence of safety cameras on the A6005 is well signed in advance and the cameras themselves are bright yellow in colour and have been in place for a number of years. The safety cameras have been effective in reducing contraventions to the existing 40mph speed limit and have not been identified as a causal factor in any accidents. The lower speed limit gives all drivers longer to perceive and to act when encountering hazards on the highway and this has been shown to contribute to reducing road traffic collisions.
18. Emissions are at their lowest when vehicles are driven at a constant speed as the main increases in emissions result from engine loading, acceleration and braking. The current average mean speed of vehicles travelling along this section of the A6005 is 29.4mph (28.4mph south-eastbound; and 30.3mph north-eastbound). Therefore, as the proposed speed limit reflects the average speed of traffic it is not expected that air quality will be impaired as the limit will encourage drivers to travel at a consistent speed and reduce the amount of accelerating and braking along this section.
19. It is not anticipated that the lower speed limit will detrimentally affect the size or number of gaps in the traffic; these are created by the traffic signals and vehicles holding up the flow of traffic when manoeuvring into junctions or driveways. It is also not anticipated that

parking patterns will alter as a result of the change in speed limit; the use of the highway for parking is prohibited at all times on the section between Attenborough Lane up to the dual carriageway and on peak hours on the western section.

Other Options Considered

20. The other options considered relate to the most appropriate limit for the route, which could have been lower or higher. The proposed 30mph speed limit aligns with Government guidance on setting speed limits and was considered the most appropriate speed limit for this stretch of road.

Comments from Local Members

21. Councillor Eric Kerry supported the reduction in speed limit but requested that the accident record, traffic volumes and speeds on the adjacent network be monitored.
22. Councillor Richard Jackson did not make any comments during the consultation period.

Reason/s for Recommendation/s

23. The proposed 30mph speed limit aligns with Government guidance on setting speed limits and will facilitate the operation of the highway, in accordance with the Authority's duty to ensure the expeditious, convenient and safe movement of all traffic.

Statutory and Policy Implications

24. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance, finance, human resources, human rights, the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Crime and Disorder Implications

25. Nottinghamshire Police stated they had no objection to the proposals and noted that the reduced speed limit had the potential to reduce road traffic collisions and also make the environment safer for pedestrians who are considered as potentially vulnerable road users, especially where they cross the carriageway.

Financial Implications

26. This scheme is being funded through the Local Transport Plan ITM budget for 2019/20 with an estimated cost to implement the works and traffic order of £7,500.

Human Rights Implications

27. The implementation of the proposals within this report might be considered to have a minimal impact on human rights (such as the right to respect for private and family life and

the right to peaceful enjoyment of property, for example). However, the Authority is entitled to affect these rights where it is in accordance with the law and is both necessary and proportionate to do so, in the interests of public safety, to prevent disorder and crime, to protect health, and to protect the rights and freedoms of others. The proposals within this report are considered to be within the scope of such legitimate aims.

Public Sector Equality Duty implications

28. As part of the process of making decisions and changing policy, the Council has a duty 'to advance equality of opportunity between people who share a protected characteristic and those who do not' by thinking about the need to:

- Eliminate unlawful discrimination, harassment and victimisation;
- Advance equality of opportunity between people who share protected characteristics (as defined by equalities legislation) and those who don't;
- Foster good relations between people who share protected characteristics and those who don't.

29. Disability is a protected characteristic and the Council therefore has a duty to make reasonable adjustments to proposals to ensure that disabled people are not treated unfairly.

Safeguarding of Children and Adults at Risk Implications

30. The proposals are intended to have a positive impact on all highway users however, by promoting sustainable transport modes by implementing lower vehicle speed limits near a school they may particularly help to safeguard and promote the welfare of children.

Implications for Sustainability and the Environment

31. The proposed speed limit is designed to facilitate the safe operation of the highway network for drivers, cyclists and pedestrians. Improving the environment for vulnerable highway users, such as pedestrians and cyclists, may encourage modal shift to sustainable modes of transport.

RECOMMENDATION/S

It is **recommended** that:

- 1) The Nottinghamshire County Council A6005 Bye-Pass Road, Chilwell and Nottingham Road, Attenborough (Restricted Road) Order 2019 (5261) is made as advertised and the objectors informed accordingly.

Adrian Smith
Corporate Director (Place)

Name and Title of Report Author

Mike Barnett - Team Manager (Major Projects and Improvements)

For any enquiries about this report please contact:

Helen North (Improvements Manager) 0115 977 2087

Constitutional Comments (SJE 17/10/2019)

32. This decision falls within the Terms of Reference of the Communities & Place Committee to whom responsibility for the exercise of the Authority's functions relating to the planning, management and maintenance of highways (including traffic management) has been delegated.

Financial Comments (GB 23/10/2019)

33. The costs of the works identified in this report total £7,500 and will be funded from the £7.3m Integrated Transport Measures capital budget in 2019/20.

Background Papers and Published Documents

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

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

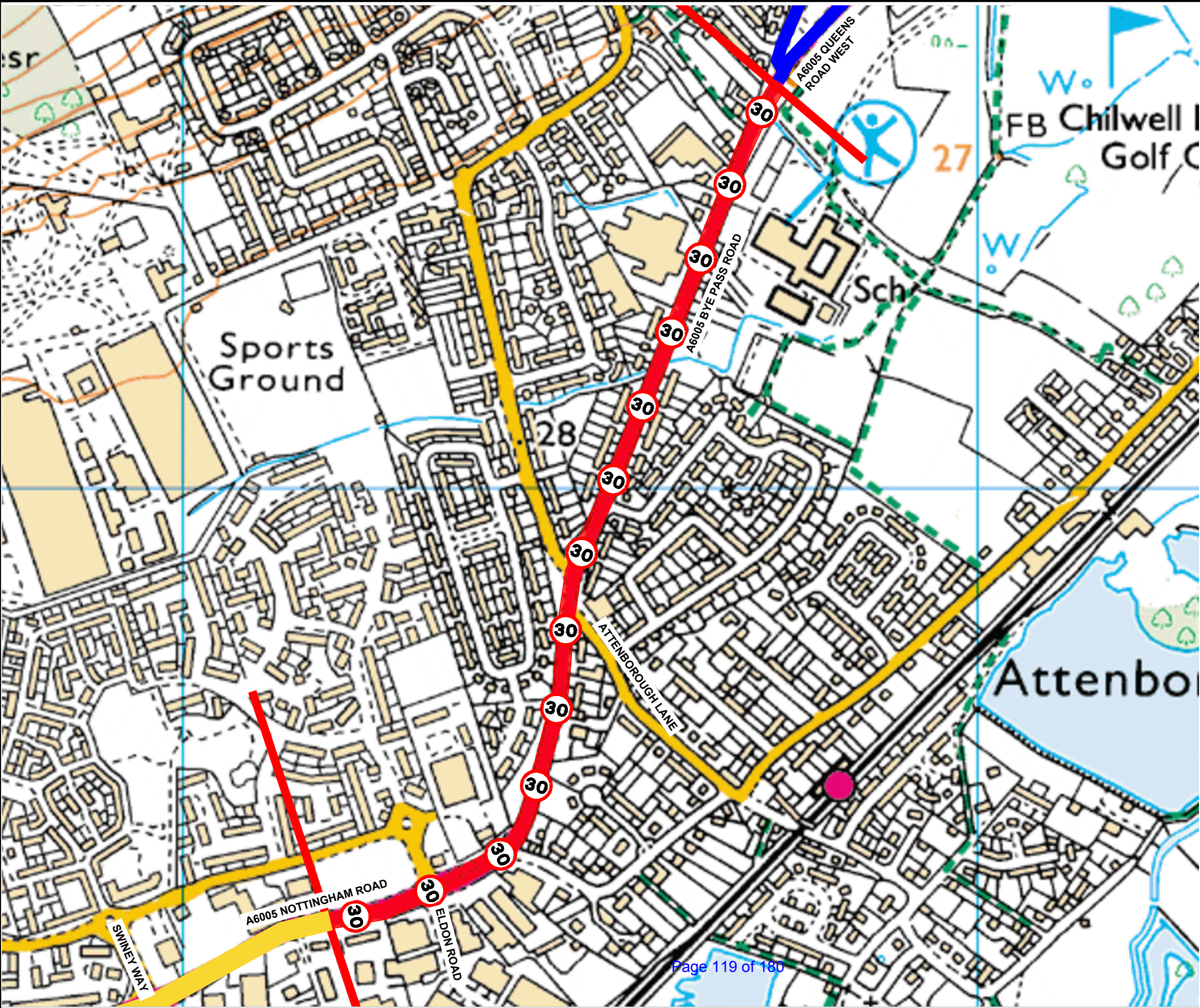
Electoral Division(s) and Member(s) Affected

Chilwell and Attenborough ED

Councillor Eric Kerry

Chilwell and Attenborough ED

Councillor Richard Jackson





Proposed 30mph Speed Limit
(existing 40mph)



Existing 40mph Speed Limit



Existing 30mph Speed Limit

Rev					
Status	Description		Drawn	Ch'kd	Auth
Project					Date
A6005 Bye-Pass Road, Chilwell					
Status	Project No.				
Advert		TRO 5261			
Title					
Proposed 30mph Speed Limit					
Scale	Drawn		SLW		Date
	Ch'kd		JAB		Date
	Auth		HRN		Dec '18
Drawing No.			Traced		
Rev					
H/SLW/2920/01					
in partnership with					
		 Nottinghamshire County Council			
www.viaem.co.uk Tel 0115 8042100 Bilsthorpe Depot, Bilsthorpe Business Park, Bilsthorpe, Nottinghamshire NG22 8ST					

5 December 2019**Agenda Item:11****REPORT OF CORPORATE DIRECTOR, PLACE****MAIN STREET, CALVERTON - PROPOSED HUMPED ZEBRA CROSSING****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider objections received in respect of the above proposed humped zebra crossing and whether it should be implemented.

Information

2. Calverton is a village which lies approximately 13km to the north of Nottingham. Main Street runs east-west through the village and has a 30mph speed limit. The proposed crossing is located centrally in the village close to the shopping precinct to the south of Calverton Library, east of the Renals Way junction and to the west of St Wilfrid's Church.
3. The proposed location of the crossing lies within a designated conservation area. There is one Grade II listed building named 'Corner Cottage' (2 The Avenue) located approximately 22m south east of the crossing location. There are also other non-designated buildings of historic interest, one of which is 65 Main Street which the zebra crossing is located adjacent to.
4. A petition was submitted to Nottinghamshire County Council in December 2018 for a crossing at this location and the scheme was included in the 2019/20 programme. Councillor Elliott supports the scheme and has been involved in discussions with the Parish Council and local residents concerning the schemes development.
5. During the period of 01/01/16 to 01/06/19 there has been 1 reported road injury accident, which was a fatality. This occurred adjacent to the exit of the shopper's car park to the north west of the proposed crossing location where a vehicle collided with a pedestrian resulting in the fatality of the pedestrian.
6. Further initial design work was completed and a safety audit of the initial proposals was undertaken by Via East Midlands Safer Highways team in July 2019 which recommended that the zebra crossing be raised on a plateau(humped), and that a tree located to the north east of the crossing be removed to improve inter-visibility between pedestrians who are approaching the crossing from the precinct side and motorists driving towards the crossing. The recommendations of the safety audit were included in the design produced for public consultation and is shown on drawing no. EMD/HW21005/02.

7. The statutory notice relating to the crossing, as detailed on the attached drawing EMD/HW21005/02 was publicly advertised between 19th July and 9th August 2019.
8. During the consultation period thirteen responses were received, two of which supported or made comments on the proposals and included comments from the Heritage Officer stating that the “the design needs to be ‘low impact’ appropriate for a conservation area”. A series of recommendations were made to minimise the impact, and these will be incorporated where appropriate into the detailed design for the crossing. The heritage officer will continue to be consulted on the proposals prior to finalising the design.
9. Eleven responses are considered to be objectors to the proposals.

Objections Received

10. Objection – Removal of Tree on Main Street

Nine respondents objected to the removal of a tree on Main Street on the grounds that the tree does not obscure road users’ vision of pedestrians approaching the proposed crossing. Objections have cited that there is another crossing located in Nottingham where a tree has similarly been retained. It is also stated that the tree is part of the landscape of the village and that the tree contributed to the removal of emissions. A local resident also contacted his local MP, Mark Spencer who queried what survey was undertaken to determine the tree required removal, what reasons were there for its removal and whether it could be reconsidered.

11. Response – Removal of Tree on Main Street

An alternative proposal has been developed and is supported by the safety auditor who undertook the safety audit review. The proposed crossing will be relocated 2.8m to the west, the use of pedestrian guard railing and knee rail fencing will slow pedestrians as they approach the crossing and face them towards oncoming traffic as they approach the crossing. This allows the tree to be retained and addresses the objections. A meeting was also held with Calverton Parish Council where Councillor Elliot and 8 councillors were present, the developed plan was explained and the plan to now retain the tree was welcomed and supported by all present.

12. Objection – Traffic calming measure

Three respondents objected to the traffic calming element of the crossing, on the grounds; it will require drivers to slow down excessively to drive across the hump, the effects of noise and vibration caused by a hump, no traffic survey has been undertaken which supports the need for traffic calming & increased emissions due to slowing and acceleration across humps.

13. Response – Traffic calming measure

A road safety audit undertaken on the proposal identified that traffic calming should be incorporated into the design due to vehicles speeds, especially at night. The proposed hump has been reduced from the 100mm (maximum height allowed for humps) to 75mm which will minimise the effect on vehicles whilst still acting as a traffic calming measure. The profile of the edges of the humps are also designed to minimise the effect of the ride over the hump. These design measures seek to minimise noise and vibration impacts associated with a humped crossing.

14. Objection – Loss of on-street parking

Three respondents objected to the loss of on-street parking on Main St due to the controlled zone indicated by the extents of the zig-zag markings. Cars regularly park on the unrestricted

section of Main Street on the southern side throughout the day and the respondents have raised concern over this loss of parking capacity where parking is already at a premium. One was concerned about the loss of available parking for visitors and another was concerned about the ability to load/unload tools and shopping near their property as they have no off-road parking provision.

15. Response – Loss of on-street parking

The northern side of Main street and to the west of the proposed crossing on the southern side towards Renals Way has an existing parking restriction between the hours of 8am-6pm Mon-Sat. The remainder of the southern side in the vicinity of the crossing and to the east is unrestricted. There is a shopper's car park located to the north west adjacent to the precinct with a 2 hours parking restriction. All three of the respondents are from properties either adjacent or near the proposed crossing, two of which benefit from off-road parking. One of the respondents does not have any off-road parking provision. The extent of the zig-zag markings does not extend fully across the frontage of this respondent's property and the relocation of the crossing slightly further west has provided a slight increase in available parking on the highway for a vehicle to park immediately outside the respondent's property should a space be available. During the period of highest demand for parking during the day, the total loss of available parking equates to approximately 3 car parking spaces, due to the existing parking restrictions and private accesses. This can be accommodated to the east of the proposed crossing where on-street parking will remain unrestricted.

16. Objection – Impact on Heritage and Visual Intrusion

Two respondents objected to the impact on heritage and setting of the zebra crossing due its location in a designated conservation area near listed buildings and concerning light pollution from the belisha beacons.

17. Response – Impact on Heritage and Environment

The Heritage officer from the County Council has been consulted and responded with recommendations to ensure that the crossing has a 'low impact' on the setting within a designated conservation area and recommended a series of measures to reduce the urbanising effects of a zebra crossing. These recommendations will be considered and incorporated in the final design where appropriate. Shrouds can be fitted to the beacon globes to prevent sideways spillage of light towards properties where this is a concern.

18. Objection – Zebra Crossing – not required / in wrong location

Three responses included a range of other comments including; there is an insufficient number of pedestrians who cross in this location; a crossing would be better installed at a location closer to the St Wilfrid's C of E Primary School; the obstruction to visibility caused by a bus stopping at the adjacent stop; the proposed crossing being located in proximity to a planned development of 10 properties.

19. Response – Zebra crossing– not required / in wrong location

A pedestrian count survey was undertaken and a desire line for pedestrians serving both the precinct and library as well as parents and children who cross Main St to/from Renals Way to access the school has been identified. A school crossing patrol is already implemented at a location further along Main Street, close to the primary school. A stationary bus at the adjacent stop will be outside the extent of zig-zag markings and will not impact on the visibility lines and safety of users. The planned development on 34 Main Street has been investigated and the consented outline planning does impact the proposed crossing.

Other Options Considered

20. In response to the consultation, an alternate design has been developed (with support from a member of the Safer Highways team) which relocates the crossing 2.8m to the west. It allows for the tree to be retained by mitigating the problem raised during the safety audit. This also provides a very slight reduction in loss of on-street parking provision.

Comments from Local Members

21. Councillor Elliott supports the scheme and has been in close liaison with the parish and local residents concerning the scheme

Reasons for Recommendations

22. The proposed scheme will facilitate pedestrian movements over Main Street and will serve pedestrians accessing the shopping precinct, doctor's surgery, library and St Wilfrid's C of E Primary School. The measures proposed are the most appropriate taking into account design standards and the needs of all sectors of the community, including non-drivers.

Statutory and Policy Implications

23. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Crime and Disorder Implications

24. Nottinghamshire Police did not comment on the proposals. No additional crime or disorder implications are envisaged.

Financial Implications

25. This scheme is being funded through the Local Transport Plan ITM budget for 2019/20 with an estimated cost to implement the works and traffic order of £48,000.

Human Rights Implications

26. The implementation of the proposals within this report might be considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property, for example). However, the Authority is entitled to affect these rights where it is in accordance with the law and is both necessary and proportionate to do so, in the interests of public safety, to prevent disorder and crime, to protect health, and to protect the rights and freedoms of others. The proposals within this report are considered to be within the scope of such legitimate aims.

Public Sector Equality Duty implications

27. As part of the process of making decisions and changing policy, the Council has a duty 'to advance equality of opportunity between people who share a protected characteristic and those who do not' by thinking about the need to:

- Eliminate unlawful discrimination, harassment and victimisation;
- Advance equality of opportunity between people who share protected characteristics (as defined by equalities legislation) and those who don't;
- Foster good relations between people who share protected characteristics and those who don't.

28. Disability is a protected characteristic and the Council therefore has a duty to make reasonable adjustments to proposals to ensure that disabled people are not treated unfairly.

Safeguarding of Children and Adults at Risk Implications

29. The proposals are intended to have a positive impact on all highway users. By providing a zebra crossing which reduces vehicles speeds and requires vehicles to heed, it is anticipated that this scheme may particularly help to safeguard and promote the welfare of children.

Implications for Sustainability and the Environment

30. The proposed zebra crossing is designed to facilitate the safe operation of the highway network for drivers, and non-motorised highway users. Improving the environment for vulnerable highway users, such as pedestrians, may provide a safer means of crossing Main Street. Any traffic calming measure such as humps may lead to a slight increase in vehicle emissions as they are required to decelerate/accelerate over the hump. The design has been amended to retain the tree minimising any impact on biodiversity. The detailed design will also incorporate the recommendations of the heritage officer where appropriate to reduce urbanising impacts of the crossing in a conservation area setting.

RECOMMENDATION/S

It is **recommended** that:

- 1) The zebra crossing proposed for Main Street Calverton is implemented as per drawing no. EMD/HW21005/03 and the objectors informed accordingly.

Adrian Smith
Corporate Director – Place

Name and Title of Report Author
Cathy Gillespie – Team Manager (Environmental Management and Design)

For any enquiries about this report please contact:
Dave Collins – Principal Project Engineer – Tel 0115 9774460

Constitutional Comments [SJE 29/10/2019]

31. This decision falls within the Terms of Reference of the Communities & Place Committee to whom responsibility for the exercise of the Authority's functions relating to conservation as well as to the planning, management and maintenance of highways (including traffic management), has been delegated.

Financial Comments [GB 30/10/2019]

32. The estimated cost of implementing the works outlined in this report is £48,000. This will be funded from the 2019/20 Integrated Transport Measures capital budget which totals £7.3m and is already approved as part of the Communities and Place capital budget.

Background Papers and Published Documents

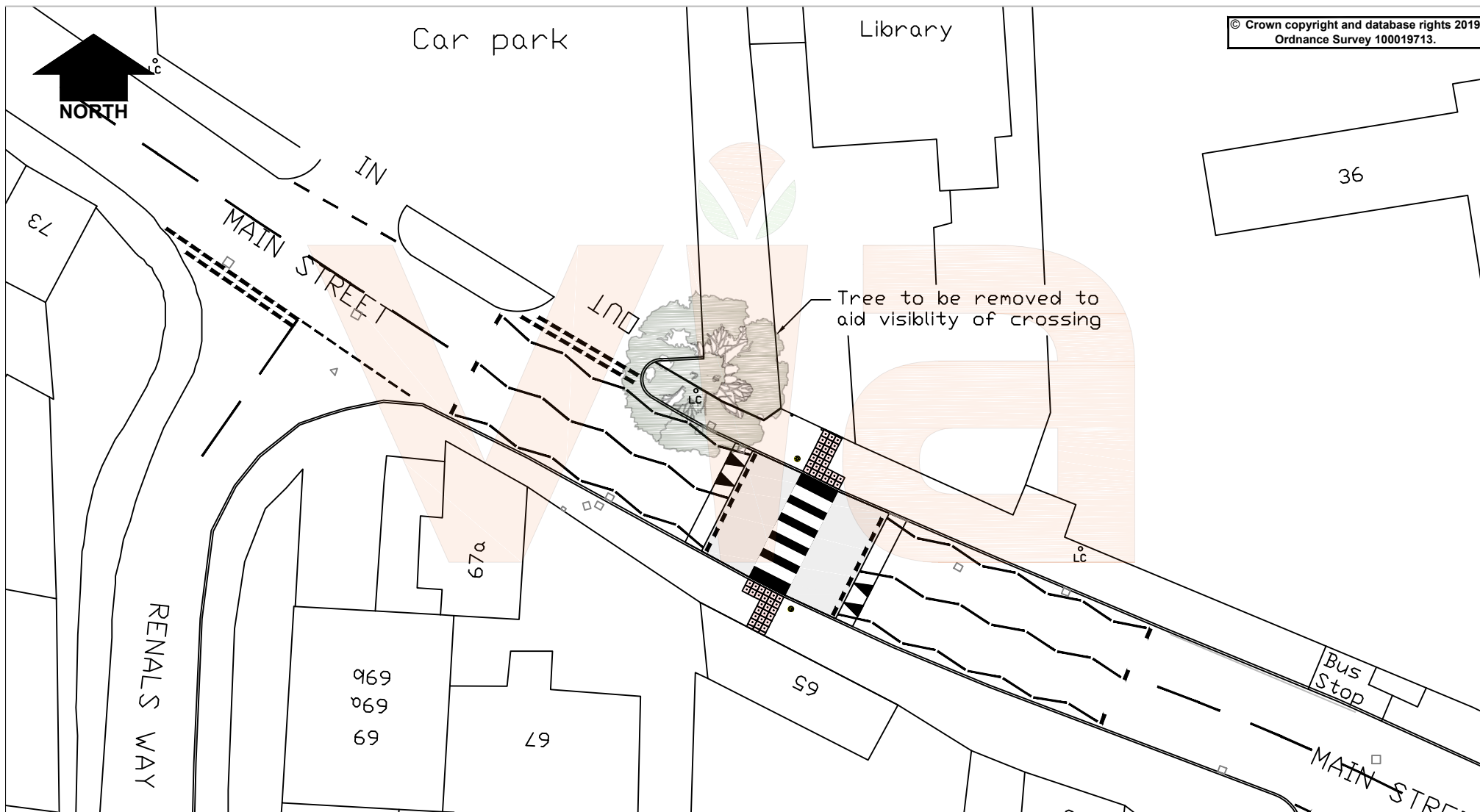
All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Environmental Management and Design section at Trent Bridge House, Fox Road, West Bridgford, Nottingham, NG2 6BJ.

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

Electoral Division(s) and Member(s) Affected

Calverton ED

Councillor Boyd Elliott



in partnership with



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Bilthorpe Depot, Bilthorpe Business Park, Bilthorpe,
Nottinghamshire, NG22 8ST

Main Street, Calverton - Humped Zebra Crossing

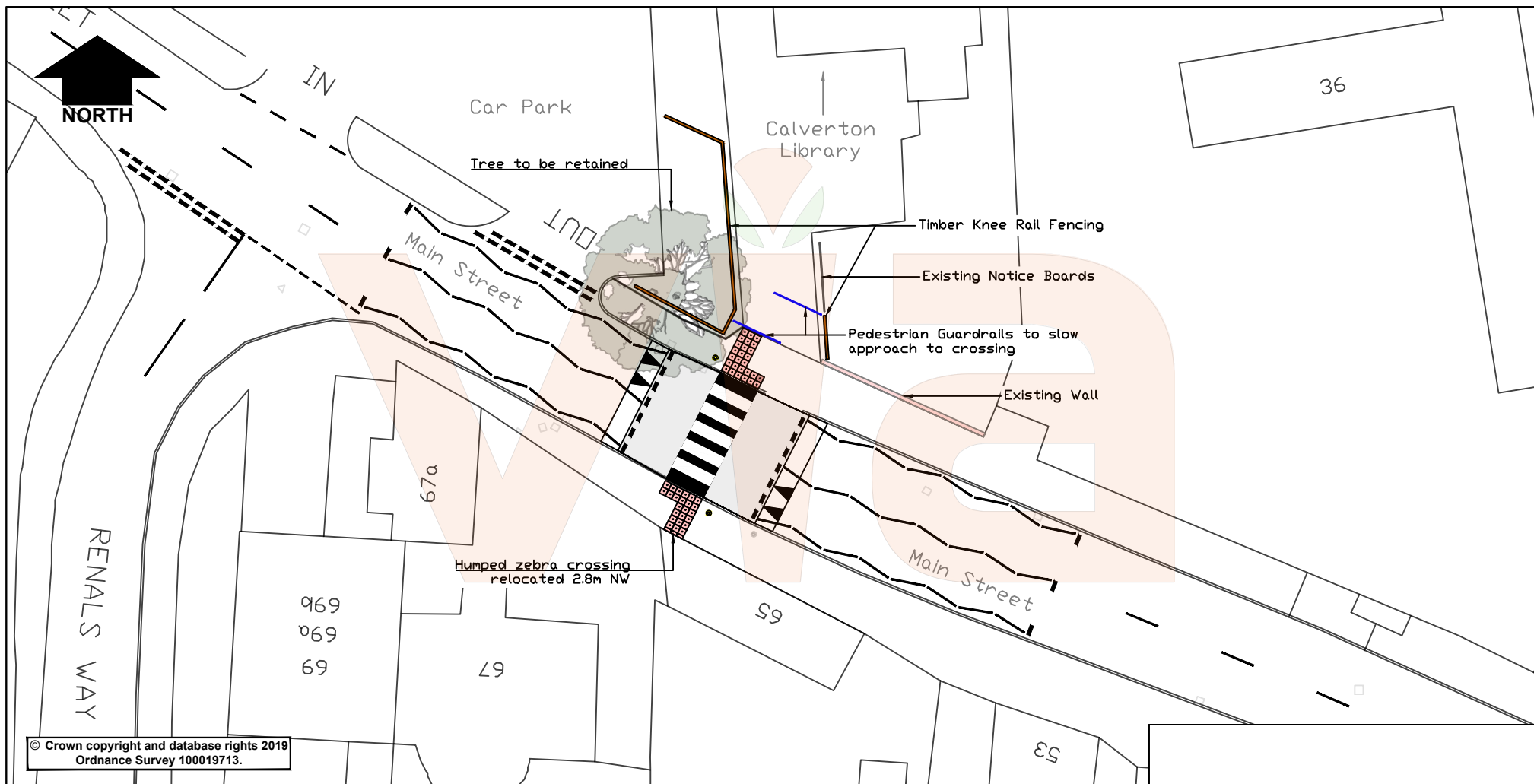
HW21005

Page 127 of 189

Consultation Plan

EMD/HW21005/02

Rev.	Description	Drawn	Ch'kd	Auth	Date
		PM			11/07/19
		DAC			11/07/19
		DAC		PM	
				NTS	



NOTES

1. This drawing is to be read in conjunction with all other relevant drawings, details and specifications.
2. Do not scale from this drawing.
3. All measurements are given in metres unless otherwise stated.



in partnership with



**Nottinghamshire
County Council**

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Bilthorpe Depot, Bilthorpe Business Park, Bilthorpe,
Nottinghamshire, NG22 8ST

Main Street, Calverton - Humped Zebra Crossing

HW21005

General Layout

EMD/HW21005/03

Rev.	Description	Drawn	Ch'kd	Auth	Date
		PM			11/09/19
		DAC			11/09/19
		DAC		PM	
				NTS	

5 December 2019**Agenda Item: 12****REPORT OF CORPORATE DIRECTOR, PLACE****THE NOTTINGHAMSHIRE COUNTY COUNCIL (CASTLE GATE, NEWARK)
(TAXI CLEARWAYS) TRAFFIC REGULATION ORDER 2019 (3293)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. The purpose of this report is to consider the objections received in respect of the above traffic regulation order and whether it should be made as advertised.

Information

2. B6166 Castle Gate is a local distributor road immediately adjacent to the north-west of Newark on Trent town centre. It comprises of a range of commercial and residential properties, generally with limited off-street parking. The road is subject to a range of waiting restrictions, with double yellow lines along much of its length and there are a series of laybys which contain bus stop clearways, taxi clearways and limited waiting parking bays. The layby on the north-west side of Castle Gate (outside nos.22-40) is split into two parking bays. Both sections offer limited waiting parking during the day, whilst from 8pm the north-western bay (outside nos. 22-30) is subject to a taxi clearway; which prohibits waiting and stopping for all vehicles except taxis.
3. Newark and Sherwood District Council, as the taxi licensing authority, has expressed concern that the taxi clearway is being habitually obstructed by parked vehicles. The layby currently operates as a limited waiting bay (6am to 6pm, all days), with the north-eastern section, outside numbers 22 to 30 Castle Gate, becoming a taxi clearway in operation from 8pm to 6am. The south-western section of the layby becomes unrestricted after 6pm and is available for unrestricted parking until the following day at 6am.
4. Nottinghamshire County Council is aware that in the period between 6pm and 8pm drivers are parking their vehicles, legally, in the bay, however they are not removing the vehicles when the clearway restriction commences at 8pm. These vehicles then obstruct the operation of the rank and are in contravention of the clearway restriction. Additional enforcement has not eradicated the problem and the Via District Manager has endorsed the need to consult on the District Council's preferred option, which is to amend the restriction to improve driver awareness of and compliance with the clearway.
5. The County Council therefore proposes to amend the hours of operation of the north-eastern section of the bay, outside numbers 22 to 30 Castle Gate, to operate as a taxi clearway from

6pm, when the bay ceases to be a limited waiting bay. The proposed changes will remove the anomaly of the two hour unrestricted parking period. The proposed revisions are detailed below:

- Current Operation
 - 6.00 am – 6.00pm, 1 hour limited waiting;
 - 6.00 pm – 8.00pm, unrestricted parking;
 - 8.00 pm – 6.00am, Taxi Clearway.
- Proposed Operation
 - 6.00 am – 6.00pm, 1 hour limited waiting;
 - 6.00 pm – 6.00am, Taxi Clearway.

6. The statutory consultation and public advertisement of the proposals, as shown on drawing H/MN/3068/01, was carried out between 28th March to 26th April 2019.
7. Thirty responses were received during the consultation, one of which made a comment regarding obstructive parking. Twenty-nine responses are considered to be outstanding objections to the proposals.

Objections Received

8. Objection – Extension of clearway hours not required
Eighteen respondents stated that the proposals were not required or not justified stating that taxis did not use the rank earlier in the evening or during weekdays. Also, that alternative ranks were available within the town centre which were busier and better placed to meet the needs of passengers.
9. Response – Extension of clearway hours not required
Newark and Sherwood District Council, as the taxi licensing authority, has expressed concern that the taxi clearway is frequently obstructed by parked vehicles. Drivers are parking their vehicles in the bay after the limited waiting restriction ends but failing to move their vehicles by the time the clearway restriction begins at 8pm. There are different parking restrictions in force in adjacent parking bays and it is considered that this inconsistency is a factor in driver non-compliance with the clearway. The south-western end of the parking bay is available for unlimited evening parking after 6pm as is the bay across the road. It is considered that the two-hour window of unrestricted parking in the north-eastern bay, is contributing to driver mis-understanding of the waiting restrictions in force during the rest of the evening.
10. Additional enforcement has not addressed compliance amongst drivers has remained low. Removing the anomaly of 2 hours unlimited parking between 6pm and 8pm will create consistency in the restrictions and aid driver understanding and compliance.
11. Objection – Loss of on-street parking
Sixteen respondents objected to the proposals on the grounds of the loss of on-street parking. Comments referred to the use of the bay as a safe and convenient location to drop off and pick up children attending a nearby gym. Other respondents stated that it was used as parking by customers and users of local facilities. They commented that the bay provided a valuable on-street parking facility and opportunities for free on-street parking in the area were already limited; this would be exacerbated by the proposed change.

12. Response – Loss of on-street parking

The rank is regularly obstructed by parked vehicles in the evenings after 8pm and despite increased parking enforcement in the area, this has continued to be the case.

13. Whilst the demand for convenient off-street parking is acknowledged it should be noted that three other parking bays are available in the vicinity of the rank (two to the south-west of the zebra crossing and one to the north-east) in addition to a bay on Stodman Street. These provide alternative locations for both short term and overnight parking. There is always a balance to be struck between competing demands for a finite resource such as free, on-street parking. The provision of taxi ranks on the highway improve accessibility of the town centres for those without access to a private vehicle or who choose to travel by other modes. As such the provision of roadspace for taxi ranks is considered appropriate and meets the Highway Authority's Network Management duty to facilitate the movement of all vehicles on the highway, including pedestrians.

14. Objection – Detrimental effect on local businesses

Seventeen respondents, including several local business owners, objected to the restrictions on the grounds that it would negatively impact on the economic sustainability of shops and businesses on Castle Gate. Concerns raised included the impact on trade which could occur if customers were unable to park in proximity to their destination and the potential for these users to choose to shop or train elsewhere. One respondent stated that it would negatively impact on their ability to extend their opening hours and as such the potential to grow their business.

15. Response – Detrimental effect on local businesses

There are many competing demands for free, convenient on-street parking in town centres and when dealing with this finite supply it is not possible to meet all demands for parking. The importance to businesses of parking availability on Castle Gate is acknowledged, however the provision of this must always be balanced with meeting the needs of all highway users, including non-drivers. The continued obstruction of the taxi rank impacts on its ability to operate and therefore limits the travel modes available to users of the town.

16. The proposals are designed to improve driver compliance with the clearway by removing the anomaly of the two-hour period of unrestricted parking. Unrestricted on-street parking remains available after 6pm in four neighbouring parking bays on Castle Gate and Stodman Street, as well as on the wider highway network. This on-street parking, in addition to the town centre off-street car parks, provide a variety of parking opportunities for visitors and other users.

Other Options Considered

17. Other options considered relate to the operational period of the clearway, which could have been either lesser or greater. Other clearways within the town centre operate at all times, however the period 6pm to 6am was considered to provide a reasonable balance between the need to reduce obstructive parking in the clearway and recognition of the demand for on-street parking.

Comments from Local Members

18. Councillor Saddington did not comment on the proposals during the consultation.

Reasons for Recommendations

19. The proposed scheme offers an appropriate solution to mitigate road safety concerns and facilitate the safe operation of the highway and junction with minimum loss of parking availability. It is considered that the proposed scheme presents a reasonable and proportionate balance between the needs of all highway users, including non-drivers, who live in or visit the area.

Statutory and Policy Implications

20. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Crime and Disorder Implications

21. Nottinghamshire Police did not comment on the proposals. No additional crime or disorder implications are envisaged.

Financial Implications

22. The scheme is being funded by Newark and Sherwood District Council with an estimated cost to implement the works and traffic order of £5,000.

Human Rights Implications

23. The implementation of the proposals within this report might be considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property, for example). However, the Authority is entitled to affect these rights where it is in accordance with the law and is both necessary and proportionate to do so, in the interests of public safety, to prevent disorder and crime, to protect health, and to protect the rights and freedoms of others. The proposals within this report are considered to be within the scope of such legitimate aims.

Public Sector Equality Duty implications

24. As part of the process of making decisions and changing policy, the Council has a duty 'to advance equality of opportunity between people who share a protected characteristic and those who do not' by thinking about the need to:

- Eliminate unlawful discrimination, harassment and victimisation;
- Advance equality of opportunity between people who share protected characteristics (as defined by equalities legislation) and those who don't;
- Foster good relations between people who share protected characteristics and those who don't.

25. Disability is a protected characteristic and the Council therefore has a duty to make reasonable adjustments to proposals to ensure that disabled people are not treated unfairly.

Implications for Sustainability and the Environment

26. The proposed alteration to the taxi clearway restrictions are designed to facilitate multi-modal access to the town centre and as such potentially reduce reliance on the private car.

RECOMMENDATION/S

It is **recommended** that:

- 1) The Nottinghamshire County Council (Castle Gate, Newark) (Taxi Clearways) Traffic Regulation Order 2019 (3293) is made as advertised and the objectors advised accordingly.

Adrian Smith
Corporate Director, Place

Name and Title of Report Author
Mike Barnett – Team Manager (Major Projects and Improvements)

For any enquiries about this report please contact:
Helen North – Improvements Manager, Tel: 0115 9772087

Constitutional Comments (SG 31/10/2019)

27. This decision falls within the Terms of Reference of the Communities & Place Committee to whom responsibility for the exercise of the Authority's functions relating to traffic management has been delegated.

Financial Comments (RWK 31/10/2019)

28. The estimated cost to implement the works and traffic order detailed in the report is £5,000. This cost will be funded entirely by Newark and Sherwood District Council and there will be no net additional cost to the County Council.

Background Papers

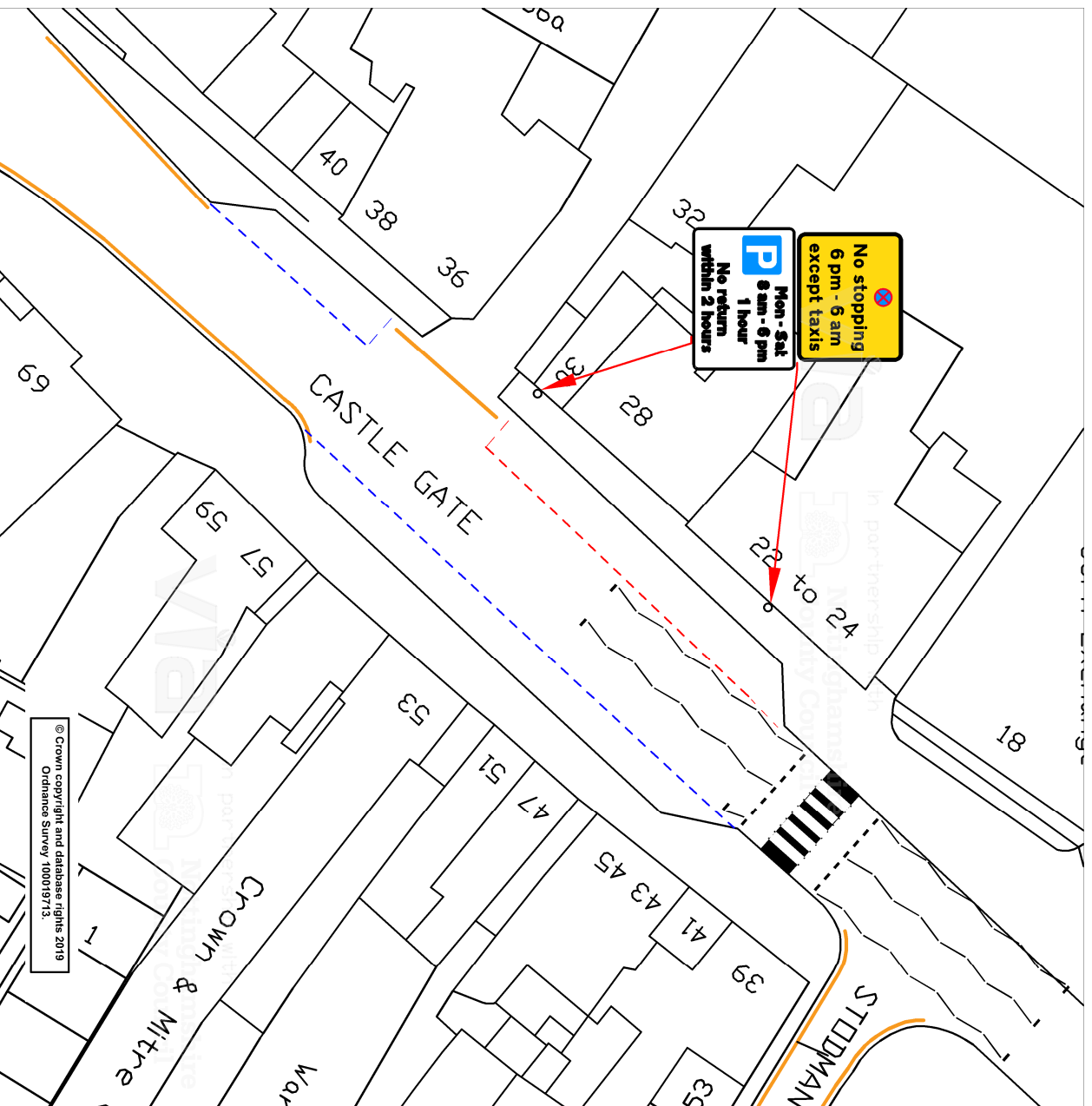
All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements section at Trent Bridge House, Fox Road, West Bridgford, Nottingham.

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

Electoral Division(s) and Member(s) Affected

Farndon and Trent ED

Councillor Sue Saddington



Project		Castle Gate, Newark	
Status	Advert	Project No.	TRO3293
Title	Proposed amendment to parking restrictions - Advert		
Drawing No.	H/MN/3068/01		
Drawn	MN	Date	March 19
Chkd	JR	Date	March 19
Auth		Traced	
Rev		Scale	1:500

5 December 2019**Agenda Item:13****REPORT OF CORPORATE DIRECTOR, PLACE****HICKINGS LANE, STAPLEFORD - PROVISION OF ZEBRA CROSSING****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider the objections received in respect of the above proposed pedestrian crossing and whether it should be implemented.

Information

2. Stapleford is a small town which lies on the border of Nottinghamshire and Derbyshire approximately 9km west of Nottingham. The B6004 Hickings Lane is a local distributor route, which links the A6007 Ilkeston Road to the north-east with the B6003 Church Lane to the south-west. Planning permission was granted by Broxtowe Borough Council in November 2016 (application ref 16/00107/FUL) for the erection of 48 new retirement living apartments, including communal gardens and car park. The development is located on a site at the north-eastern end of Hickings Lane, which was previously used by a commercial and industrial equipment supplier. The complex, known as Carpenter Court, is now complete and is located on the south-eastern side of Hickings Lane. On the opposite side of the road there are several businesses, including a local food store and takeaway. In addition, accessed off Washington Drive, there is a recreation ground and a local community centre. Conditions attached to the development's planning permission require that a pedestrian crossing be installed on Hickings Lane.
3. Two potential locations for the crossing had been identified and both were considered by Broxtowe Planning Committee at its meeting on 10th October 2018. Option one was between Maranello Cars / KAM Servicing and the Co-op, whilst Option two would place the crossing between Washington Drive and Ewe Lamb Lane. The two locations are indicated on plan H/SLW/3207/03. The Committee noted that both sites had been assessed as safe locations to have a pedestrian crossing and concluded that because the condition and therefore the funding related to Carpenter Court, the crossing should be situated at location described as option one, as it was closer to the development and so best met the needs of those residents.
4. In response to the planning requirement for a pedestrian crossing it is proposed to introduce zebra crossing on Hickings Lane, to the north-east of Carpenters Court. The statutory notice relating to the crossing, as detailed on the attached drawing H/SLW/3207/01 was publicly advertised between 20th August and 17th September 2019.

5. During the advertisement period 30 responses were received of which 25 expressed support and / or made comments on the proposals. Comments included references to the restricted mobility experienced by many of the respondents and their current difficulties in crossing Hickings Lane to make use of the shops and services located on Hickings Lane. Stapleford Town Council supported the introduction of the zebra in the proposed location but asked that traffic calming and/or additional pedestrian crossings be considered in this area.
6. It is considered that there are five outstanding objections to the proposals.

Objections Received

7. Objection – Crossing proposed in the wrong location
Four respondents, including a local Town Councillor, objected to the proposal to locate the crossing at the site described previously as option one between the entrance of the Co-op carpark and the entrance to KAMs. The respondents stated that the proposed location was too close to busy vehicle entrances and that the location was unsafe. Furthermore, the location of the crossing would lead to traffic congestion on Coventry Lane or queuing within the controlled area of the crossing. One respondent requested additional double yellow lines be introduced on both sides of the road between the proposed zebra and the junction with Ilkeston Road. All respondents considered that the crossing would be safer and of more use to the wider community if it was located further south on Hickings Lane; between Ewe Lamb Lane and Washington Drive.
8. Response – Crossing proposed in the wrong location
Planning permission for the Carpenter Court development was granted by the Planning Committee of Broxtowe Borough Council. The permission was conditional on several requirements being met; one of which was the construction of a pedestrian crossing. Broxtowe's Planning Committee subsequently considered two proposed locations for the crossing and concluded that the advertised option (option one) should be delivered as it directly served the development to which the condition related.
9. The subsequent detailed design to obtain technical approval for the new crossing as part of a section 278 agreement, required a safety audit. The audit report noted that the delivery of a zebra crossing, rather than a puffin crossing, was subject to low enough speeds recorded in a formal speed survey. This survey was undertaken in June 2019 and showed that 85th percentile speeds were well within appropriate boundaries for a zebra crossing. The safety audit also suggested additional measures to increase the conspicuousness of the crossing. The design was subsequently amended to include 50m of high friction surfacing on both approaches to the crossing. Street lighting in the area was also assessed and deemed appropriate and no additional waiting or stopping restrictions were required as part of the audit.
10. It is acknowledged that traffic flow on Hickings Lane will be interrupted by pedestrians using the crossing. However, this is not considered to be detrimental and the provision of such facilities is in line with the Highway Authority's network management duty to facilitate the expeditious movement of traffic of all kinds on the highway, including pedestrians.
11. Whilst it is noted that the respondents would prefer the crossing to be located elsewhere, the proposed location has been subject to a successful safety audit and is directly on the desire line for pedestrians wishing to access the shops and services on the north-western side of Hickings Lane. Twenty-five responses were received to the consultation expressing support

for the crossing in the proposed location, including from the Town Council and residents of both Carpenter Court and the wider area.

12. It is considered that the proposed scheme presents a reasonable and proportionate balance between the needs of all highway users, including non-drivers, who live in or visit the area.

13. Objection – access and loading concerns

One respondent, a local business owner, objected on the grounds that the controlled zone of the crossing may negatively affect their business operation by inhibiting their vehicular access and loading. The respondent stated that they required unimpeded access to their premises for company and staff vehicles and deliveries as they received multiple daily deliveries from suppliers and that these were frequently heavy. The majority of these would be made by large vans, but occasionally by lorries. The respondents stated that their delivery vehicles need to be able to pull up on the carriageway and reverse into the premises or alternatively reverse out of the premises onto the carriageway and that they did not consider that the shared tarmac frontage, shared with a neighbouring business, that has two vehicle entrance points, to be a safe through-route for vehicles.

14. Response - access and loading concerns

The respondent's right of access to their premises is not adversely affected by the introduction of the zebra crossing. A dropped vehicle access kerb provides a right of access over the footway and this right is unaffected by the presence of the controlled zone. Unrestricted on-street loading on the highway is still available directly adjacent to the clearways and elsewhere on the road and the wider network. It is considered that there is enough off-highway area within the premises curtilage for loading activities to take place.

15. It is acknowledged that vehicles will need to manoeuvre into and out of the site. The introduction of a controlled zone does not prevent normal highway manoeuvres such as turning or reversing. However, it remains the responsibility of the vehicle driver / business to ensure such entrance or egress onto the highway is done safely. This may require the business to provide a banksman to ensure their larger delivery vehicles can access and leave the site safely.

Other Options Considered

16. Other options considered relate to the position of the proposed crossing. The planning condition and therefore the funding related to Carpenter Court and therefore it was determined by Broxtowe Borough Council's Planning Committee that the crossing should be located at the position closer to the development and with the needs of those residents in mind.

Comments from Local Members

17. Although Councillors Longdon and Doddy made no formal comment during the consultation period they subsequently expressed their continued support for the proposed crossing at this location.

Reason/s for Recommendation/s

18. The proposed scheme will facilitate pedestrian movements over Hickings Lane. The measures contained in the proposals meet the requirements of the Carpenter Court planning conditions

and are considered appropriate taking into account a balanced view of the needs of all sectors of the community, including non-drivers.

Statutory and Policy Implications

19. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance, finance, human resources, human rights, the public-sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Crime and Disorder Implications

20. Nottinghamshire Police did not comment on the proposals. No additional crime or disorder implications are envisaged.

Financial Implications

21. The scheme is being wholly funded by Broxtowe Borough Council, using funds of £40,000 secured by Section 106 agreement from the developer of Carpenter Court residential complex.

Human Rights Implications

22. The implementation of the proposals within this report might be considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property, for example). However, the Authority is entitled to affect these rights where it is in accordance with the law and is both necessary and proportionate to do so, in the interests of public safety, to prevent disorder and crime, to protect health, and to protect the rights and freedoms of others. The proposals within this report are considered to be within the scope of such legitimate aims.

Public Sector Equality Duty implications

23. As part of the process of making decisions and changing policy, the Council has a duty 'to advance equality of opportunity between people who share a protected characteristic and those who do not' by thinking about the need to:
- Eliminate unlawful discrimination, harassment and victimisation;
 - Advance equality of opportunity between people who share protected characteristics (as defined by equalities legislation) and those who don't;
 - Foster good relations between people who share protected characteristics and those who don't.
24. Disability is a protected characteristic and the Council therefore has a duty to make reasonable adjustments to proposals to ensure that disabled people are not treated unfairly.

Safeguarding of Children and Adults at Risk Implications

25. The proposals are intended to have a positive impact on all highway users.

RECOMMENDATION/S

It is **recommended** that:

- 1) The zebra crossing proposed for Hickings Lane is implemented as advertised (Option 1) and the objectors informed accordingly.

Adrian Smith
Corporate Director Place

Name and Title of Report Author

Mike Barnett - Team Manager (Major Projects and Improvements)

For any enquiries about this report please contact:

Helen North (Improvements Manager) 0115 977 2087

Constitutional Comments (SJE 17/10/2019)

26. This decision falls within the Terms of Reference of the Communities & Place Committee to whom responsibility for the exercise of the Authority's functions relating to the planning, management and maintenance of highways (including traffic management) has been delegated.

Financial Comments (GB 23/10/2019)

27. The cost of this scheme totals £40,000 and will be funded from Section 106 contributions secured from the developer of Carpenter Court Residential complex. The Communities and Place capital programme will be varied at the Finance and Major Contracts Committee to reflect this external funding received.

Background Papers and Published Documents

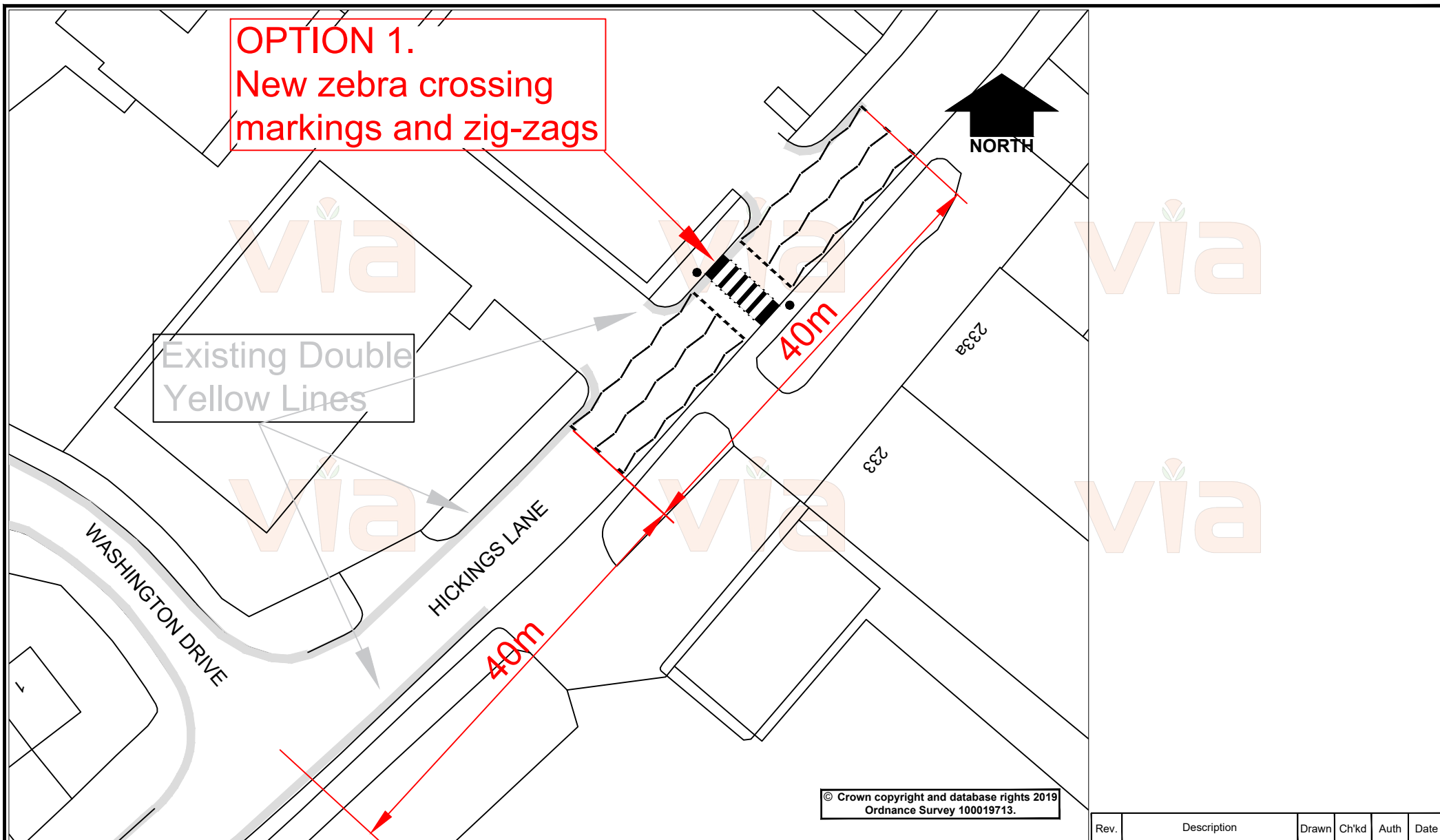
Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

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

Electoral Division(s) and Member(s) Affected

Stapleford and Broxtowe Central ED
Stapleford and Broxtowe Central ED

Councillor John Doddy
Councillor John Longdon



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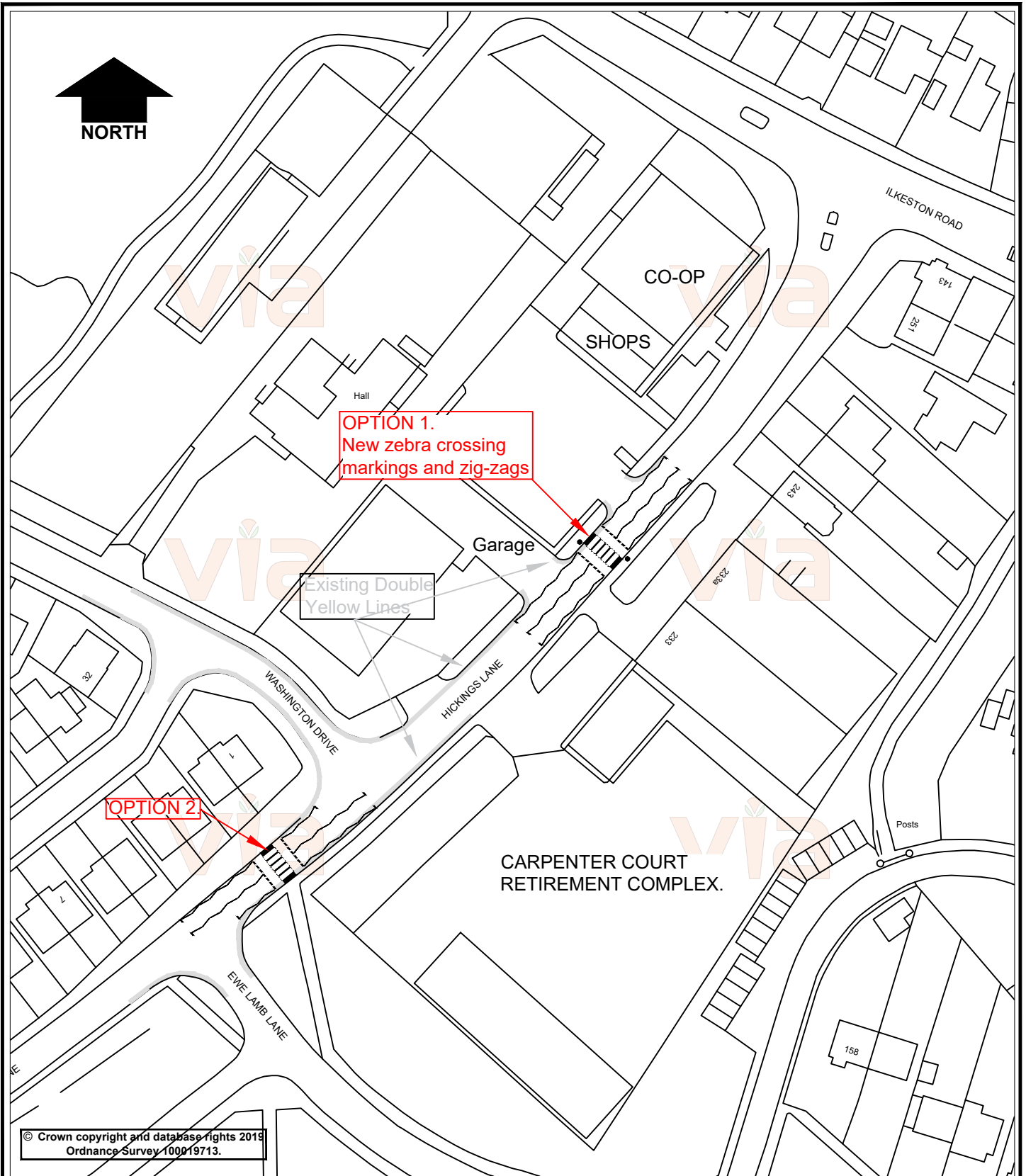


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Project		Description		Drawn	Ch'kd	Auth	Date
Hickings Lane, Stapleford		HW 30423		SLW			Aug '19
Status	Advert	Project No.		Ch'kd	JMR		Aug '19
Drawing Title		Proposed Zebra Crossing - Option 1		Auth	HRN	Traced	
Drawing No.		H/SLW/3207/01		Rev.	0	Scale	1:500



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HICKINGS LANE, STAPLEFORD

Status
Report

Project No.

HW30423

Drawing Title

Proposed Zebra Crossing -
Report Plan

Drawing No.

H/SLW/3207/03

Drawn
SLW

Date
Oct '19

Chkd
HRN

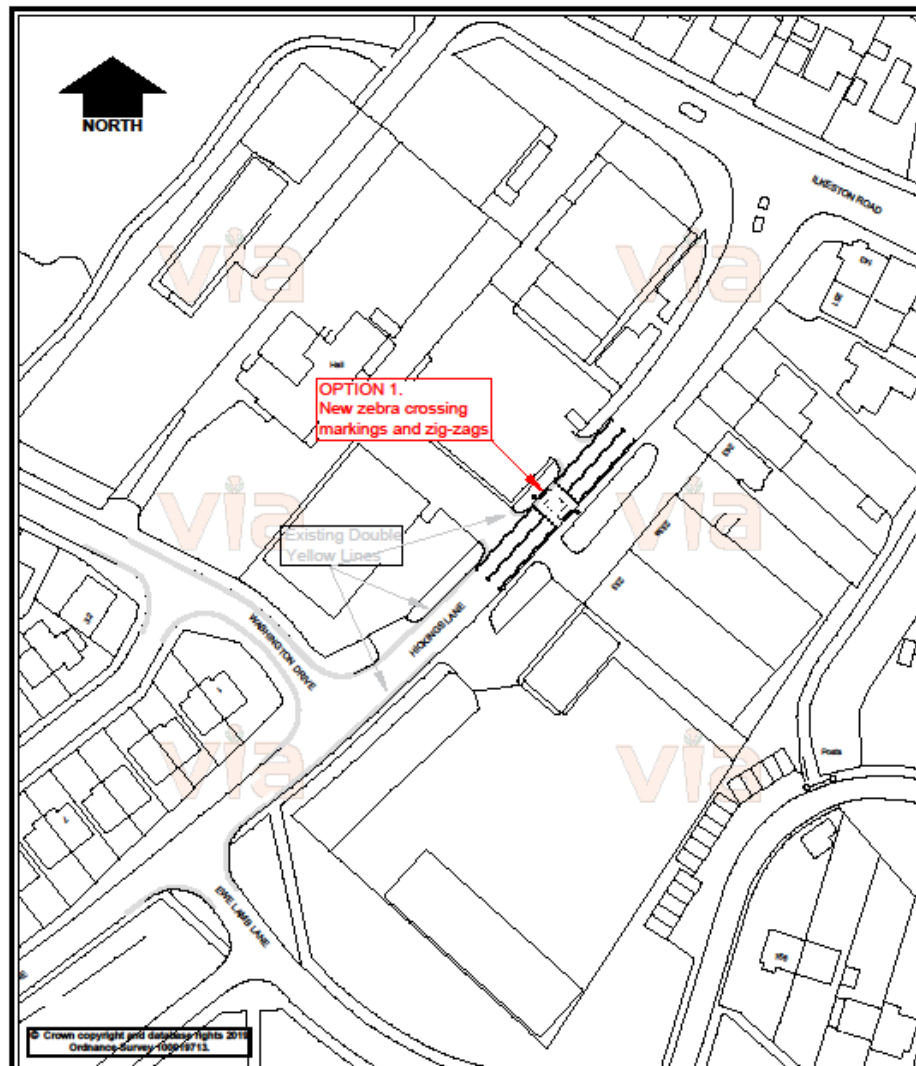
Date
Oct '19

Auth
HRN

Traced

Scale
1:1000
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Rev
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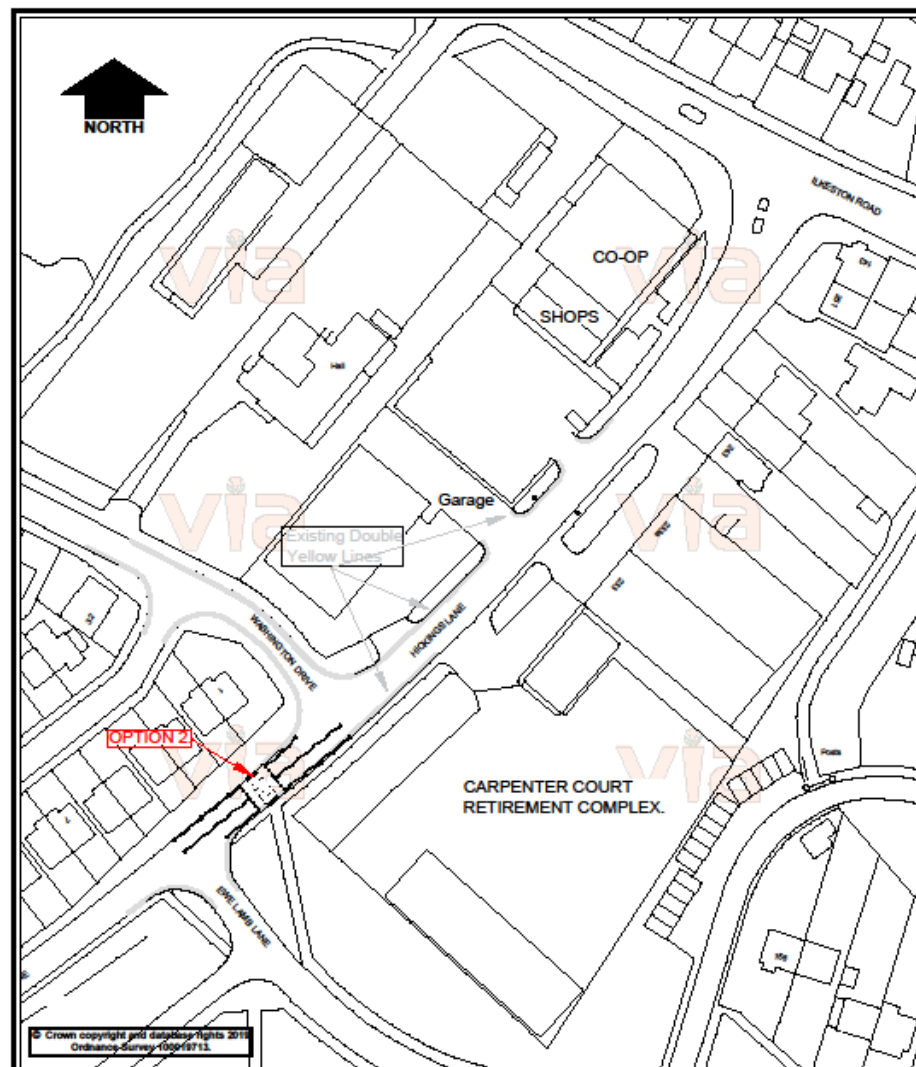


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HICKINGS LANE, STAPLEFORD

Report	HW30423	SLW	Oct '19
Drawn		HRN	Oct '19
Checked		HRN	
Proposed Zebra Crossing - Option 1		1:1000 @A4	
Drawing No.	H/SLW/3207/04	0	



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HICKINGS LANE,
STAPLEFORD

Report	HW30423	SLW	Oct '19
		HRN	Oct '19
Proposed Zebra Crossing - Option 2		HRN	
H/SLW/3207/05			1:1000 @A4
			0

5 December 2019**Agenda item: 14****REPORT OF CORPORATE DIRECTOR, PLACE****PROPOSED BUS STOP CLEARWAYS – MANTON ESTATE, WORKSOP
(BA0037, BA0052, BA0039, BA0010, BA0006, BA0005, BA0004 AND BA0656)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. The purpose of this report is to consider the objections received in respect of the above proposed Bus Stop Clearways and whether they should be implemented.

Information

2. Nottinghamshire County Council has over 5,700 bus stops throughout the County and continually invests in the network's infrastructure as part of the County Council's ongoing commitment to improve public transport.
3. The County Council works closely with all public transport operators across the County to identify bus stops that suffer from indiscriminate parking. To address this problem, bus stop clearways can be installed that prohibit cars from parking or waiting in the bus stop during specific times and these are clearly identified with new road markings and signage. The main benefits of bus stop clearways are to:
 - Help the bus align with the kerb to enable level access for disabled passengers and pushchair users;
 - Ease congestion as a correctly aligned bus will not block the road for other road users;
 - Ensure that bus drivers discharge their duty to drop passengers off on the kerb and not on the road;
 - Ensure that the investment in raised kerbs, (in accordance with the Equality Act 2010), is not negated;
 - Ensure that bus services operate on time and are not delayed.
4. The County Council has received reports from the bus operator and members of the public regarding obstructive parking affecting access to a number of bus stops on the Manton estate in Worksop that is inhibiting traffic movements on the highway. In response, it is proposed to implement bus stop clearways (No Stopping Monday to Sunday 7.00am to 7.00pm) at the following locations:
 - BA0037 Pelham Street (located on Shrewsbury Road);

- BA0052 Kingston Road (located on Kingston Road);
 - BA0039 Spur Crescent (located on Rufford Street);
 - BA0010 Edinburgh Road (located on Cavendish Road);
 - BA0006 Martlet Way (located on Cavendish Road);
 - BA0005 Hannah Park View (located on Cavendish Road);
 - BA0004 Cavendish Road (located on Cavendish Road); and
 - BA0656 Richmond Road (located on Richmond Road).
5. The proposals were consulted on between 26th July and 23rd August 2019. Objections were received in respect to 4 of the 8 proposed bus stop clearways, namely stops BA0006 and BA0010 on Cavendish Road, BA0052 on Kingston Road and BA0656 on Richmond Road, Worksop. No responses were received in relation to the other proposed clearways.
 6. Cavendish Road, Kingston Road and Richmond Road are local roads which link together to form a circular route through the Manton estate. The roads comprise of predominately semi-detached properties, the majority of which have off-street parking. The stops are served by Stagecoach service 4, which operates a 20-minute service from Monday to Saturday from around 7.30am to 6.30pm. The Service 4a operates hourly on the same route on a Sunday.
 7. The attached site notices for BA0006, BA0010, BA0052 and BA0656 represent the proposals.
 8. During the consultation period a total of eight responses were received in relation to these stops, seven of which are considered to be outstanding objections. Four objections relate to BA0010 and one each to BA0006, BA0052 and BA0656 respectively.

Objections Received

9. Objection – Loss of on-street parking
A common theme to all the objections was that the respondents viewed the bus stops as available kerb-space to park private vehicles and objected to the loss of on-street parking. Two respondents commented that they had small children and stated that they needed to be able to park directly outside their destination. One householder stated that they were disabled and required close access to their vehicle and a further two respondents that they had disabled visitors who they felt needed to be able to park directly outside their properties.
10. Response – Loss of on-street parking
Nottinghamshire County Council has received complaints regarding parked cars obstructing access to the bus stop and of congestion for other road users resulting from buses being unable to pull into the stops. The County Council therefore proposes to install bus stop clearways at these stops to prevent vehicles parking or waiting Monday to Sunday between 7.00a.m and 7.00pm. Outside of these times the kerb-space will remain available for parking.
11. The proposed bus stop clearways will enable the bus services to pull in, directly against the kerb, fulfilling the operators' legal duty to discharge passengers directly onto the pavement and making it easier for passengers with limited mobility, carers with pushchairs or small children and wheelchair users to safely access the bus.
12. On-street parking / loading on the highway is still available close to the clearways and elsewhere on these roads and the wider network. It is recognised that demand for highway parking exists, however it is the responsibility of the vehicle owner to ensure their vehicle is not parked in such a way as to cause an unreasonable obstruction to traffic. This may require drivers with insufficient or no private off-street parking provision to park further away from

their property or to make other arrangements such as renting a garage, for example, to ensure their vehicle is parked appropriately. All respondents who raised concerns in relation to visitors with young children or their disabled visitors have access to private off-street parking on their drives, which can therefore be utilised by these visitors.

13. The householder objecting to the proposed clearway at stop BA0006 stated that they were disabled and were directly affected by the proposed clearway. Given the respondent's objection and their specific needs, consideration has been given to the introduction of an advisory disabled bay at this location, as the necessary criteria have been met in terms of disability. An advisory disabled bay could be introduced behind the proposed clearway, but the householder has indicated that they do not consider that this bay meets their needs and as such an alternative access improvement has been offered which would enable them to access their driveway.
14. It is considered that either of these mitigation measures is suitable for the needs of the householder and will ensure their access to the Highway is maintained, in line with the County Council's responsibility under the Equality Act 2010. At this time the householder has not accepted either option, however both remain available to them until such time as the clearway works are completed.
15. Objection – Obstruction of vehicle dropped access
One respondent stated that access to their off-street parking would be obstructed by the clearway.
16. Response – Obstruction of vehicle dropped access
The householders' right of access to their driveway / parking area is not adversely affected by the introduction of these bus stop clearways. An authorised dropped kerb vehicle access provides a right of vehicular access over the footway and this right is unaffected by the presence of a bus stop or clearway. It is acknowledged that while a bus pulls up to drop off or pick up passengers, motorists may need to briefly wait to exit or enter private driveways or garages. This reflects the current position, as buses already pull up on the highway to serve these stops; the introduction of the clearway has no effect on this.
17. Objection – Bus stop not required / should be moved
Four respondents objected on the grounds that the stop should be moved to an alternative location away from their property frontage. Alternatively, they suggested that the bus stop should be decommissioned, as they considered that the route could be served by other stops in the area.
18. Response – Bus stop not required / should be moved
The County Council has received complaints regarding parked cars obstructing access to the bus stops on the Manton estate. Stops are served by Stagecoach service 4, which operates throughout the day to key locations such as the town centre and Bassetlaw Hospital. The service offers sustainable transport choices to residents, not all of whom have access to a private car. Data from the 2011 census shows that in Bassetlaw nearly a quarter of households (23.7%) do not have access to car or van, this is higher than the Nottinghamshire average of 20.8%. For public transport to be an attractive option services must be accessible, convenient and function effectively and reliably.
19. Nottinghamshire County Council policy requires bus stops to be positioned at regular intervals (between 150 - 200m in urban and semi-rural areas) to ensure that the network is as accessible as possible. The bus stops in question are located appropriately within the spread of stops serving this route and no benefit to passengers has been identified in relocating any

of the bus stops. In addition, the bus stop policy clearly states that bus stops will not be relocated unless there are concerns about highway safety. There are no highway safety concerns in this location. As such it is not considered appropriate to relocate the bus stop from their current positions.

Other Options Considered

20. Other options considered relate to the length of time and number of days that the bus stop clearways are in force. The clearway periods proposed reflect the operational times of the services using these stops.

Comments from Local Members

21. No comment on the proposals were received from County Councillor Kevin Greaves during the consultation period.

Reason/s for Recommendation/s

22. The measures contained in the proposed clearway restrictions are considered appropriate taking into account a balanced view of the needs of all sectors of the community, including non-drivers and having particular regard to the respective needs of those with protected characteristics, be they residents, drivers or bus users. The proposals will assist the safe and effective operation of local bus services.

Statutory and Policy Implications

23. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Crime and Disorder Implications

24. Nottinghamshire Police stated that they had no objection to the proposed clearways. No additional crime or disorder implications are envisaged.

Financial Implications

25. This scheme is being funded through the Local Transport Plan ITM budget for 2019/20 with an estimated cost to implement the works and traffic order of £5,600.

Human Rights Implications

26. The implementation of the proposals within this report might be considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property, for example). However, the Authority is entitled to affect these rights where it is in accordance with the law and is both necessary and proportionate to do so, in the interests of public safety, to prevent disorder and crime, to protect health, and to protect the rights and freedoms of others. The proposals within this report are considered to be within the scope of such legitimate aims.

Public Sector Equality Duty implications

27. As part of the process of making decisions and changing policy, the Council has a duty 'to advance equality of opportunity between people who share a protected characteristic and those who do not' by thinking about the need to:
- Eliminate unlawful discrimination, harassment and victimisation;
 - Advance equality of opportunity between people who share protected characteristics (as defined by equalities legislation) and those who don't;
 - Foster good relations between people who share protected characteristics and those who don't.
28. Disability is a protected characteristic and the Council therefore has a duty to make reasonable adjustments to proposals to ensure that disabled people are not treated unfairly. It is considered that a key part of facilitating this is making bus service provision more accessible to disabled people by ensuring they may safely board and alight buses which can pull up at raised kerb bus stops squarely and without a gap.
29. An Equality Impact Assessment has been undertaken to assess the potential impact of the proposal, the results of the consultation and any appropriate mitigation. This equality impact assessment is included as a background paper to this committee report.

Safeguarding of Children and Adults at Risk Implications

30. The proposed waiting restrictions are designed to facilitate the safe and efficient operation of the bus service, offering sustainable transport options to residents of the Manton Estate. The proposals will also improve the operation of the highway network for drivers, cyclists and pedestrians.

RECOMMENDATION/S

It is **recommended** that:

- 1) The bus stop clearways proposed on the Manton Estate, Worksop (BA0037, BA0052, BA0039, BA0010, BA0006, BA0005, BA0004 and BA0656) are implemented and the objectors informed accordingly.

Adrian Smith
Corporate Director Place

Name and Title of Report Author

Mike Barnett - Team Manager (Major Projects and Improvements)

For any enquiries about this report please contact:

Helen North (Improvements Manager) 0115 977 2087

Constitutional Comments (SJE 30/10/2019)

31. This decision falls within the Terms of Reference of the Communities & Place Committee to whom responsibility for the exercise of the Authority's functions relating to the planning, management and maintenance of highways (including traffic management) has been delegated.

Financial Comments (GB 30/10/20190)

32. The estimated cost of implementing the works and traffic order outlined in this report is £5,600. This will be funded from the 2019/20 Integrated Transport Measures capital budget which totals £7.3m and is already approved as part of the Communities and Place capital budget.

Background Papers and Published Documents

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

All relevant documents for the proposed scheme are contained within the scheme file which can be found in the Major Projects and Improvements section at Trent Bridge House, Fox Road, West Bridgford, Nottingham. This includes:

- Equality Impact Assessment: (Proposed Bus Stop Clearways, Manton Estate, Worksop - BA0037, BA0052, BA0039, BA0010, BA0006, BA0005, BA0004 and BA0656)

Electoral Division(s) and Member(s) Affected

Worksop South ED

Councillor Kevin Greaves

Equality Impact Assessment (EqIA)

Introduction

This EqIA is for:

Proposed Bus Stop Clearway – BA0006 Martlet Way (located on Cavendish Road)

Details are set out:

Proposed Bus Stop Clearways, Manton Estate, Worksop - BA0037, BA0052, BA0039, BA0010, BA0006, BA0005, BA0004 and BA0656

Consideration of Objections

Officers undertaking the assessment:

Helen North – Improvements Manager, Via East Midlands Ltd
Elliott Mizen - Facilities & Partnerships Manager, Nottinghamshire County Council

Assessment approved by:

Gary Wood, Group Manager Highways and Transport

Date:

The Public Sector Equality Duty which is set out in the Equality Act 2010 requires public authorities to have due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation; Advance equality of opportunity between people who share a protected characteristic and those who do not; Foster good relations between people who share a protected characteristic and those who do not.

The purpose of carrying out an Equality Impact Assessment is to assess the impact of a change to services or policy on people with protected characteristics and to demonstrate that the Council has considered the aims of the Equality Duty.

Part A: Impact, consultation and proposed mitigation

1 What are the potential impacts of proposal? *Has any initial consultation informed the identification of impacts?*

The purpose of the bus stop clearways is to provide an area clear of parked vehicles to enable buses to pull up and allow passengers to board and alight from the footway. This will benefit all users of the bus network as it will enable everyone to board the bus with step-free access directly to and from the footway.

The provision of a bus stop clearway will:

- Help the bus align with the kerb to enable level access for disabled passengers and pushchair users;
- Ease congestion as a correctly aligned bus will not block the road for other road users;
- Ensure that bus drivers discharge their duty to drop passengers off on the kerb and not on the road;
- Ensure that the investment in raised kerbs, (in accordance with the Equality Act 2010), is not negated;
- Ensure that bus services operate on time and are not delayed.

The County Council has received reports from the bus operator and members of the public regarding obstructive parking affecting access to a number of bus stops on the Manton estate in Worksop that is inhibiting traffic movements on the highway. In response, it is proposed to implement bus stop clearways (No Stopping Monday to Sunday 700am to 700pm) at the following locations:

- BA0037 Pelham Street (located on Shrewsbury Road);
- BA0052 Kingston Road (located on Kingston Road)

- BA0039 Spur Crescent (located on Rufford Street);
- BA0010 Edinburgh Road (located on Cavendish Road);
- BA0006 Martlet Way (located on Cavendish Road);
- BA0005 Hannah Park View (located on Cavendish Road);
- BA0004 Cavendish Road (located on Cavendish Road); and
- BA0656 Richmond Road (located on Richmond Road).

Bus operators have a duty to drop passengers off on the kerb and not on the road. The opportunity to board with lowered access from the bus directly to the footway will benefit all users of the network but will be of particular benefit for groups including the elderly, disabled and parents/carers travelling with young children (in pushchairs or walking independently).

2 Protected Characteristics: Is there a potential positive or negative impact based on:

Age	<input checked="" type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input type="checkbox"/> Neutral Impact
Disability	<input checked="" type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input type="checkbox"/> Neutral Impact
Gender reassignment	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Pregnancy & maternity	<input checked="" type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input type="checkbox"/> Neutral Impact
Race including origin, colour or nationality	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Religion	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Gender	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact
Sexual orientation including gay, lesbian or bisexual	<input type="checkbox"/> Positive	<input type="checkbox"/> Negative	<input checked="" type="checkbox"/> Neutral Impact

3 Where there are potential negative impacts for protected characteristics these should be detailed including consideration of the equality duty, proposals for how they could be mitigated (where possible) and meaningfully consulted on:

How do the potential impacts affect people with protected characteristics <i>What is the scale of the impact?</i>	How might negative impact be mitigated or explain why it is not possible	How will we consult
No negative impact.		

Part B: Feedback and further mitigation

4 Summary of consultation feedback and further amendments to proposal / mitigation

As part of the consultation, all householders with directly affected frontages and all statutory consultees were written to detailing the clearway proposals. The clearway proposals were also publicised on NCC's website and site notices erected at the stops. The consultation for the proposed clearways, to be in force Monday to Sunday 7.00am to 7.00pm, was undertaken between 26th July and 23rd August 2019.

Objections were received in respect to 4 of the 8 proposed bus stop clearways, namely stops BA0006 and BA0010 on Cavendish Road, BA0052 on Kingston Road and BA0656 on Richmond Road, Worksop. No responses were received in relation to the other proposed clearways. One householder, directly affected by the proposed clearway at stop BA0006, stated that they were disabled and required close access to their vehicle.

In line with its Public Sector Equality Duty, Nottinghamshire County Council operates a policy for the provision of advisory disabled bay markings, to assist those with disabilities to access the highway. Where residents have significant health issues it may be appropriate to request an advisory disabled bay marking on the Highway, which would be provided free of charge by the County Council.

The provision of these markings is strictly controlled; this is to ensure that they are only provided where there is a defined need. These markings are only intended for use in very exceptional circumstances where parking levels are frequently high but available vehicle spaces are very limited. Applicants must be in receipt of the higher level of disability allowance and in all cases, markings will only be considered if it can be demonstrated that off-street parking facilities (hard standing areas, driveways, garages) are not available or cannot feasibly be provided.

Given the respondent's objection and their specific needs, consideration has been given to the introduction of an advisory disabled bay at this location, as the necessary criteria have been met in terms of disability. An advisory disabled bay could be introduced behind the proposed clearway, but the householder has indicated that they do not consider that this bay meets their needs and as such an alternative access improvement has been offered which would enable them to access their driveway.

It is considered that either of these mitigation measures is suitable for the needs of the householder and will ensure their access to the Highway is maintained, in line with the County Council's responsibility under the Equality Act 2010. At this time the householder has not accepted either option, however both remain available to them until such time as the clearway works are completed.

The introduction of the clearway is not affected by the introduction of an advisory disabled bay nor a vehicle dropped kerb so no alteration to the scheme is proposed as a result of the EqlA.

Completed EqlAs should be sent to equalities@nottscc.gov.uk and will be published on the Council's website.

Bus Stop Clearway - Manton Estate Clearways

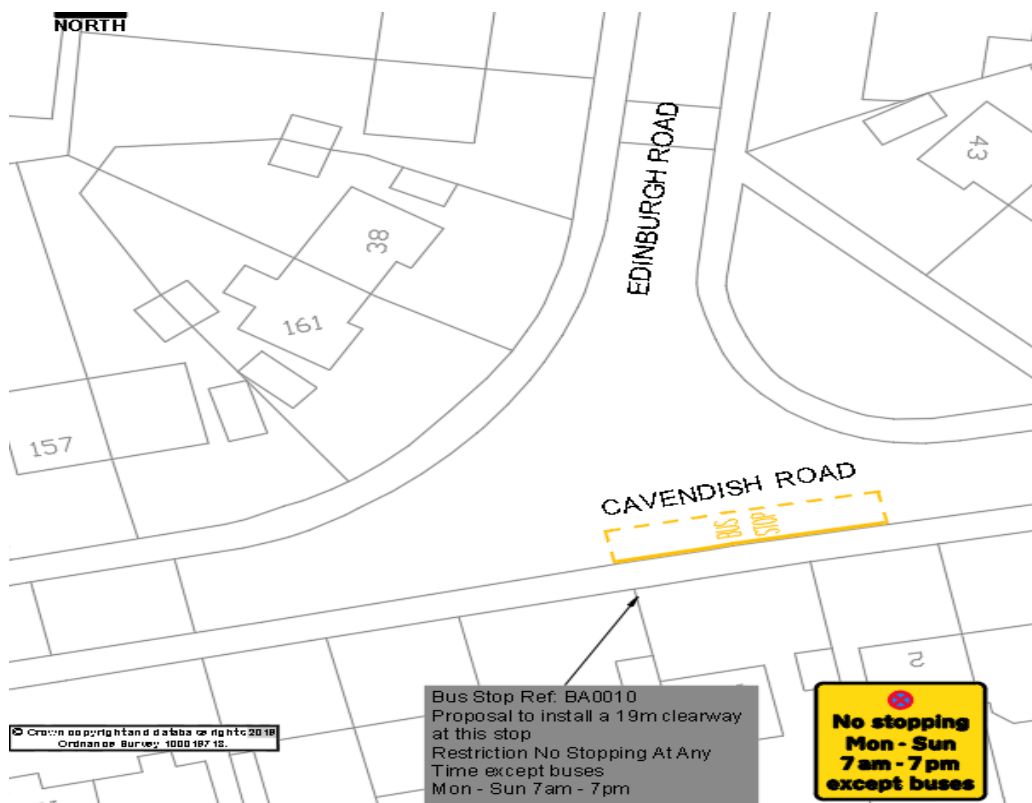
No stopping Mon to Sun 7am to 7pm, except buses

Nottinghamshire County Council has received complaints regarding parked vehicles which are preventing buses from accessing the existing bus stop. Therefore, it is proposed to introduce a bus stop clearway which prohibits all vehicles except buses from stopping within the marked area and will be enforceable Monday to Sunday 7am to 7pm.

The clearway will prohibit all vehicles except buses from parking or waiting At Any Time in the bus stop area and will be clearly identified with new road markings and signage. As a result, the bus stop will be accessible for buses serving that stop during these times.

The work proposed will, in summary, consist of:

Bus stop ref BA0010 Bus Stop Clearway: No Stopping At Any Monday to Sunday 7am to 7pm time except buses



Written objections either by letter or email to tmconsultation@viaem.co.uk (stating grounds and quoting the stop reference number and road name) must be received by the **23rd August 2019**.

Major Projects & Improvements
Via East Midlands Ltd
Bilthorpe Depot
Bilthorpe Business Park
Eakring
NG22 8ST
or by e-mailing TMconsultation@viaem.co.uk

Bus Stop Clearway - Manton Estate Clearways

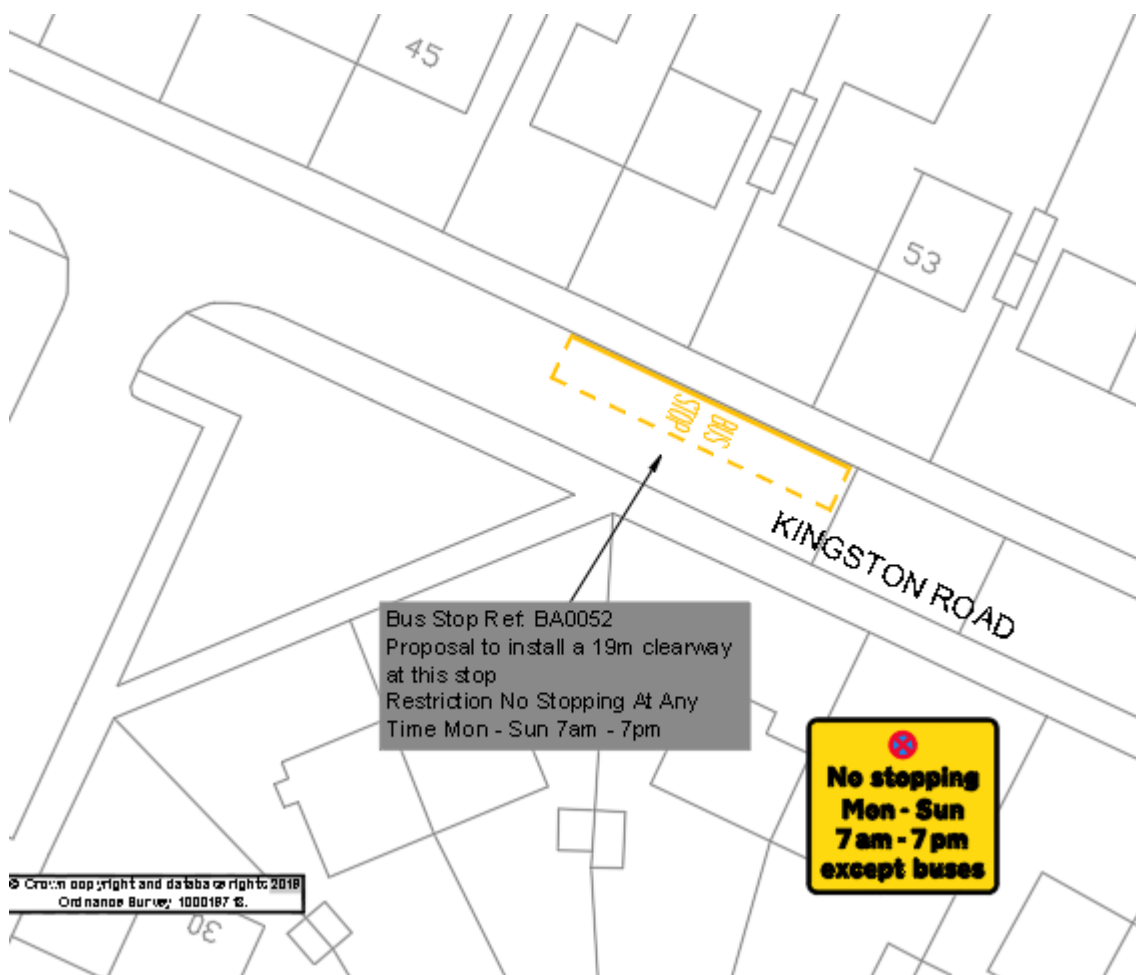
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The clearway will prohibit all vehicles except buses from parking or waiting At Any Time in the bus stop area and will be clearly identified with new road markings and signage. As a result, the bus stop will be accessible for buses serving that stop during these times.

The work proposed will, in summary, consist of:

Bus stop ref BA0052 Bus Stop Clearway: No Stopping At Any Monday to Sunday 7am to 7pm time except buses



Written objections either by letter or email to tmconsultation@viaem.co.uk (stating grounds and quoting the stop reference number and road name) must be received by the **23rd August 2019**.

Major Projects & Improvements
Via East Midlands Ltd
Bilthorpe Depot
Bilthorpe Business Park
Eakring
NG22 8ST
or by e-mailing TMconsultation@viaem.co.uk

Bus Stop Clearway - Manton Estate Clearways

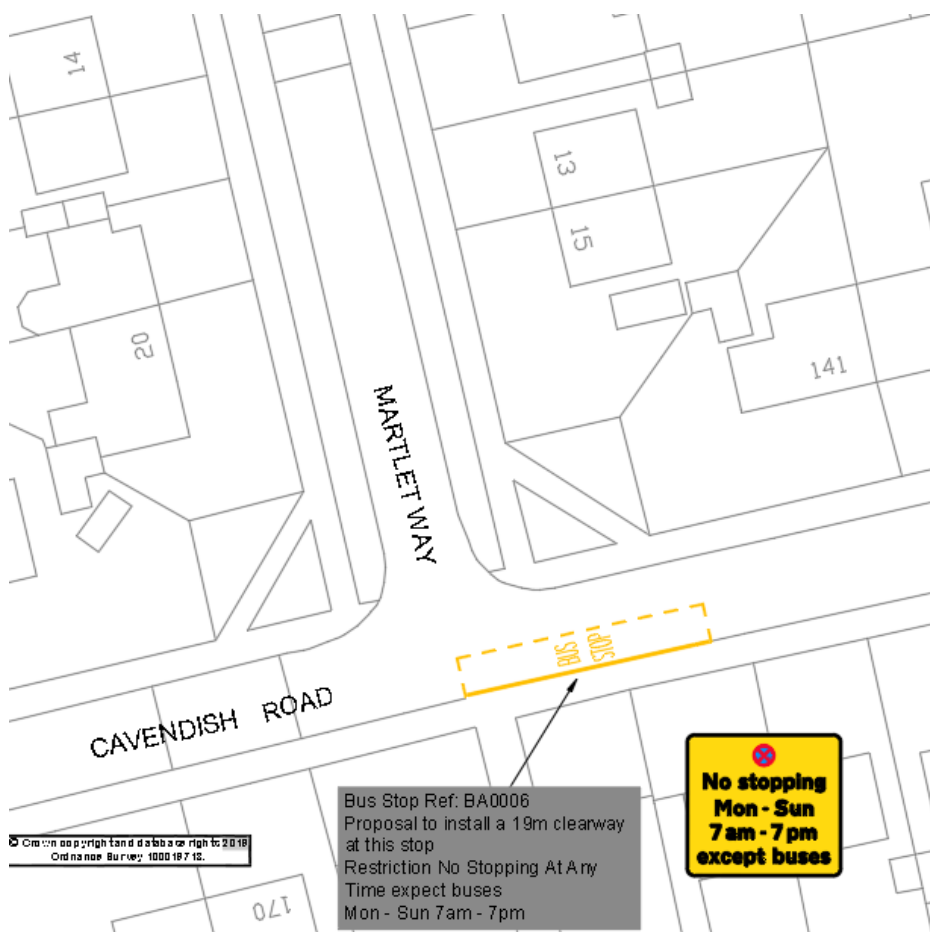
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The clearway will prohibit all vehicles except buses from parking or waiting At Any Time in the bus stop area and will be clearly identified with new road markings and signage. As a result, the bus stop will be accessible for buses serving that stop during these times.

The work proposed will, in summary, consist of:

Bus stop ref BA0006 Bus Stop Clearway: No Stopping At Any Monday to Sunday 7am to 7pm time except buses



Written objections either by letter or email to tmconsultation@viaem.co.uk (stating grounds and quoting the stop reference number and road name) must be received by the **23rd August 2019**.

Major Projects & Improvements
Via East Midlands Ltd
Bilthorpe Depot
Bilthorpe Business Park
Eakring
NG22 8ST
or by e-mailing TMconsultation@viaem.co.uk

Bus Stop Clearway – Manton Estate Clearways

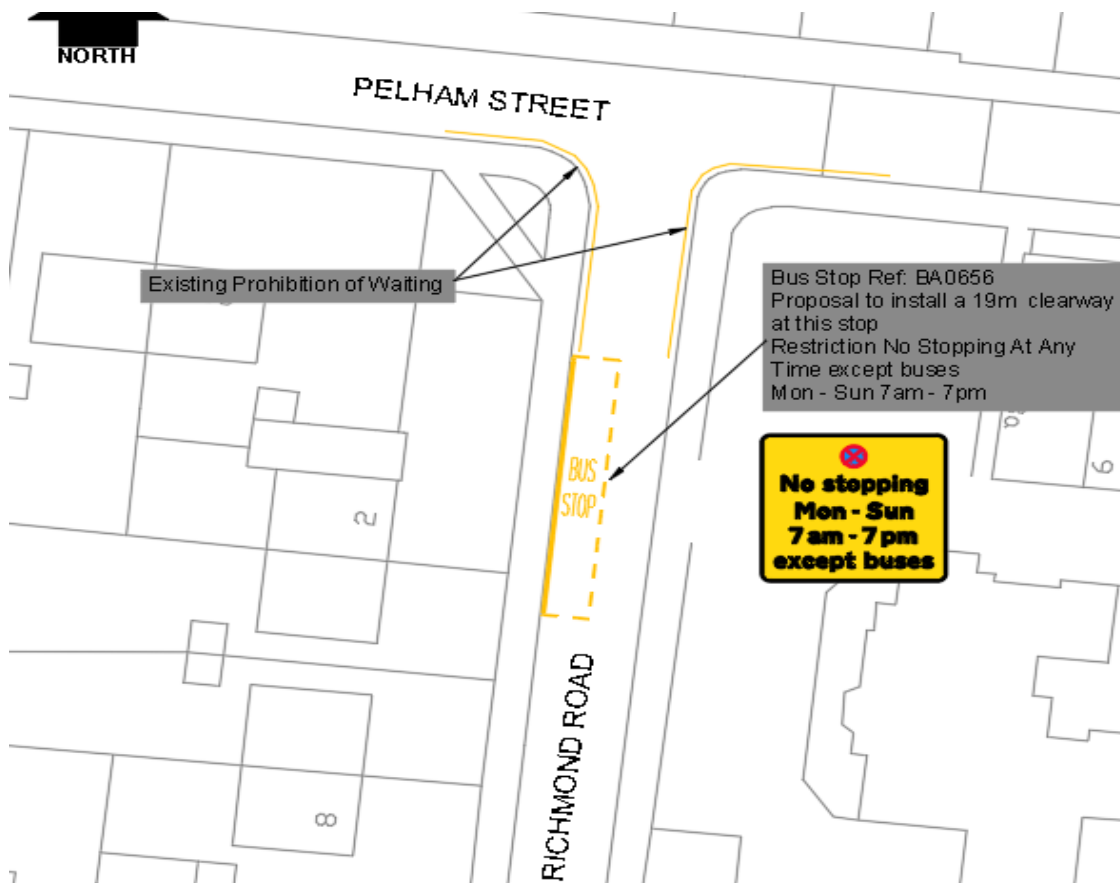
No stopping Mon to Sun 7am to 7pm, except buses

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The clearway will prohibit all vehicles except buses from parking or waiting At Any Time in the bus stop area and will be clearly identified with new road markings and signage. As a result, the bus stop will be accessible for buses serving that stop during these times.

The work proposed will, in summary, consist of:

Bus stop ref BA00656 Bus Stop Clearway: No Stopping At Any Monday to Sunday 7am to 7pm time except buses



Written objections either by letter or email to tmconsultation@viaem.co.uk (stating grounds and quoting the stop reference number and road name) must be received by the **23rd August 2019**.

Major Projects & Improvements

Via East Midlands Ltd

Bilthorpe Depot

Bilthorpe Business Park

Eakring

NG22 8ST

or by e-mailing TMconsultation@viaem.co.uk

5 December 2019**Agenda Item:15****REPORT OF THE MONITORING OFFICER****OUTSIDE BODIES****Purpose of the Report**

1. To consider the various outside bodies which are relevant to the remit of the Committee and whether any specific updates are currently required.

InformationBackground

2. At its meeting of 22 May 2019, Policy Committee agreed the findings of the Governance and Ethics Committee cross party working group review of the Council's Outside Bodies Register. One of the issues which the working group considered was how best to enable a flow of information between the Council and the various outside bodies.
3. The review's findings in that respect were as follows:-

Information on the work of outside bodies

As part of the review, further thought was given as to how information can be fed back to the Council about the work of each of the outside bodies. It is felt that the best means of doing this would be for information to be brought to the most appropriate Council Committee for the outside body in question.

In light of the fact that Committee agendas are already very full, it is proposed that such reporting should be by specific request of the Committee, with such requests made largely on a 'by exception' basis, for example where concerns have been expressed or where there is a particular issue which is relevant to a Committee's current focus. Such requests for information can be raised by Members through work programme discussions. The relevant outside body's Council representative would be expected to provide the information when requested with sufficient notice, working in conjunction with the outside body as appropriate.

If a committee has concerns about a specific outside body and the Council's ongoing involvement, these concerns will be referred to Policy Committee as appropriate.

4. In line with this agreed approach, Members are advised that the following bodies are relevant to the remit of this Committee:-

Organisation	Appointees
Arc Partnership	Cllr Reg Adair Derek Higton
Chesterfield Canal Partnership	Cllr Sybil Fielding Heather Stokes
Creswell Heritage Trust	Cllr John Cottee
Doncaster Sheffield Airport Consultative Committee	Cllr Andrew Brown
East Midlands Airport Independent Consultative Committee	Cllr Andrew Brown Cllr Reg Adair
Grantham Canal Partnership	Cllr Jonathan Wheeler
Greater Nottingham Joint Planning Advisory Board	Cllr Phil Rostance Cllr Gordon Wheeler
Greenwood Community Forest Partnership	Cllr Phil Rostance
Groundwork Creswell, Ashfield & Mansfield	Cllr Jim Creamer
Groundwork Greater Nottingham	Cllr Jim Creamer
Holme Pierrepont Leisure Trust	Cllr John Cottee
Inspire	Cllr John Cottee Cllr Glynn Gilfoyle
Lowland Derbyshire & Nottinghamshire Local Nature Partnership	Cllr Reg Adair
Mansfield & Ashfield Economic Development Partnership	Cllr Martin Wright
Mansfield Woodhouse Community Development Group (Executive Forum)	Cllr Joyce Bosnjak
Marketing Nottingham & Nottinghamshire Ltd	Cllr Mrs Kay Cutts MBE
Nottinghamshire Local Access Forum	Cllr Chris Barnfather Cllr Jim Creamer Cllr Rachel Madden
Rural Community Action Nottinghamshire (RCAN)	Cllr Jim Creamer
Rural Services Network	Cllr Bruce Laughton
Safer Nottinghamshire Board	Cllr John Handley
Sustainable Urban Development Strategic Advisory Committee.	Cllr Reg Adair
The Crossing SEC Ltd	Cllr Kevin Greaves Sub: Vacant

Transport for the North Board	Cllr John Ogle
Trent Regional Flood and Coastal Committee	Cllr Roger Jackson
Via EM	Cllr Reg Adair Cllr John Ogle Derek Higon Keith Palframan
Waste Partnering Agreement Board (Joint Waste Management Committee)	Cllr Phil Rostance

5. This list now includes all bodies that were initially earmarked in the Review for reporting to the Communities and Place Review and Development Committee. Following discussions with the Chairman of that Committee it has been agreed that it would be more appropriate for Communities and Place Committee to have the single overview of all relevant outside bodies that come within both Committees' remits.
6. With reference to the recommended 'by exception' reporting approach described above, Members' views are sought as to whether there are any outside bodies for which they require an update currently (if there are any highlighted then the Council's nominees will be requested to provide the information to a future meeting of the Committee).
7. It is the role of Policy Committee to confirm the latest version of the outside bodies list and to seek approval or endorsement of any changes that have occurred in the reporting period. If additional bodies need to be added to the Register, this work can be undertaken ahead of the next six monthly update to Policy Committee.

Other Options Considered

8. None – Policy Committee agreed the working group's recommendation that each Committee be informed of their relevant outside bodies and proposed approach for feeding back updates.

Reason/s for Recommendation/s

9. To enable relevant information to be shared with the Committee as appropriate.

Statutory and Policy Implications

10. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance, finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

11. There are no direct financial implications arising from this report.

RECOMMENDATION/S

That the Committee:-

- 1) Considers the list of outside bodies that are relevant to the remit of this Committee and the proposed approach for requesting updates in the future.
- 2) Decides whether there are any bodies for which an update is required currently.

Marjorie Toward
Monitoring Officer

For any enquiries about this report please contact:

Keith Ford, Team Manager, Democratic Services
Tel: 0115 9772590 E-mail: keith.ford@nottsc.gov.uk

Constitutional Comments (LW 30/10/2019)

12. Communities and Place Committee is the appropriate body to consider the content of the report.

Financial Comments (RWK 31/10/2019)

13. There are no specific financial implications arising directly from the report.

Background Papers and Published Documents

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

- Responses to Questionnaires from Outside Bodies and Council representatives;
- Report of working group - [Review of Outside Bodies - Governance and Ethics Committee - 1 May 2019](#)
- Report to Policy Committee - [Review of Outside Bodies - Report to Policy Committee - 22 May 2019](#)

Electoral Division(s) and Member(s) Affected

- All

5 December 2019**Agenda Item:16****REPORT OF SERVICE DIRECTOR, GOVERNANCE AND EMPLOYEES****WORK PROGRAMME****Purpose of the Report**

1. To consider the Committee's work programme for 2019-2020

Information

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

Other Options Considered

5. None.

Reason/s for Recommendation/s

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

Statutory and Policy Implications

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

RECOMMENDATION/S

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

Marje Toward
Service Director, Governance and Employees

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

Constitutional Comments (HD)

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

Financial Comments (PS)

9. There are no financial implications arising directly from this report.

Background Papers

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

- None

Electoral Division(s) and Member(s) Affected

- All

COMMUNITIES & PLACE COMMITTEE

WORK PROGRAMME – DECEMBER 2019–MARCH 2020

Report	Description	Lead Officer	Report Author
5 December 2019			
Concessions scheme notice	This is delayed due to negotiation with NET not being completed yet.	Derek Higton	Pete Mathieson
Ticketing and Transport Digitalisation programme.	This is delayed due to recent Govt announcement on buses and ticketing.	Derek Higton	Pete Mathieson
Flood Risk Management Update	To provide an update for Members on the latest position in relation to the Councils duties and responsibilities under the Flood Risk Regulations (2009) and the Flood and Water Management Act 2010. To provide an update on current major flood investigations and progress on major flood protection schemes.	Derek Higton	Gary Wood/Sue Jaques
Nottinghamshire Local Aggregate Assessment 2019	To approve the annual assessment of demand for aggregates in Nottinghamshire Stephen Pointer	Adrian Smith	Stephen Pointer/ Steven Osbourne-James
Gedling Access Road	Project update and Contract Approvals	Derek Higton	Mike Barnett/Gary Wood
TRO Castlegate, Newark	Consider objections.	Adrian Smith	Gary wood/Mike Barnett
TRO A6005 Bye Pass Road	Consider objections.	Adrian Smith	Gary Wood/Mike Barnett
Hickings Lane, Stapleford	Consider objections.	Adrian Smith	Gary Wood/Mike Barnett

Manton Estate, Worksop	Consider objections.	Adrian Smith	Gary Wood/Mike Barnett
Registration Services Fees	Approval for proposed revisions to Registration Service fees and charges over which the County Council has discretion.	Derek Higton	Rob Fisher
LIS Capital Grants 2020/21	Update on the impact and progress of the LIS 2018/19. To approve the timelines and the revised application criteria for 2020/21.	Derek Higton	Cathy Harvey/Mark Walker
Main Street, Calverton	Consider objections.	Adrian Smith	Gary Wood/Mike Barnett
9 January 2020			
NET Handover Update			Gary Wood
Update on key Trading Standards and Communities matters	Update the Committee on key Trading Standards and Communities matters and seek appropriate approvals	Derek Higton	Mark Walker
2020/21 - Highways & Transport Draft Programme		Derek Higton	Gary Wood/Sean Parks/Via
Streetworks Permit Scheme: Consultation Update	Update Members on the consultation responses to the proposed introduction of a permit scheme for streetworks. The report will include recommendations for approval dependent upon the above.	Derek Higton	Gary Wood/Gareth Johnson
Minerals and Waste Local Development Scheme	To adopt an update to the timetable for the preparation of Minerals and Waste Local Plans.	Adrian Smith	Sally Gill/Stephen Pointer
Responses to Petitions presented to the Chairman of the County Council	To recommend to Committee the responses to the issues raised in petitions presented to the County Council.	Adrian Smith	Sean Parks
Traffic Calming Scheme – Sherbrook Road, Daybrook		Derek Higton	Gary Wood/Mike Barnett/David Collins
Traffic Calming Scheme – Church Street, Eastwood		Derek Higton	Gary Wood/Mike Barnett/David Collins

Trading Standards: Workforce Strategy and Changes to Staffing Structures		Derek Higton	Sarah Houlton
6 February 2020			
Via Update Report	Update.	Derek Higton	Gary Wood
Nottingham and Nottinghamshire Joint Waste Local Plan	To approve for publication a document to involve people in the scope of a Local Plan for Waste.	Adrian Smith	Sally Gill/Stephen Pointer/Nina Wilson
Nottinghamshire Highway Design	Outcome of consultation and approval of final document	Adrian Smith	Sally Gill/Clive Wood
Hucknall Town Centre Update	(added from C&P Pre-agenda on 11/11/19)		
5 March 2020			
Congestion management		Derek Higton	Pete Mathieson
Transport and Highways charges report		Derek Higton	Pete Mathieson
Update on key Trading Standards and Communities matters	Update the Committee on key Trading Standards and Communities matters and seek appropriate approvals	Derek Higton	Mark Walker
Flood Risk Management Section 19 Investigation Report		Derek Higton	Gary Wood/Sue Jaques

