

## **Communities and Place Committee**

**Thursday, 09 May 2019 at 10:30**

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

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### **AGENDA**

1	Minutes of last meeting held on 4 April 2019	3 - 6
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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	4 <sup>th</sup> April 2019 (commencing at 10:30 am)

#### **Membership**

Persons absent are marked with an 'A'

### **COUNCILLORS**

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

Pauline Allan	John Knight
Glynn Gilfoyle	Bruce Laughton
Kevin Greaves	David Martin
Roger Jackson	John Ogle
Vaughan Hopewell	

### **OTHER COUNCILLORS IN ATTENDANCE**

Richard Butler  
Jim Creamer  
Kay Cutts MBE  
Maureen Dobson  
John Longdon  
Gordon Wheeler

### **OFFICERS IN ATTENDANCE**

Mick Allen	-	Place Department
Andy Barnes	-	Place Department
Tom Boylan	-	Place Department
Martin Carnaffin	-	Place Department
Doug Coutts	-	VIA
Peter Gaw	-	Inspire
Sally Gill	-	Place Department
Derek Higton	-	Place Department
Neil Hodgson	-	VIA
David Hughes	-	Place Department
Sue Jacques	-	Place Department
Elliott Mizen	-	Place Department

Kevin Sharman - Place Department  
Gary Wood - Place Department

Noel McMenamin - Chief Executive's Department

### **1. MINUTES OF THE LAST MEETING**

Subject to recording Councillor Phil Rostance as a Vice-Chair of the Committee, the minutes of the meeting held on 7<sup>th</sup> March 2019 having being circulated to all Members, were taken as read and were signed by the Chairman.

### **2. APOLOGIES FOR ABSENCE**

Councillor Roger Jackson replaced Councillor John Handley for this meeting only.

Councillor David Martin replaced Councillor Tom Hollis for this meeting only.

### **3. DECLARATIONS OF INTEREST**

Councillor John Cottee declared a non-pecuniary interest in agenda item 4 'Culture, Learning and Libraries – Inspire – Development Update and 2019 Review' as a County Council-nominated Director (and Board Chairman) of Inspire, which did not preclude him from speaking or voting.

Councillor Glynn Gilfoyle declared a non-pecuniary interest in agenda item 4 'Culture, Learning and Libraries – Inspire – Development Update and 2019 Review' as a County Council-nominated Director of Inspire, which did not preclude him from speaking or voting.

### **4. CULTURE, LEARNING AND LIBRARIES – INSPIRE- DEVELOPMENT UPDATE AND 2018/19 REVIEW**

#### **RESOLVED 2019/029**

That the update on the development of Inspire in the delivery of cultural, learning and library services across Nottinghamshire, and its achievements in the third year of operation, be accepted.

### **5. NEW RESOURCES AND WASTE STRATEGY FOR ENGLAND**

#### **RESOLVED 2019/030**

That:

- 1) the key proposals contained in the new Resources and Waste Strategy for England be noted;

- 2) authority be delegated to the Service Director, Place and Communities, following consultation and agreement with the Chair and/or Vice Chairs of Communities and Place Committee, to submit responses on behalf of the County Council to individual consultations published by central Government on the proposals included in the new Resources and Waste Strategy for England.

**6. NOTTINGHAMSHIRE AND NOTTINGHAM LOCAL AGGREGATES ASSESSMENT 2017**

This item was withdrawn.

**7. A614 MAJOR ROUTE NETWORK, SCHEME UPDATE, COMPULSORY PURCHASE ORDER AND SIDE ROAD ORDERS**

**RESOLVED 2019/031**

That:

- 1) the update on recent progress on the Scheme and next steps in project delivery be endorsed;
- 2) compulsorily acquiring land and rights required to deliver the A614 Major Route Network Scheme under sections 239, 240, 246, 249 and 250 of the Highways Act 1980 and the Acquisition of Land Act 1981 be approved in principle;
- 3) approval to progress negotiations with landowners to secure the land required to deliver the A614 Major Route Network Scheme in parallel to preparing a Compulsory Purchase Order be given;
- 4) the progression of documents required to make a Side Roads Order required under section 14 and 125, and in accordance with Schedule 1 of the Highways Act 1980 to deliver the A614 Major Route Network Scheme be approved;
- 5) the carrying out of any appropriate publicity for the scheme be approved.

**8. UPDATE ON THE SOUTHWELL FLOOD MITIGATION SCHEME**

**RESOLVED 2019/032**

That the update on progress made with the Southwell Flood Mitigation Scheme and the associated delivery timetable be endorsed.

**9. WORK PROGRAMME**

**RESOLVED 2019/033**

That, subject to adding the item 'Nottinghamshire and Nottingham Local Aggregates Assessment 2017' to the schedule for May 2019, the Committee's work programme be agreed.

The meeting concluded at 11:35 pm

**Chairman**

**9 May 2019****Agenda Item: 4****REPORT OF THE SERVICE DIRECTOR, PLACE AND COMMUNITIES****ANNUAL UPDATE – HOLME PIERREPONT COUNTRY PARK****Purpose of the Report**

1. To allow members to consider whether there are any actions they require in relation to the issues contained within the report and the presentation given.

**Information**

2. The Holme Pierrepont Country Park is managed on behalf of The Council by the Holme Pierrepont Leisure Trust via the management contractor Serco Leisure. An update on the performance of that contract is presented to Committee annually.

**Other Options Considered**

3. This process is tried and tested and provides Committee with valuable insight and opportunity to challenge the performance of the contract. Thus, the option not to present was not considered to be a viable option.

**Reason/s for Recommendation/s**

4. The development of the Country Park continued throughout the past twelve months, with a growing customer base, footfall and sales. Serco continue to operate the park to a high standard and will continue to do so as we develop the park further.
5. The presentation will focus on key improvements and business performance from 2018:
  - Park improvements
  - Accommodation Offer
  - Staff restructure - new posts and roles
  - Data capture improvements and marketing
  - National and International Events
  - Sports Development
  - The 2020 vision
  - Summary

**Statutory and Policy Implications**

6. 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**

7. The costs associated with the contract, currently amounting to £240,000 pa are provided for in existing budgets.

### **RECOMMENDATION**

1. That members consider whether there are any actions they require in relation to the issues contained within the report and the presentation given.

**Derek Higton**  
**Service Director, Place and Communities**

**For any enquiries about this report please contact:** Mark Croston, Cultural Services Commissioning Manager, T: 0115 9932712, E: [mark.croston@nottsc.gov.uk](mailto:mark.croston@nottsc.gov.uk)

### **Constitutional Comments (CEH 29/3/19)**

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

### **Financial Comments (RWK 25/03/19)**

9. 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.

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

All



**REPORT OF THE CORPORATE DIRECTOR, PLACE****NOTTINGHAMSHIRE AND NOTTINGHAM LOCAL AGGREGATES  
ASSESSMENT – 2017 SALES DATA****Purpose of the Report**

1. To inform the Committee of the latest 2017 sales figures for aggregate minerals in Nottinghamshire and to approve the Nottinghamshire and Nottingham Local Aggregates Assessment (LAA).

**Information and Advice**

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 2008-2017.
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 2017 sales is attached in Appendix A.

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 2017 sales figures stood at 1.30 million tonnes, a slight increase from the 2016 sales which was 1.27 million tonnes. However, this level is still lower than 2015 sales, which totalled 1.52 million tonnes, and the pre-recession sales of 2008 which totalled 2.37 million tonnes.
9. The 10-year sales average continues to fall, with it currently standing at 1.53 million tonnes. This decline is due to the greater influence of depressed sales since the recession in 2008.
10. The 3-year average also continues to fall, to 1.36 million tonnes which reflects the continuation of subdued sales since the recession and that the numbers of permitted quarries becoming operational to replace worked out quarries has remained low. See tables 1a & 1b below
11. Figure 2 on Page 9 of the LAA (Appendix 1) 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 2017 sales figure stood at 0.38 million tonnes, a slight increase on 2016 sales which totalled 0.32 million tonnes. The 10-year sales average shows a small fall and currently stands at 0.36 million tonnes. Again this fall is due to the greater influence of depressed sales figures since the recession. The 3-year average also shows a small fall, to 0.33 million tonnes. See tables 1a & 1b below. Figure 3 on Page 12 of the LAA (Appendix 1) sets out the previous 10-year annual sales information.

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

14. Imports and exports of aggregates are only recorded as a one year snap shot 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 2014. The surveys do not include a breakdown for Sherwood Sandstone, hence all sand and gravel import and export figures include Sherwood Sandstone.
15. The amount of sand and gravel and Sherwood Sandstone known to be exported from Nottinghamshire in 2014 was 1.07 million tonnes, or 60% of the total amount extracted (1.77 million tonnes). However an additional 210,000 tonnes is classified as having an unknown destination. If this 210,000 tonnes was also exported the

figure rises to 72%. However it should be noted that the export figure in 2009 (the last time such data was collected) was 52% so it is considered more likely that this 210,000 tonnes actually served markets within Nottinghamshire but unfortunately was not recorded as such.

16. The main export markets are 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.
17. 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 still totalled approximately 530,000 tonnes in 2014. It is likely that these imports supply markets close to the county boundary.

#### Crushed rock (including aggregate limestone)

18. 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 2017, in line with previous years. See tables 1a & 1b below. Figure 5 on Page 15 of the 2017 LAA (Appendix 1) sets out the previous 10 year annual sales information.

#### Imports and exports of crushed rock

19. Limestone resources in Nottinghamshire and Nottingham are relatively limited and therefore all crushed rock used in Nottinghamshire is imported. The 2014 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)	Current LAA  (2008- 2017)
Sand and gravel	2.58	2.43	2.24	2.05	1.89	1.7	1.53
Sherwood Sandstone	0.46	0.44	0.42	0.40	0.39	0.37	0.36

Limestone	0.08	0.06	0.05	0.03	0.02	0.005	0.002
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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)	Current LAA  (2015- 2017)
Sand and gravel	1.51	1.61	1.55	1.46	1.45	1.4	1.36
Sherwood Sandstone	0.33	0.34	0.35	0.35	0.37	0.35	0.33
Limestone	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### Alternative Aggregates

20. 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.
21. 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.
22. 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.
23. 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.
24. Local data for alternative aggregates remains limited. The only data available is throughput data at permitted recycling facilities rather than sales data.
25. 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

26. 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.
27. 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

28. 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

29. 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

30. 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.
31. 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. Responses from adjacent Minerals Planning Authorities generally considered the content of the LAA is satisfactory.

## **Conclusion**

32. The 2017 data shows that sales of sand and gravel in Nottinghamshire have increased marginally against the 2016 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.
33. 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.
34. The LAA is produced annually and will be used to monitor sales in Nottinghamshire.

## **Other Options Considered**

35. The only other option would be not to approve or publish a new Local Aggregate Assessment but 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**

36. 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**

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

## **Financial implications**

38. 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**

That Committee approve the Nottinghamshire and Nottingham Local Aggregates Assessment – 2017 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 (RHC 13/3/2019)**

39. Communities and Place Committee is the appropriate body to consider the contents of this report by virtue of its terms of reference.

## **Financial Comments (SES 15/03/19)**

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

## **Background Papers and Published Documents**

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

None

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

All





# **Nottinghamshire and Nottingham Local Aggregates Assessment**

Containing 2017 sales data

Published April 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 2008 and 2017 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. This can be seen most dramatically in the sand and gravel sales and between 2008 -2009. In 2009 and 2016, sales of sand and gravel fell to their lowest level since records began in 1973.

The 2017 sales data shows a small increase in sand and gravel sales and a small fall for Sherwood Sandstone sales compared to the 2016 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, with sand and gravel sales steadily falling and Sherwood Sandstone remaining broadly stable and crushed rock (limestone) remaining at zero (see table 1).

Table 1: Sales and landbank figures as of December 2017

	2017 sales (million tonnes)	10 year sales average 2008-2017 (million tonnes)	3 year sales average 2015-2017 (million tonnes)	Permitted reserves (million tonnes)	Landbank (years)
Sand and gravel	1.3	1.53	1.36	17.92	11.69
Sherwood Sandstone	0.38	0.37	0.36	3.8	10.27
Crushed rock (limestone)	0.00	0.002	0.00	3.34	1670*

\*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 1<sup>st</sup> January to 31<sup>st</sup> 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 asphalt 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.

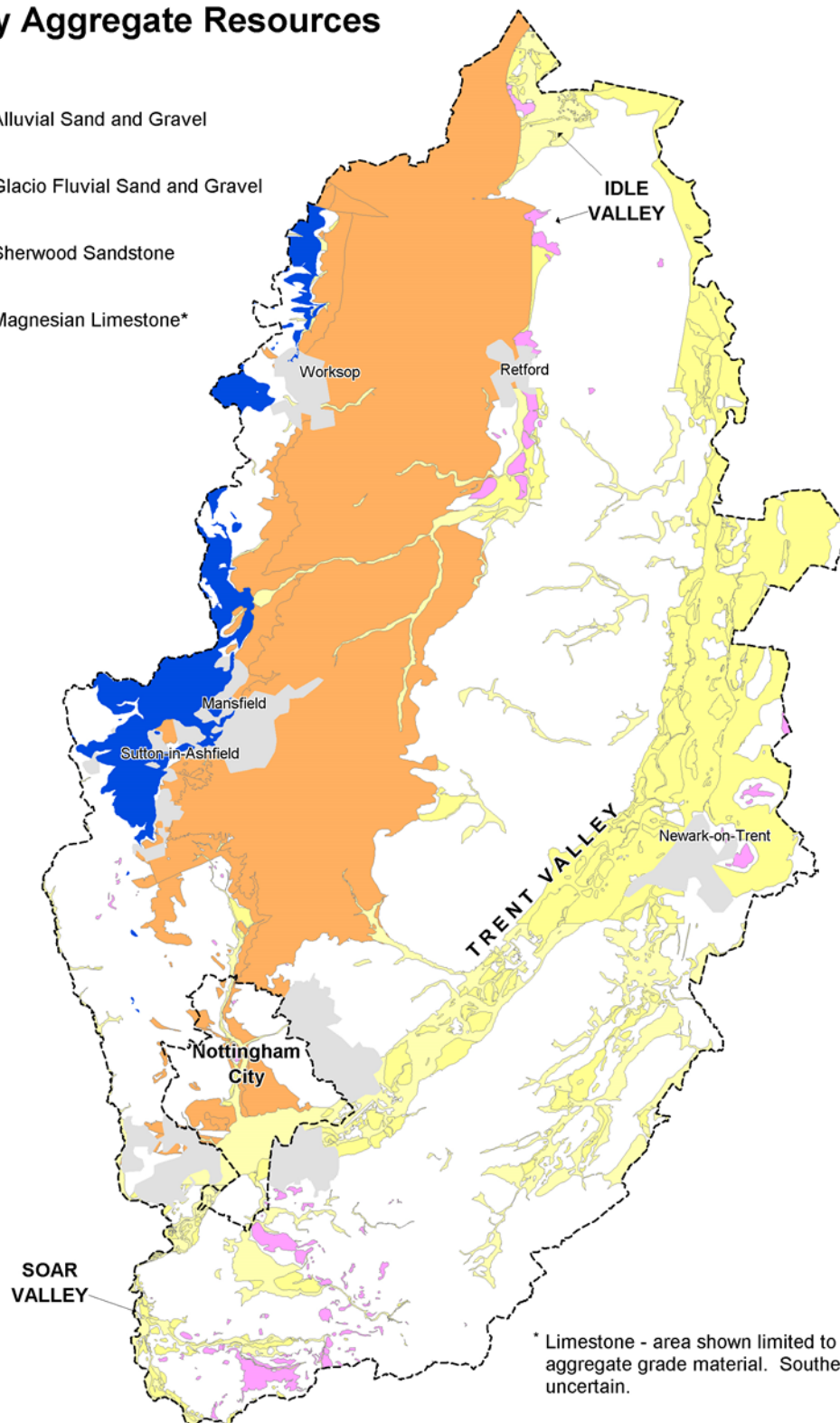
### Magnesian Limestone

- 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.

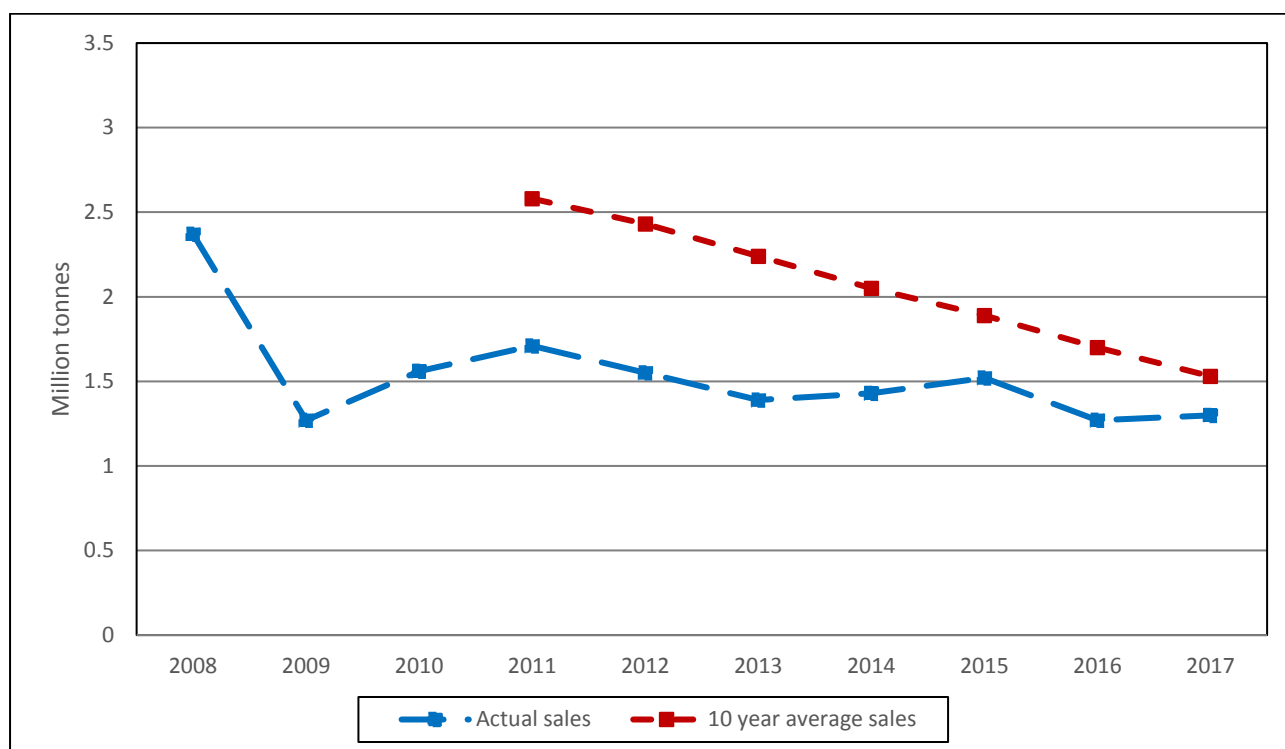


## Local production

### Sand and gravel

- 3.1 As shown in Figure 2, sales for sand and gravel fell from 2.37 million tonnes in 2008 to just 1.27 million tonnes in 2009, the lowest production figure since records began in 1973. This was a result of both the 2008 recession and production at Finningley quarry temporarily moving across the County boundary into Doncaster. In 2010 and 2011, extraction at Finningley quarry recommenced within the County boundary and with increased economic activity, sales did increase but fell again slightly in 2013. Small increases were recorded in 2014 and 2015, however sales fell back to 1.27 million tonnes in 2016 as approximately half of the annual output from Finningley moved out of the County boundary into Doncaster. Sales in 2017 increased slightly to 1.30 million tonnes, as shown in Figure 2 below.
- 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 2: Sales of sand and gravel 2008-2017 against the 10 year average sales figure.**  
(Figures in million tonnes)



Year	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Sales (Million tonnes)	2.37	1.27	1.56	1.71	1.55	1.39	1.43	1.52	1.27	1.30

## 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 17.89 million tonnes, with average sales over the last 10 years standing at 1.53 million tonnes per annum. Therefore, as of December 2017 the landbank stood at 11.69 years of production. This is above the minimum 7-year landbank requirement set out in the NPPF.
- 3.5 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	1.00
Girton	Tarmac	Inactive	3.56
Besthorpe	Tarmac	Active	1.2
Sturton Le Steeple	Tarmac	Yet to be worked	7.1
East Leake	CEMEX	Active	2.0
Cromwell	CEMEX	Active	1.36
Misson West	Hanson	Active	0.0015 (15,000 tonnes)
Misson Newington	Hanson	Active	0.2
Scrooby	Rotherham Sand & Gravel	Active	0.65
Finningley	Tarmac	Active	0.28
Misson Bawtry Road	Rowley	Active	0.54
TOTAL			17.89

## Geographical spread of sand and gravel quarries

- 3.6 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 2017, the location of quarries with planning permission in Nottinghamshire is set out in table 3.

**Table 3: Current location of quarries in Nottinghamshire**

Geographic Area	Total tonnage in the area (million tonnes)	Percentage of total reserves
Idle Valley	8.77*	49%
Newark	7.12	39.8%
Nottingham	2	11.2%

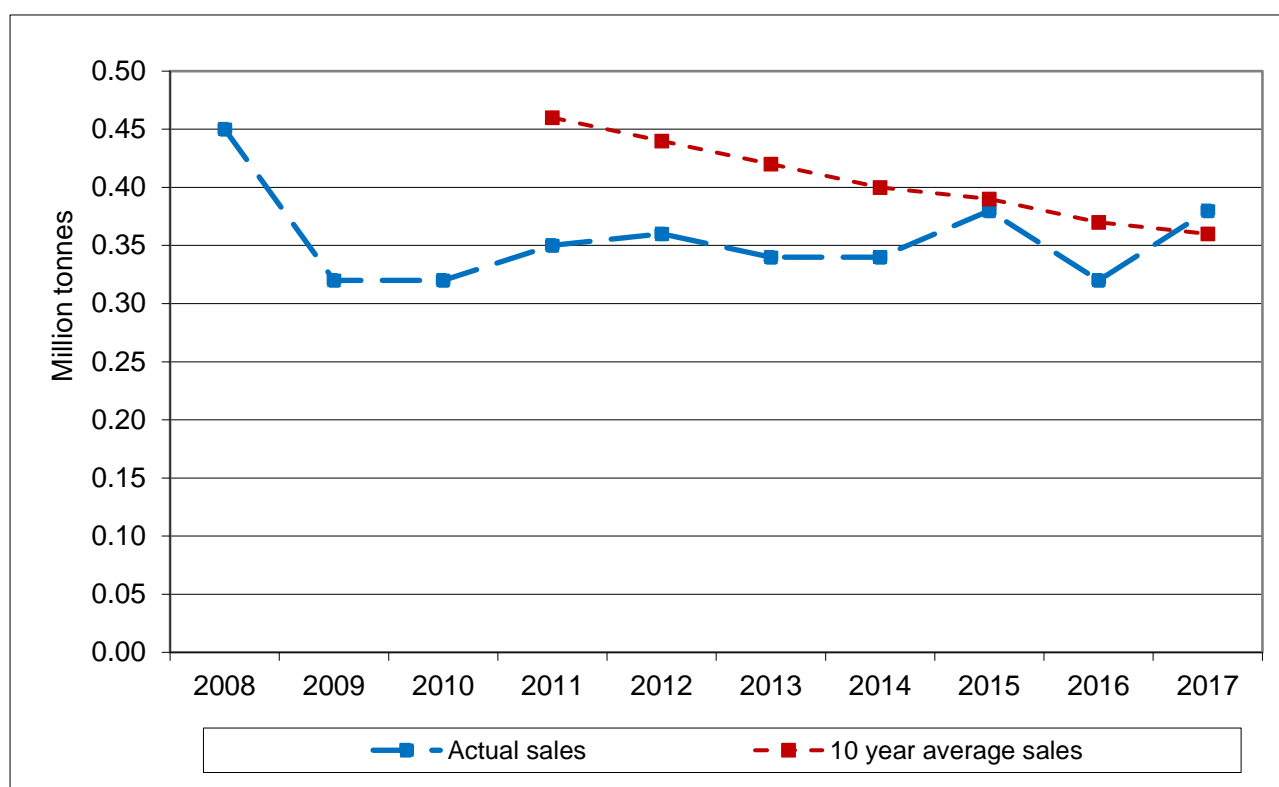
\*Of the 8.77 million tonnes in the Idle Valley, 7.1 million tonnes is in the Sturton Le Steeple quarry, which is currently inactive.

- 3.7 Whilst this shows the current geographic spread, 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

- 3.8 Historically Sherwood Sandstone sales have been much lower than sand and gravel sales as it is generally used in different, more specialist markets. Sales fell from 0.45 million tonnes in 2008 to a low of 0.32 million tonnes in 2009. Since 2010 sales have remained relatively stable, between 0.32 and 0.38 million tonnes a year, (see Figure 3 below) with sales in 2017 at 0.38 million tonnes.

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



Year	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Sales (million tonnes)	0.45	0.32	0.32	0.35	0.36	0.34	0.34	0.38	0.32	0.38

## Resources and landbank

- 3.9 There are five 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 3.8 million tonnes, with average sales over the last 10 years standing at 0.36 million tonnes. Therefore, as of December 2017 the landbank stood at 10.55 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	1.79
Bestwood 2	Tarmac	Active	1.13
Carlton Forest	Tarmac	Dormant	0.05
Two Oaks Farm	Mansfield Sand Company	Active	0.34**
Scrooby Top	Rotherham Sand & Gravel	Inactive	0.48
TOTAL			3.79

Note: \*\* Pending reassessment by the mineral operator

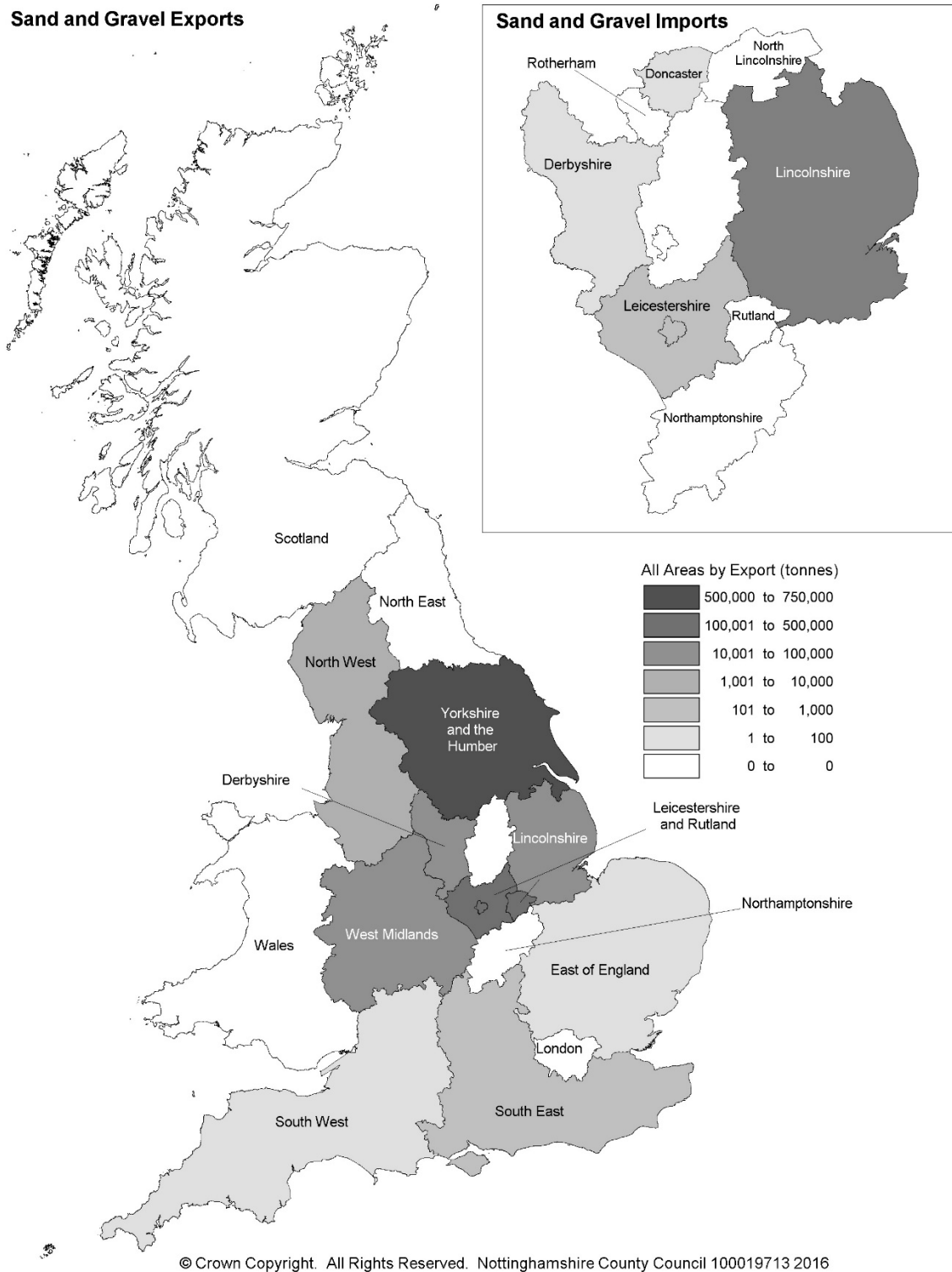
### Imports and exports of sand and gravel (including Sherwood Sandstone)

- 3.10 Imports and exports of aggregates are only recorded as a one year snap shot 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 2014. The surveys do not include a breakdown for Sherwood Sandstone, hence all sand and gravel import and export figures in this report include Sherwood Sandstone.
- 3.11 The amount of sand and gravel and Sherwood Sandstone known to be exported from Nottinghamshire is 1.07 million tonnes, or 60% of the total amount extracted (1.77 million tonnes). However an additional 210,000 tonnes is classified as having an unknown destination. If this 210,000 tonnes is also exported the figure rises to 72%. However it should be noted that the export figure in 2009 (the last time such data was collected) was 52% so it is considered more likely that this 210,000 tonnes actually served markets within Nottinghamshire.
- 3.12 The results of the 2014 full survey shows that Nottinghamshire exported approximately 400,000 tonnes to Rotherham and Doncaster making it the main export market followed by other neighbouring authorities in the East Midlands<sup>1</sup>. This is due to limited resources elsewhere and the quality of the gravel that meets the specifications for making high strength concrete. However some is transported a much greater distance. See Figure 4.
- 3.13 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 530,000 tonnes. It is likely that these imports supply markets close to the county boundary.
- 3.14 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

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

relatively limited. National figures identify the average distance travelled in 2016 was 30 miles<sup>2</sup>. No data is available at the local level.

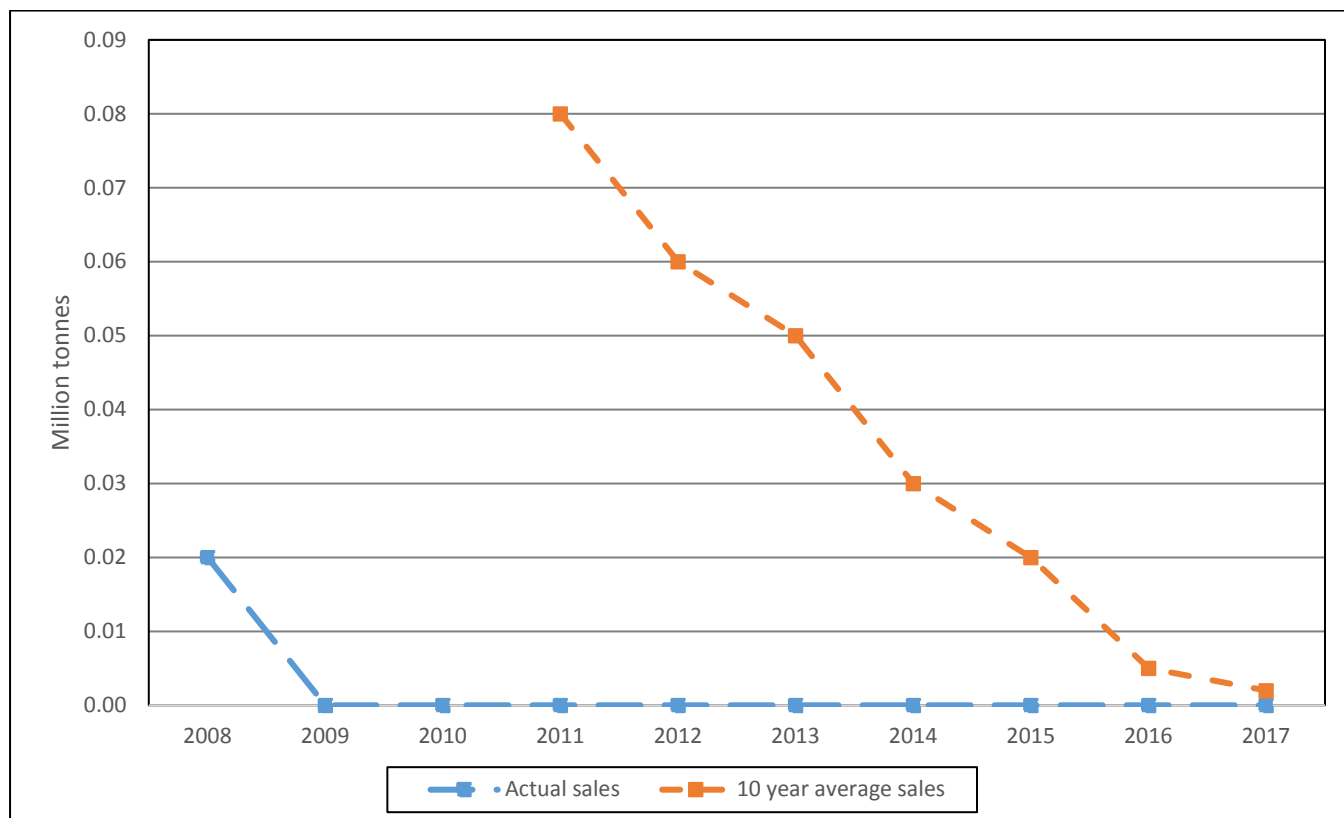
**Figure 4: Sand and gravel (including Sherwood Sandstone) imports and exports to and from Nottinghamshire, 2014 (tonnes)**



### Crushed rock (including aggregate limestone)

- 3.15 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 5: Sales of aggregate limestone, 2008-2017 against 10 year average sales figure. (Figures in million tonnes)**



Year	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Sales (million tonnes)	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### Resources and landbank

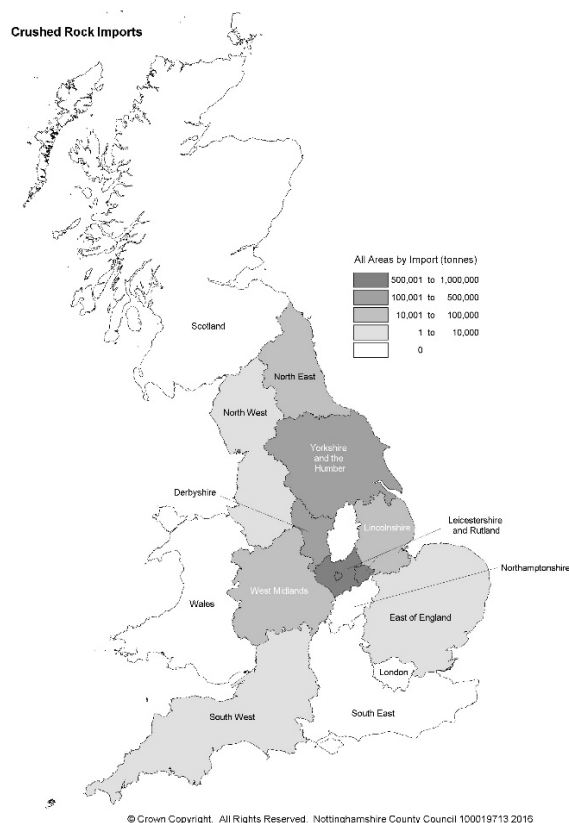
- 3.16 Nottinghamshire only has one dedicated aggregate limestone quarry (at Nether Langwith). The quarry was originally opened to supplement a much larger quarry in Derbyshire, however it has been mothballed since 2007. Some aggregate is also produced from reject stone at a building stone quarry at Linby although this tonnage is small. Given that no aggregate is currently being worked, the landbank is theoretically increasing rapidly, however this figure should be used with caution. Permitted reserves currently total 3.34 million tonnes, with

average sales over the last 10 years standing at 0.002 million tonnes. Therefore, as of December 2017 the landbank stood at 1670 years. This is significantly above the minimum of 10 years and will continue to increase rapidly whilst Nether Langwith quarry remains dormant.

### Imports and exports of crushed rock

- 3.17 Limestone resources in Nottinghamshire and Nottingham are relatively limited therefore the majority of crushed rock is imported. The 2014 Full East Midlands Annual Minerals Survey states that 1.26 million tonnes of crushed rock were imported into Nottinghamshire, whilst no mineral was exported.
- 3.18 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.
- 3.19 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.

**Figure 6: Crushed rock imports into Nottinghamshire, 2014 (tonnes)**



Source: East Midlands Aggregate Working Party 2014



## **Alternative aggregates**

- 3.20 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 also fell in line with the sales of primary aggregates and production as a result of the recession. In 2016 sales of recycled aggregates was 66.9 million tonnes (29% of total aggregates sales)<sup>3</sup>. Despite this, Britain is still the best in Europe for recycling aggregates and it is estimated that alternative aggregates use in GB is around three times higher than the European average.
- 3.21 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.
- 3.22 Local data for alternative aggregates is very limited however the main types of alternative aggregates in Nottinghamshire are set out below:

### Power station ash

- 3.23 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 year<sup>4</sup>. 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 date<sup>5</sup>.
- 3.24 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

- 3.25 Construction and demolition waste is made up of a range of materials including rubble, metals, glass, plastic and other construction materials.
- 3.26 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.

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<sup>3</sup> Minerals Products Association – The Mineral Products Industry at a Glance 2016

<sup>4</sup> East Midlands Aggregate Working Party - Annual Survey and Report 2014

<sup>5</sup> UK Quality Ash Association

- 3.27 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 2010/11<sup>6</sup>.
- 3.28 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.
- 3.29 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.
- 3.30 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).
- 3.31 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 Nottinghamshire<sup>7</sup>. The figures show that over the 10 year period, throughput hit a low in 2010 before steady increasing to 2015.

Table 5: 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
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
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
Total	0.47	0.40	0.34	0.38	0.13	0.21	0.31	0.41	0.47	0.47

<sup>6</sup> 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.

<sup>7</sup> Data sourced from the Environment Agency Waste Data Interrogator

(million tonnes)										
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- 3.32 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.
- 3.33 Planning policies relating to recycled and secondary aggregates can be found in the Nottinghamshire & Nottingham Waste Core Strategy (adopted December 2013).

### **Local production conclusion**

- 3.34 Compared to historic (pre-2007) sales of sand and gravel and Sherwood Sandstone, the 2017 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
- 3.35 At the end of 2017, Nottinghamshire's sand and gravel landbank was above the 7 year minimum requirement and has steadily been increasing in recent years. With Permitted reserves remaining relatively stable 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.
- 3.36 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.
- 3.37 At the end of 2017, Nottinghamshire had 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.
- 3.38 Crushed rock sales remain at zero with the county's needs being met by imports from adjoining counties. At the end of 2017, 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.
- 3.39 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 1.53 million tonnes. This figure has steadily fallen since the first LAA was produced in 2013 and reflects the greater influence of the recession and continued lower level of economic output over the most recent 10 year period. The three year average figure has also slowly fallen since the first LAA was produced and stands at 1.36 million tonnes. Table 6 sets out the average production figures.

**Table 6: 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)	Current LAA (2008-2017)
10 year average sales (million tonnes)	2.58	2.43	2.24	2.05	1.89	1.7	1.53
	(2009-2011)	(2010-2012)	(2011-2013)	(2012-2014)	(2013-2015)	(2014-2016)	(2015-2017)
3 year average sales (million tonnes)	1.51	1.61	1.55	1.46	1.45	1.4	1.36

## 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 2017. 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 3 year average figure has remained stable and stands at 0.33 million tonnes. Table 6 sets out average sales figures.

**Table 6: 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)	Current LAA (2008-2017)
10 year average sales (million tonnes)	0.46	0.44	0.42	0.40	0.39	0.37	0.36
	(2009-2011)	(2010-2012)	(2011-2013)	(2012-2014)	(2013-2015)	(2014-2016)	(2015-2017)
3 year average sales (million tonnes)	0.33	0.34	0.35	0.35	0.37	0.35	0.33

- 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 year average figure is 0.002 million tonnes which reflects sales earlier in the 10 year period. The 3 year average figure is 0.00 million tonnes (see Table 7).

**Table 7: 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)	Current LAA (2008-2017)
10 year average sales (million tonnes)	0.08	0.06	0.05	0.03	0.02	0.005	0.002
	(2009-2011)	(2010-2012)	(2011-2013)	(2012-2014)	(2013-2015)	(2014-2016)	(2015-2017)
3 year average sales (million tonnes)	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 figures have shown a small but steady decline indicating sales have not increased 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.

### **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 comprises of 10 warehouse units, a rail freight terminal and the construction of the Kegworth Bypass. The quantifiable amount of minerals required for the site and from Nottinghamshire is unknown.
- 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 Prodcum 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.

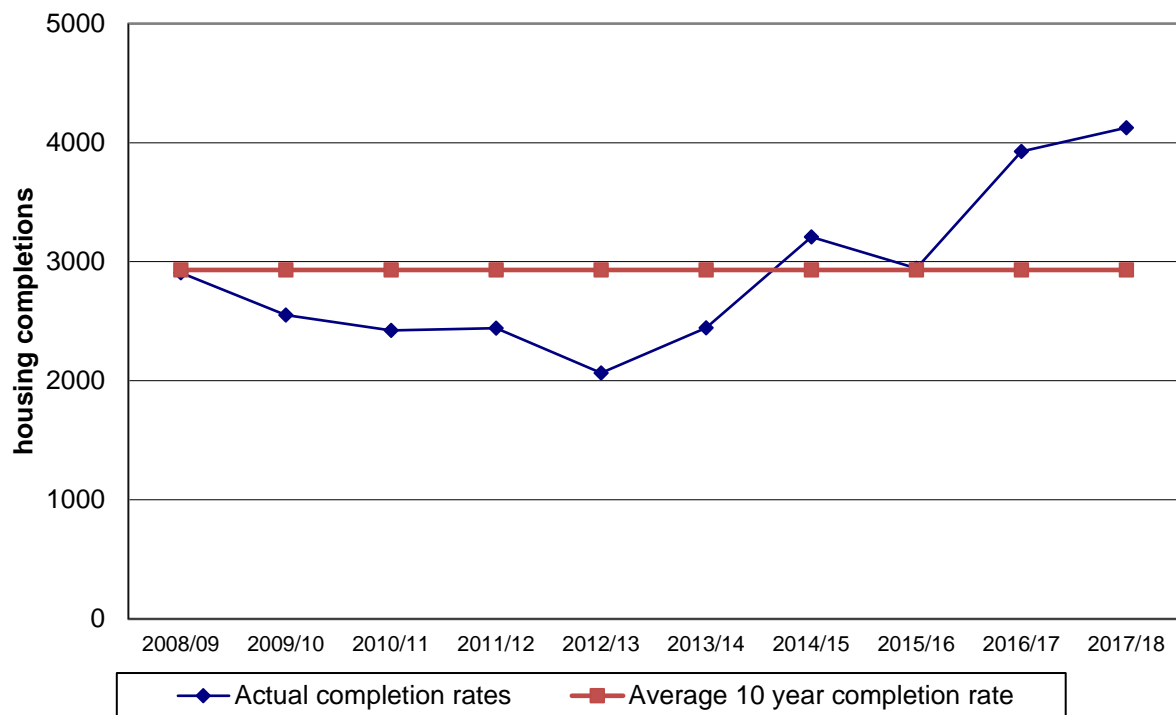
### **House building**

- 5.11 Nottingham City and the District/Boroughs throughout the County are at different stages of their Local Plan preparations, however, all have identified their future housing requirements set out over different time periods. Planned house-building rates for the area are estimated at 4,574 dwellings per annum (see table 8). Average completions over the last ten year period have been 3,008. Completions peaked at 4,674 in 2006/2007 (see figure 7).
- 5.12 Depending on future local economic conditions, housing completions are expected to increase over the life of the plan period, however there is some uncertainty regarding the potential achievement of the planned housing completion rates.

**Table 8: Future house building rates per annum**

<b>District/Borough</b>	<b>Requirement</b>	<b>Average Annual Requirement</b>
Ashfield District Council Ashfield Local Plan Publication Local Plan, September 2016	7,683 dwellings (2016 to 2032)	452 dwellings
Bassetlaw District Council Bassetlaw Initial Draft Local Plan October 2016	6525 dwellings (2019-2034)	435 dwellings
Broxtowe Borough Council Greater Nottingham Aligned Core Strategies Part 1 Local Plan, September 2014	6,150 dwellings (2011-2028)	362 dwellings
Gedling Borough Council Greater Nottingham Aligned Core Strategies Part 1 Local Plan, September 2014	7,250 dwellings (2011-2028)	426 dwellings
Mansfield District Council Mansfield Local Plan Part 2; Publication Draft September 2018	6,500 dwellings (2016-2033)	325 dwellings
Newark and Sherwood District Council Newark and Sherwood Allocations and Development Plan Document July 2013	14,800 dwellings (2006-2026)	454 dwellings
Nottingham City Council Nottingham Land and Planning Policies Part 2 Local Plan, January 2016	17,150 dwellings (2011-2028)	1,009 dwellings
Rushcliffe Borough Council Rushcliffe local Plan Part 2: Issues and Options January 2016	13,150 dwellings (2011-2028)	774 dwellings
	TOTAL	4,237 dwellings

**Figure 7: Housing completions in Nottinghamshire**



- 5.13 Whilst house building uses a significant amount of aggregates, the Minerals Product Association estimate that new house building only makes up approximately 20% of overall aggregate use and therefore is only part of the equation when considering future demand.

### Future demand from the Rotherham and Doncaster markets

- 5.14 The Rotherham and Doncaster Local Aggregates Assessment 2017 states that whilst its sand and gravel landbank stands at 29 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.
- 5.15 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.
- 5.16 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.

- 5.17 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.
- 5.18 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.
- 5.19 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**

- 5.20 The Leicestershire Minerals and Waste Local Plan identifies a sand and gravel shortfall of 13.57mt over the plan period to 2031. However only 7.2mt has been identified in the plan. As a result additional sand and gravel will need to be sourced from either unallocated quarries across Leicestershire or from reserves outside the county.
- 5.21 Some sand and gravel is already exported from Nottinghamshire to Leicestershire and at the last full survey (in 2014) it stood at 121,000 tonnes.
- 5.22 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.
- 5.23 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**

- 5.24 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.

- 5.25 No additional infrastructure projects have been identified since the last LAA was published. The existing projects include HS2 rail project and the East Midland Freight depot and the A46/A1 road improvements. 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.
- 5.26 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 expected to increase over the life of the district/borough local plans (generally to 2030), however actual housing completions will vary and will be largely be dependent on the health of the economy in the future. House building is likely to increase demand for aggregates although it is just one element of overall demand.
- 5.27 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.
- 5.28 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.
- 5.29 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 1.53 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 draft plan consultation 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 un-predictable 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 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.





**9<sup>th</sup> May 2019**

**Agenda Item:6**

## **REPORT OF THE SERVICE DIRECTOR, PLACE AND COMMUNITIES**

### **UPDATE ON KEY TRADING STANDARDS AND COMMUNITIES MATTERS**

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

1. To update the Committee on key Trading Standards and Communities matters, including progress to raise additional income in the Service.

#### **Information**

##### **Trading Standards**

2. **Knife Crime** - National Trading Standards is calling on retailers to do more to prevent knife crime, after interim findings from a Home Office funded test purchase programme revealed many retailers were selling knives without undertaking appropriate age verification.
3. The programme began in October 2018, and by the end of January, had found a 12% failure rate among retail premises visited. This grew to 50% among online retailers. Retailers who failed the checks included a number of well-known high street and online brands.
4. The national exercise also found that more than 70% of retailers visited do not have theft prevention measures in place in relation to knives.
5. Locally, recent test purchases of knives have been conducted by Nottinghamshire Police. Trading Standards Officers, accompanied by Neighbourhood Policing officers, will be conducting revisits to those premises which failed these test purchases in order to improve systems and procedures to prevent knife sales. A total of 4 shops failed out of 26 inspections, all of which sold knives (as opposed to other bladed articles).
6. Nottinghamshire Police has conducted the test purchases as part of Operation Sceptre, the Government supported national knife crime reduction campaign that has involved 44 Police Forces. Trading Standards will continue to support further work in this area as Operation Sceptre is rolled out again later this year.
7. **Tackling Fraud against the Vulnerable** – “Scam” is a slang term for personal fraud. Mass marketing scams and doorstep crime are the frauds most commonly targeted against the vulnerable. The average age of a scam victim is 75.

8. Over 53% of people over 65, believe they have been targeted by fraud, and the 1 in every 14 of this group with Dementia are even more susceptible. Under the Care Act, financial abuse needs to be considered a safeguarding concern when it affects those with care and support needs.
9. Officers have been working with colleagues from Nottinghamshire Police, District Councils and Adult Social Care to develop a Safer Nottinghamshire Board (SNB) Strategy, "Tackling Fraud against the Vulnerable".
10. The strategy, recently approved by the Board puts an emphasis on coordinated efforts on fraud and scam prevention across all stakeholders and representatives. A "task and finish group" will produce and oversee an action plan, which will improve the way agencies work together.
11. [www.friendsagainstscams.org.uk](http://www.friendsagainstscams.org.uk) - The County now has 830 "Friends" and 37 registered "Scam Marshalls", placing it third highest nationally for Scam Marshalls (national total is 611). Recent promotion including Neighbourhood Alert messages, a Team Talk item, and promoting the scheme with Nott's Watch neighbourhood watch volunteers has proven effective. .
12. **Victim Care** - officers are working with Victim Care to deliver scams and doorstep crime training, and to generally work more closely together to improve the way we safeguard vulnerable victims.
13. **NottsWatch** - officers have joined forces with NottsWatch and placed an article in their recent newsletter, highlighting the Nominated Neighbour scheme, and other areas of support to prevent residents becoming a victim of doorstep crime.
14. **Hawtonville Day of Action** - Officers worked in partnership with Newark and Sherwood District Council during a day of action at Hawtonville, to help increase awareness of doorstep crime and scams prevention.
15. **Nominated Neighbour** - Trading Standards continue to work with Newark and Sherwood District Council regarding implementing the Nominated Neighbour Scheme in supported living housing complexes that it owns.
16. Officers have been working with Rushcliffe Borough Council regarding implementing a further scheme at another of its supported living complex.
17. **Environmental Weight Restrictions (EWR's)** - Trading Standards and Highways are developing the targeted enforcement programme of the County's EWR's for 2019/20. Heavy goods vehicles using inappropriate routes create serious safety hazards for other road users and pedestrians, as well as significant damage to buildings, roads and bridges.
18. The 2019/20 programme will continue to include a 100% response to all Lorry Watch reports from the community, and a number of targeted enforcement operations.
19. In 2018/19, over 450 Lorry Watch reports were received, up from 400 in 2017/18. Residents can report vehicles suspected of breaching restrictions via the online system on the County Council website.
20. Reported sightings act as useful intelligence to enable officers to target enforcement exercises at locations and at times that cause most concerns to the communities. A number of new restrictions are planned, which will require more intensive initial enforcement to ensure compliance.
21. **Illicit Tobacco** – Officers continue to apprehend those individuals who sell and distribute illicit tobacco products. A warrant was recently executed at a residential address in Mansfield, which

resulted in £9k worth of illicit tobacco being seized, and the home-seller receiving a formal caution for the first time offences

22. Officers are continuing to work with colleagues in Environmental Health and Notts Fire Service to join-up inspections, and use other methods of disruption against businesses that sell illicit tobacco.

23. **Regional Investigations Team (RIT)** The Team continues to investigate complex cross border frauds, that impact upon not only Nottinghamshire residents, but further afield.

24. The work of the Team is wholly funded by the National Trading Standards Board (NTSB), and the Board has recently agreed a total of £1.04m for 2019/20. This is split between:

- 3 'legacy' investigations – £716k
- Core Team budget - £320k

25. Further, where tasked investigations develop, and are subsequently identified as having a national (level 3) impact that core team funding is insufficient to address, additional funding can be applied for. It is anticipated that at least one further investigation will be the subject of a bid for additional national funding in year.

26. One of the current operations involves an alleged national energy tariff fraud, listed for a 10-week trial at Nottingham Crown Court, which commenced the 25<sup>th</sup> March.

27. **Income Progress 2018-19 – Appendix 1.** The progress update is attached as **Appendix 1.**

28. As previously reported, the Service was given a 3 year programme of additional income targets, following engagement in the Authority's Commercial Development Unit process. The targets set were:

Year	2017-18	2018-19	2019-20
Additional Income Target (£k)	£95k	£107k	£133k

29. As with many new ventures, 2017-18 was more challenging than hoped, and the Service fell short of target by £20k. Further, the temporary nature of some income means that it is variable year to year, so it was known that a proportion of 2017-18 would not continue in 2018-19.

30. For 2018-19, this meant that not only did the Service have to generate new business of £107k, but had to make up the 2017-18 shortfall of £20k, and find £110k to cover 2017-18 income that had ended. The net effect of all these factors was, that at the beginning of the year, the Service needed to find new income of at least £237k.

31. New business advice income alone for 2018-19 in the end totalled £239k. On top of this, the Service had a very successful year from other income streams. At year end, the Service brought in over £180k in excess of target. Once again though, much of this will have been 'one-off' for 2018-19 only.

32. For 2019-20, the Service's strategy remains to explore and develop new services that can be offered to businesses. The development of the comprehensive regulatory support package, in partnership with Rushcliffe Borough Council, is progressing well.

33. **Legal Update – Counterfeit Product - Justin Marriott** – Marriott appeared in the Crown Court in January, charged with the possession of counterfeit electrical items and clothing. He pleaded guilty to the charges. He was sentenced to 7 months in prison (suspended for 2 years) and ordered to undertake 150 hours unpaid work. A proceeds of crime investigation is continuing.
34. **Illicit tobacco – Alans Newsagents** – A trial was listed in Crown Court in March 2018 for 3 defendants charged with offences for supplying counterfeit and dangerous cigarettes from the shop in Beeston. Due to lack of court time, the trial was put back until March 2019. On the first day of trial, the 3 defendants pleaded guilty, and were all given a conditional discharge. If they are later found committing further offences, they may be re sentenced for these offences.
35. **Doorstep Criminal – James Eaton** - he appeared at an initial hearing in the Nottingham Crown Court in June 2018, and entered not guilty pleas. At the trial in January 2019, Eaton pleaded guilty to 7 counts of fraud, and is scheduled to be sentenced in April.
36. **Doorstep Crime** - In a separate case, another defendant has been charged with fraud offences for making false representations to customers about building work he was undertaking. He appeared in Crown Court in November 2018 and pleaded not guilty to 8 counts of fraud. He is listed for trial in June 2019.
37. **Animal Health – Illegal Landing** - A man has been charged with the illegal landing of a puppy in Nottinghamshire. He was due to appear in court in January 2019, but failed to attend, and a bench warrant was issued for his arrest. He is charged with offences under the Rabies Act, and fraud.
38. **Animal Health – Theft and Animal By-products** - A Lincolnshire farmer has been charged with the theft of sheep, offences for animal by product breaches, and also failure to maintain records of movements of his animals. He has pleaded not guilty to the charges, and is due for trial in Crown Court in June 2019.

## COMMUNITIES

39. **Working with Vulnerable Communities** - At the March meeting, Committee approved the Communities Strategy as the framework for how the Team supports the Council Plan, to achieve “strong and vibrant communities”.
40. As part of this, the Team will be developing new ways to address complex issues and vulnerability. Efforts will be focussed on issues regarding Gypsy, Roma and Travellers; homelessness; migrants; asylum seekers; and people with learning disabilities. These groups are those identified as the most disadvantaged groups by the Equality and Human Rights Commission, sharing similar experiences in relation to work, health and care, education, prisons, and stigma.
41. Accessing public services presents significant challenges for many, with those people and communities, in particular, facing barriers, and being effectively locked out of opportunities. Factors such as socio-economic, deprivation, social invisibility, cultural barriers, stigma and stereotyping all contribute to the problems.
42. The Communities Team is already undertaking some work with partners, including community and voluntary organisations, district councils, the police and faith organisations to develop effective initiatives to support the most vulnerable and disadvantaged.
43. Current work includes:
- Working with Community Safety Partnerships to identify the key issues for Gypsy, Roma and Traveller communities, and co-ordinating a County Council response to addressing;

- Co-ordinating a partnership approach to tackling some of the deep rooted challenges for emerging communities, migrants and asylum seekers;
  - Tackling hate crime through co-ordinating partnership approaches, to de-stigmatise 'difference', for example for people with learning disabilities;
  - Working with partners including the District Council's and the voluntary sector to tackle homelessness and its causes; and
  - Refreshing the protocol for managing unauthorised encampments on County Council land.
44. **Neighbourhood Watch – Common Ground** - The Council and NottsWatch are developing a strong partnership. In recognition of the mutually shared vision, both are collaborating to help communities to understand that the solutions needed to their issues, often lie within those local communities.
45. A conference is being hosted by the Council, NottsWatch and Community Organising Notts on 6<sup>th</sup> July 2019, funded by the Police and Crime Commissioner. It will celebrate the signing of a new Memorandum of Understanding between the 3 parties, which sets out a commitment to work together to build community resilience.
46. The conference is an opportunity to encourage organisations to seek "Common Ground", to establish partnerships, with the aim of truly helping to make Nottinghamshire a great and safe place to live.
47. The event will also celebrate the achievements of some of Nottinghamshire's outstanding residents that are going above and beyond to make Nottinghamshire a great place to live. Certificates will be awarded to residents that have attended Community Organising Training.
48. **Age Friendly Nottinghamshire** – This key community mobilisation initiative focused in the pilot phase on reducing the impact of loneliness on older people. The evaluation from the pilot found that loneliness results in isolation and has negative impacts for people of all ages.
49. When funding for the Age Friendly pilot came to an end, Public Health colleagues decided to fund a broader initiative to reduce loneliness in people of all ages and backgrounds. As such, the Age Friendly name for the initiative no longer reflects the initiative's remit.
50. As such, this initiative's name has now been changed from Age Friendly Nottinghamshire, to Community Friendly Nottinghamshire.

## Reason/s for Recommendation/s

51. To ensure appropriate political oversight of key Trading Standards and Communities matters.

## Statutory and Policy Implications

52. 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**

53. The Service makes significant contributions to reducing crime and disorder as outlined in the information provided in the body.

## **Human Resource Implications**

54. The report contains no additional human resource implications.

## **Financial Implications**

55. The report contains no additional financial implications, with all activity proposed being funded from within the existing service budget.

56. The report sets out the additional income achieved for 2018/19 in appendix 1, and also the 2019/20 National Trading Standards funding to be provided of £1.04m.

## **RECOMMENDATION/S**

That the Committee:

- 1) Ratifies the updates given regarding key Trading Standards and Communities matters; and
- 2) Ratifies the update given regarding the progress of raising additional income in the Service.

**Derek Highton,  
Service Director, Place and Communities**

**For any enquiries about this report please contact:** Mark Walker, Group Manager, Trading Standards & Communities. Tel: 0115 977 2173

## **Constitutional Comments (KK 25/03/19)**

57. The proposals in this report are within the remit of the Communities and Place Committee

## **Financial Comments (SES 22/03/19)**

58. The financial implications are set out in paragraph 53 of the report.

## **HR Comments (JD 29/3/19)**

59. The human resources implications are explicit in the body of the report.



## **Background Papers and Published Documents**

- None

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

- All



## **APPENDIX 1**

### **REPORT ON INCOME PERFORMANCE OF THE TRADING STANDARDS AND COMMUNITIES SERVICE**

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

1. To provide a quarterly update on the progress made by Trading Standards following the Service's involvement in the Authority's commercial development programme.
2. This report covers the period up to, and including, Quarter 4 of 2018-19.

#### **Cumulative Additional Income**

3. The income deriving from new commercial activity is summarised below:

<b>Contract Type</b>	<b>Number of Sales</b>	<b>Total Amount (£)</b>
New Annual Contracts	8	<b>236,280</b>
Individual Product Sales	5	<b>2,399</b>
Projects	3	<b>678</b>
<b>CUMULATIVE TOTAL</b>		<b>239,357</b>

4. It is anticipated that the overall income for the service will exceed the required budget by £180k which already includes the additional income target.
5. The other income streams that the Service has include areas such as weights & measures verifications, enforcement commissions, and supporting other local authorities and agencies with a variety of official controls.

#### **Information and Advice**

6. **One Stop Regulatory Support Offer** - The Service has entered into the first joint Primary Authority relationship in conjunction with Rushcliffe Borough Council. There are also some other proposals that have now been made to other organisations for consideration, where joint regulatory support is being offered.
7. This first partnership is an important step, as it will help develop and refine joint working mechanisms. The Service continues to develop the relationship with Rushcliffe, and is currently looking at how the one stop shop offer can be effectively promoted through appropriate joint branding.
8. Work is underway to expand the collaboration to other regulatory organisations, and productive discussions continue with those other parties.
9. **Office for Product Safety and Standards (OPSS)** – Efforts to forge closer relations with the Office have already proved beneficial. The Service has been made aware of a number of opportunities to approach companies/trade associations, and to put proposals forward as to what the Authority can offer. Out of 6 opportunities identified, the Service has gained 3 new Partnerships, while the remainder are considering the Council's proposals.

10. **New Contracts** – The Service has successfully agreed two other new Partnerships, following businesses making direct approaches to the Council. The first one started with the company needing some urgent one-off assistance regarding a change in the regulatory requirements of selling one of their product lines. This subsequently developed into a full partnership, where Officers will assist with systems, processes and other regulatory requirements regarding other product lines.
11. The second Partnership developed due to a company having an urgent need to modify processes due to potential changes arising from the UK's departure from the European Union. Officers assisted the business to implement appropriate systems and checks to ensure it could continue to supply products to both UK and European suppliers.

**9 May 2019****Agenda Item:7****REPORT OF THE SERVICE DIRECTOR, PLACE AND COMMUNITIES****CULTURAL SERVICES EVENTS PROGRAMME****Purpose of the Report**

1. To allow members to consider whether there are any actions they require in relation to the issues contained within the report and the proposed programme of events.

**Information and Advice**

2. Each service provider has many years' experience of managing events as a significant part of their core offer and business plan. The proposed events are detailed in Appendix 1.

**Other Options Considered**

3. This event programme is tried and tested and has proved to be very popular with visitors as well as generating additional income. Event providers have already been booked for a number of these events as this has to be done in the summer in order to secure their services. Thus, the option to discontinue the programme for 2019 was not considered to be a viable option.

**Reason/s for Recommendation/s**

4. The programme of events provides entertainment, showcases the natural beauty of the outdoor sites and serves to introduce people to the services who might otherwise not have visited. The events taking place in the autumn and winter also encourage visitor spend in the catering and retail outlets at an otherwise quiet time of the year.

**Statutory and Policy Implications**

5. This report has been compiled after consideration of implications in respect of crime and disorder, finance, human resources, human rights, the NHS Constitution (public health 2 services), the public sector equality duty, safeguarding of children and adults at risk, service users, sustainability and the environment and ways of working and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

**Financial Implications**

6. The costs associated with these events are provided for in existing budgets and are offset by additional income from event charges (where levied) and additional secondary spend.

## **RECOMMENDATION/S**

- 1) That members consider whether there are any actions they require in relation to the issues contained within the report and the proposed programme of events.

**Derek Higon**  
**Service Director, Place and Communities**

**For any enquiries about this report please contact:**

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### **Constitutional Comments (CEH 29/03/19)**

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

### **Financial Comments (RWK 25/03/19)**

8. The financial implications are set out in 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.

**Electoral Division(s) and Member(s) Affected**  
All.

## Cultural Services Events – 2019

*Car parking charge applies unless otherwise stated*

### Schedule of Events

#### Inspire

Date/Time	Title	Venue	Service Area
04 April 2019	Heritage Talk: A Virtual Tour of Worksop by Malcolm Dolby	Worksop Library	Heritage
05 April 2019	Story Explorers: Fantastical Forests	Beeston Library	Children and families
05 April 2019	Story Explorers: Fantastical Forests	West Bridgford Library	Children and families
06 April 2019	Upswing presents: Once Upon a Pillow Fight	Worksop Library	Children and families
06 April 2019	Upswing presents: Once Upon a Pillow Fight	Mansfield Central Library	Children and families
07 April 2019	Upswing presents: Once Upon a Pillow Fight	Beeston Library	Children and families
07 April 2019	Upswing presents: Once Upon a Pillow Fight	Wets Bridgford Library	Children and families
08 April 2019	Jazz Steps Live at the Libraries Presents: James Allsopp/Conor Chaplin/Dave Storey: Play Sonny Rollins	Beeston Library	Arts
09 April 2019	Jazz Steps Live at the Libraries Presents: James Allsopp/Conor Chaplin/Dave Storey: Play Sonny Rollins	Worksop Library	Arts
10 April 2019	Mashi Theatre presents: Stripey Honey...is very yummy!	Kirkby in Ashfield Library	Children and families
10 April 2019	Mashi Theatre presents: Stripey Honey...is very yummy!	Arnold Library	Children and families
10 April 2019	Jazz Steps Live at the Libraries Presents: James Allsopp/Conor Chaplin/Dave Storey: Play Sonny Rollins	Southwell Library	Arts
11 April 2019	Mashi Theatre presents: Stripey Honey...is very yummy! Newark Library	Newark Library	Children and families
11 April 2019	Mashi Theatre presents: Stripey Honey...is very yummy!	Bingham Library	Children and families
11 April 2019	Jazz Steps Live at the Libraries Presents: James Allsopp/Conor Chaplin/Dave Storey: Play Sonny Rollins	West Bridgford Library	Arts
12 April 2019	Mashi Theatre presents: Stripey Honey...is very yummy! Beeston Library	Beeston Library	Children and families

12 April 2019	Nottinghamshire Archives: William Booth: Methodist & Philanthropist	Archives	Heritage
12 April 2019	Mashi Theatre presents: Stripey Honey...is very yummy!	Keyworth Library	Children and families
13 April 2019	Family Arts Workshop: Little Creatives	Kirkby in Ashfield Library	Children and families
13 April 2019	Family Arts Workshop: Little Creatives	Kirkby in Ashfield Library	Children and families
16 April 2019	The Story of Papplewick Pumping Station.	Mansfield Central.	Heritage
17 April 2019	W. F. Walleth, the Queen's Jester and the Most Famous Man You Have (Probably) Never Heard of	Beeston Library	Heritage
18 April 2019	Dementia Friendly Film Screening of Houseboat	Mansfield Central Library	Arts
23 April 2019	Home Cooked Heritage Talk	West Bridgford Library	Arts
23 April 2019	Book Club Live: World Book Night Special: Literary vs Commercial	West Bridgford Library	Books and Reading
25 April 2019	Story Explorers: Fantastical Forests,	Southwell Library	Children and families
25 April 2019	Story Explorers: Fantastical Forests,	Newark Library	Children and families
27 April 2019	Family Arts Workshop: Little Creatives	Kirkby in Ashfield Library	Children and families
02 May 2019	Family Arts Workshop: Little Creatives at Newark Library,	Newark Library, 10.30am	Children and families
03 May 2019	Story Explorers: Fantastical Forests, Arnold Library	Arnold Library	Children and families
03 May 2019	Story Explorers: Fantastical Forests, Bingham Library	Bingham Library	Children and families
04 May 2019	Writing Compelling Crime Fiction with Sarah Ward	Worksop Library	Books and Reading
09 May 2019	Family Arts Workshop: Little Creatives	Newark Library, 11.45am	Children and families
09 May 2019	Book Club Live with Mahsuda Snaith	Beeston Library	Books and Reading
09 May 2019	The Man Without A Past	The Old Library	Arts
10 May 2019	Nottinghamshire Archives: Watson Fothergill and T. C. Howitt	Archives	Heritage
11 May 2019	Story Explorers: Fantastical Forests	Worksop Library	Children and families
11 May 2019	Family Arts Workshop: Little Creatives	Beeston Library, 10.30am	Children and families
11 May 2019	Family Arts Workshop: Little Creatives	Kirkby in Ashfield Library	Children and families
11 May 2019	Family Arts Workshop: Little Creatives	Beeston Library, 11.45am	Children and families
11 May 2019	Family Arts Workshop: Little Creatives	Kirkby in Ashfield Library	Children and families



11 May 2019	Story Explorers: Fantastical Forests	Retford Library	Children and families
13 May 2019	Jazz Steps Live at the Libraries Presents: Elina Duni & Rob Luft: Songs of Love & Exile	Beeston Library	Arts
14 May 2019	Jazz Steps Live at the Libraries Presents: Elina Duni & Rob Luft: Songs of Love & Exile	Worksop Library	Arts
15 May 2019	Sherwood Forest: Outlaws and Villains.	Beeston Library	Heritage
15 May 2019	The Story of Creswell Crags	Worksop Library	Heritage
15 May 2019	Jazz Steps Live at the Libraries Presents: Elina Duni & Rob Luft: Songs of Love & Exile	Southwell Library	Arts
16 May 2019	Family Arts Workshop: Little Creatives	Newark Library, 10.30am	Children and families
16 May 2019	Jazz Steps Live at the Libraries Presents: Elina Duni & Rob Luft: Songs of Love & Exile	West Bridgford Library	Arts
18 May 2019	Family Arts Workshop: Little Creatives at Beeston Library,	Beeston Library, 10.30am	Children and families
18 May 2019	How the Borks Became with author Jonathan Emmett	Beeston Library	Children and families
18 May 2019	How the Borks Became with author Jonathan Emmett	West Bridgford Library	Children and families
21 May 2019	Deadly Derbyshire with Sarah Ward and Roz Watkins	Mansfield Central Library	Books and Reading
21 May 2019	Liz Berry: The Republic of Motherhood	West Bridgford Library	Books and Reading
23 May 2019	Family Arts Workshop: Little Creatives	Newark Library, 11.45am	Children and families
23 May 2019	Dementia Friendly Film Screening of Brigadoon	Mansfield Central Library	Arts
23 May 2019	A Super Happy Story (About Feeling Super Sad)	The Old Library	Arts
25 May 2019	Family Arts Workshop: Little Creatives	Kirkby in Ashfield Library	Children and families
25 May 2019	The Accidental Memoir: Tell the Story of You	Mansfield Central Library	Books and Reading
28 May 2019	The Boots Booklovers Library	West Bridgford Library	Heritage
29 May 2019	Strange Creatures	Newark Library, 10.30am	Children and families
30 May 2019	Inspire Music Sing & Play	Mansfield Central Library	Children and families
30 May 2019	Strange Creatures	Beeston Library, 10.30am	Children and families
01 June 2019	Family Arts Workshop: Little Creatives	Bingham Library, 10.30am	Children and families

01 June 2019	Strange Creatures	Arnold Library, 10.30am	Children and families
01 June 2019	Family Arts Workshop: Little Creatives	Bingham Library, 11.45am	Children and families
01 June 2019	Strange Creatures	Arnold Library, 1.30pm	Children and families
01 June 2019	The Ollie West Band	The Old Library	Arts
03 June 2019	Women's Prize for Fiction Shortlist Evening	Beeston Library	Books and Reading
07 June 2019	Nottinghamshire Archives: World War II: The Home Front in Nottinghamshire	Archives	Heritage
08 June 2019	Family Arts Workshop: Little Creatives	Beeston Library, 10.30am	Children and families
08 June 2019	Family Arts Workshop: Little Creatives	Bingham Library, 10.30am	Children and families
08 June 2019	Blast Off! A Musical Space Adventure	Retford Library	Children and families
10 June 2019	Jazz Steps Live at the Libraries Presents: Julian Siegel/ Ross Stanley/ Gene Calderazzo: In Trio	Beeston Library	Arts
11 June 2019	Jazz Steps Live at the Libraries Presents: Julian Siegel/ Ross Stanley/ Gene Calderazzo: In Trio	Worksop Library	Arts
12 June 2019	Jazz Steps Live at the Libraries Presents: Julian Siegel/ Ross Stanley/ Gene Calderazzo: In Trio	Southwell Library	Arts
13 June 2019	Jazz Steps Live at the Libraries Presents: Julian Siegel/ Ross Stanley/ Gene Calderazzo: In Trio	West Bridgford Library	Arts
15 June 2019	Family Arts Workshop: Little Creatives	Beeston Library, 10.30am	Arts
15 June 2019	Family Arts Workshop: Little Creatives	Bingham Library, 10.30am	Arts
15 June 2019	The Guernsey Literary and Potato Peel Pie Society (12A)	Mansfield Central Library	Arts
15 June 2019	Booklovers Cafe with Mahsuda Snaith -	Worksop Library	Books and Reading
18 June 2019	Welbeck Abbey's Royal links.	Mansfield Central Library	Heritage
19 June 2019	Sherwood Forest: Outlaws and Villains.	Worksop Library	Heritage
21 June 2019	States Of Independence - Performance 1	The Old Library	Arts
22 June 2019	Family Arts Workshop: Little Creatives	West Bridgford Library	Children and families
22 June 2019	Family Arts Workshop: Little Creatives	Bingham Library, 10.30am	Children and families
22 June 2019	Nick Arnold - My Horrible Life	Worksop Library	Children and families

22 June 2019	Family Arts Workshop: Little Creatives	West Bridgford Library	Children and families
22 June 2019	Family Arts Workshop: Little Creatives	Bingham Library, 11.45am	Children and families
22 June 2019	Nick Arnold's Horrible Science Show -	Mansfield Central Library	Children and families
22 June 2019	TOLFest19 - Dance, Drama & Film Night	The Old Library	Arts
25 June 2019	On the Trail of T. C. Hine.	West Bridgford Library	Heritage
25 June 2019	Beeston WORD! With Joelle Taylor, Lydia Towsey and Guests	Beeston Library	Books and Reading
26 June 2019	The story of Papplewick Pumping Station.	Beeston Library.	Heritage
27 June 2019	Dementia Friendly Film Screening of Gentlemen Prefer Blondes	Mansfield Central Library	Arts
27 June 2019	TOLFest19 - BBC Introducing gig	The Old Library	Arts
28 June 2019	States Of Independence - performance 2	The Old Library	Arts
29 June 2019	Family Arts Workshop: Little Creatives	West Bridgford Library	Children and families
29 June 2019	TOLFest19 - Music gig 1	The Old Library	Arts
29 June 2019	TOLFest19 - Music gig 2	The Old Library	Arts
30 June 2019	Blast Off! A Musical Space Adventure	West Bridgford Library	Children and families
05 July 2019	Nottinghamshire Archives: House History Workshop	Archives	Heritage
06 July 2019	Family Arts Workshop: Little Creatives	West Bridgford Library	Children and families
07 July 2019	TOLFest19 - Dance, Drama & Film Night	The Old Library	Arts
10 July 2019	Home Cooked Heritage Talk	Worksop Library	Heritage
11 July 2019	Couch Cast	The Old Library	Arts
12 July 2019	My Big Break Up Story	The Old Library	Arts
13 July 2019	Family Arts Workshop: Little Creatives	West Bridgford Library	Children and families
13 July 2019	Blast Off! A Musical Space Adventure	Mansfield Central Library	Children and families
Jul-Sept 2019	Summer Reading Challenge	All libraries	Libraries
23 July 2019	Home Cooked Heritage Talk	Mansfield Central Library	Arts
25 July 2019	Dementia Friendly Film Screening of Anything	Mansfield Central Library	Arts

22 August 2019	Dementia Friendly Film Screening of Paddington	Mansfield Central Library	Arts
19 September 2019	Dementia Friendly Film Screening of On the Buses	Mansfield Central Library	Arts
16 October 2019	Home Cooked Heritage Talk	Beeston Library	Arts
24 October 2019	Dementia Friendly Film Screening of Beethoven's 2nd	Mansfield Central Library	Arts
06 December 2019	Home Cooked Heritage Talk	Archives	Arts

### Holme Pierrepont

19th May	Nottingham Sprint Triathlon	National Water Sports Centre
20th May	Outlaw Half	National Water Sports Centre
25th of May	K4 Races	National Water Sports Centre
26th - 27th May	Nottingham City Regatta	National Water Sports Centre
2nd - 3rd June	Sprint Regatta	National Water Sports Centre
2nd - 3rd June	Paddle in the Park	National Water Sports Centre
9th June	Warrior Assault	National Water Sports Centre
10th June	Colour Dash	National Water Sports Centre
16th - 17th June	Masters Championships	National Water Sports Centre
20th of June	K4 Races	National Water Sports Centre
28th June	HPRC Summer League	National Water Sports Centre
30th June	Nottingham Girls High Rowing	National Water Sports Centre
1st July	France Trials	National Water Sports Centre
7th July	X-Runner	National Water Sports Centre
7th - 8th July	Sprint Regatta	National Water Sports Centre
7th & 8th July	Manchester Canoe Club	National Water Sports Centre
12th – 16th July	Junior Crew Formation	National Water Sports Centre
14th July	Royal British Legion	National Water Sports Centre
20th – 22nd July	Junior Championships	National Water Sports Centre
28th July	Big Swim Nottingham	National Water Sports Centre
29th July	Outlaw Full Triathlon	National Water Sports Centre
4th - 5th August	Olympic Hopes Training Camp	National Water Sports Centre
10th August	10 Mile Road Race	National Water Sports Centre
12th August	Run For All	National Water Sports Centre
14th – 17th August	Start Test Camp	National Water Sports Centre
18th - 19th August	Sculling Festival	National Water Sports Centre
25th August	Club Relays Triathlon	National Water Sports Centre
1st - 2nd September	Sprint Regatta	National Water Sports Centre

1st - 2nd September	Canoe Polo British Open	National Water Sports Centre
1st - 2nd September	Holme Pierrepont Open	National Water Sports Centre
8th September	Pretty Muddy	National Water Sports Centre
8th – 9th September	Canoe Polo Europeans	National Water Sports Centre
14th - 16th September	GBR Team Start Test Camp	National Water Sports Centre
22nd - 23rd September	Dragon Boats	National Water Sports Centre
22nd - 23rd September	HPP Slalom Selection	National Water Sports Centre
5th - 7th October	GBR Team Start Test Camp	National Water Sports Centre
6th October	Survival of the Fittest	National Water Sports Centre
19th – 21st October	Senior Championship	National Water Sports Centre
27th – 30th October	Junior Potential Camp	National Water Sports Centre
1st - 2nd November	Junior Potential Camp Cont'd	National Water Sports Centre
3rd - 4th November	GBR Start Test Camp	National Water Sports Centre
4th November	Time to Run Events	National Water Sports Centre
17th November	Cyclo-Cross	National Water Sports Centre
1st - 2nd December	Time 2 Run Events	National Water Sports Centre

#### Rufford Abbey Country Park (\*OCE – Outdoor Cinema Experience)

30th March - 28th	April Magical Spring Trail	Rufford Abbey Country Park
14th - 28th April	Rufford Art Society Exhibition	Rufford Abbey Country Park
9th April	Wildlife Workshop	Rufford Abbey Country Park
10th April	Beginners Bushcraft	Rufford Abbey Country Park
11th April	Pond Dipping	Rufford Abbey Country Park
15th April	Pond Dipping	Rufford Abbey Country Park
17th April	Beginners Bushcraft	Rufford Abbey Country Park
18th April	Pond Dipping	Rufford Abbey Country Park
3rd May	*OCE - Mamma Mia! Here We Go Again	Rufford Abbey Country Park
4th May	*OCE - Sing A Long Grease	Rufford Abbey Country Park
4th May	*OCE - The Little Mermaid	Rufford Abbey Country Park
5th May	*OCE - Shrek	Rufford Abbey Country Park
5th May	*OCE - Bohemian Rhapsody	Rufford Abbey Country Park
7th June	*OCE - Bohemian Rhapsody	Rufford Abbey Country Park
9th June	*OCE - The Greatest Showman	Rufford Abbey Country Park
20th July - 8th Sept	Rufford Beach	Rufford Abbey Country Park
17th - 19th August	Daytime *OCE - TBC	Rufford Abbey Country Park
17th - 19th August	Evening *OCE - TBC	Rufford Abbey Country Park
28th - 29th September	1940's Weekend/ Rufford at War	Rufford Abbey Country Park

18th Oct - 3rd Nov	Halloween Trail	Rufford Abbey Country Park
5th November	Family Fireworks	Rufford Abbey Country Park
16th-17th November	Christmas Weekend with stalls	Rufford Abbey Country Park
23rd- 24th November	Christmas Weekend with stalls	Rufford Abbey Country Park
30th Nov - 1st Dec	Christmas Weekend with stalls	Rufford Abbey Country Park

#### Sherwood Forest National Nature Reserve

6 <sup>th</sup> April	Easter Trail	Sherwood Forest	Family Self-Led Trail
27 <sup>th</sup> April	Redstart Ramble	Sherwood Forest	Specialist Guided Walk
28 <sup>th</sup> April	Woodlark Wander	Sherwood Forest	Specialist Guided Walk
5 <sup>th</sup> May	Dawn Chorus	Sherwood Forest	Specialist Guided Walk
5 <sup>th</sup> May	Early Birds Walk	Sherwood Forest	Specialist Guided Walk
11 <sup>th</sup> May	Spring Bird Explorer Walk	Sherwood Forest	Specialist Guided Walk
24 <sup>th</sup> May	Bat Walk	Sherwood Forest	Specialist Guided Walk
1 <sup>st</sup> June	Nightjar Walk	Sherwood Forest	Specialist Guided Walk
1 <sup>st</sup> June	Forest Bathing Taster Sessions	Sherwood Forest	Health
15 <sup>th</sup> June	Glow Worm Walk	Sherwood Forest	Specialist Guided Walk
29 <sup>th</sup> June	Glow Worm Walk	Sherwood Forest	Specialist Guided Walk
5 <sup>th</sup> August	Robin Hood Festival	Sherwood Forest	
16 <sup>th</sup> August	Bat Walk	Sherwood Forest	Specialist Guided Walk
1 <sup>st</sup> Sept	Forest Bathing Taster Sessions	Sherwood Forest	Health
6 <sup>th</sup> Sept	Bat Walk	Sherwood Forest	Specialist Guided Walk
28 <sup>th</sup> Sept	Outlaw Obstacle Course	Sherwood Forest	Family Fun

**9 May 2019****Agenda Item:8****REPORT OF THE CORPORATE DIRECTOR OF PLACE****FUTURE HIGHWAYS COMMISSIONING ARRANGEMENTS****Purpose of the Report**

1. To seek agreement to the scope and process for reviewing the matters described below in relation to the commissioning arrangements of Highways following the acquisition of Via East Midlands Ltd shares previously owned by Corserv.

**Information**Background

2. On 20 May 2015 Nottinghamshire County Council Policy Committee approved the establishment of a joint venture company to deliver highways and fleet management services. Via East Midlands Ltd (Via) commenced trading on 1 July 2016 as a joint venture between the Council and Corserv, a company wholly-owned by Cornwall Council. The majority of the former Highways Division staff transferred into Via which provides highways maintenance services to the Council and externally. Corserv owned 51% of Via, the Council 49%. Dividends were shared equally. There were two Corserv representatives and two Nottinghamshire County Council senior officers on the company board.
3. Via produced a pre-tax profit of £0.5m for the past year 2016-17 and £1.8m for 2017-18. In addition, Medium Term Financial Strategy (MTFS) savings already committed to by the old Highways Division were passed on to Via through budget adjustments of £0.1m in 2016-17, £0.55m in 2017-18 and £0.4m in 2018-19.
4. The Via set-up included the right for the Council to buy Corserv's Shares under certain conditions. In November 2018, Policy Committee gave approval for officers to acquire the shares by agreement with Corserv or by following the route available to the Council.
5. On 29<sup>th</sup> March 2019 the Council purchased the Corserv shares by agreement, in line with the cost outlined to Policy Committee in November 2018, and thereby became the sole owner of Via East Midlands Ltd. Interim company governance arrangements are now in place.

Areas for review

6. It is timely for the Council to review its relationship with Via after almost three years of operation and as the new sole owner of the company. Via was set up to provide a more



commercial, agile and flexible highways and fleet maintenance service with better cost control and higher external earnings. As shareholder, the Council benefits from growth in the company's external earnings, and it requires reliability, thoroughness and value for money for the services it receives. Therefore, in reviewing the relationship the Council is mindful of the need for the company to continue to exercise commercial freedom alongside its commitments to its primary customer.

7. As the only shareholder in Via, the Council is fully responsible for governance of the company. An interim board is currently in place pending approval for a longer term board and a review of how it operates.
8. Appendix 1 summaries the highways and fleet maintenance functions which transferred into Via. With the benefit of almost three years of operation it is proposed to jointly revise some aspects of the division of responsibilities between NCC and Via.
9. The review will aim to consider whether decisions relating to statutory process and Transport or Highway Policy issues are being made appropriately and communicated and agreed with the requisite support and transparency. Similarly, it is important to the continued success of the arrangement that consistency is applied within and beyond Via in enacting duties and procedures, for example around the traffic management function. The review will also consider whether levels of support, and decision making is consistent and meets expectations across the customer interface and the highway management functions.
10. As well as reviewing the division of responsibilities between Via and NCC, it is intended to review the split of highway functions between the Highway and Transport Group and the Planning Group. It is also intended to review the responsibility for parking issues along with a review of parking policy.
11. Additionally, it is proposed to review the Services Contract between the Council and Via including the performance management framework.
12. While a company with a single shareholder does not need a shareholder agreement, there is a need to retain and review those matters which require shareholder approve, including such items as expenditure and asset disposal thresholds, setting up a subsidiary, actions which might diminish the company's image etc.

### **Other Options Considered**

13. Given the Council's responsibilities as sole owner of Via and that highways is a key service for County Council, the option to not review the arrangements has been discounted.

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

14. It is timely for the Council to review its relationship with Via after almost three years of operation and as the new sole owner of the company, so that Via can operate effectively in the Commercial environment and that highway functions are fit for purpose.



## **Statutory and Policy Implications**

15. If any statutory or policy implications arise from the recommended work, they will be taken to the appropriate committee.
16. 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.

## **Data Protection and Information Governance**

17. The recommended work is not expected to have an impact on the privacy of individuals or how the Council manages its information. Should any data protection and information governance implications arise, they will be considered through the Council's data protection impact assessment process.

## **Financial Implications**

18. Financial implications beyond existing budget envelopes are not anticipated.

## **Human Resources Implications**

19. Any human resource implications arising from the review will be set out in future reports to Committee.

## **RECOMMENDATION/S**

1. That approval be given for the work described in paragraphs 7 – 11 above, to be completed in order to develop the future relationship between Nottinghamshire County Council and Via East Midlands Ltd in a way which enhances the delivery of services to the Council and ensures the continuing commercial success of the company.
2. That a report setting out recommendations flowing from the review is presented to Communities and Place Committee in Sept 2019.
3. That a report setting out any recommendations following the parking policy review is presented to a future Policy Committee.

**Adrian Smith**  
**Corporate Director of Place**

**For any enquiries about this report please contact:** Gary Wood, Group Manager Highways and Transport

**Constitutional Comments (SJE – 29/03/2019)**

20. Policy Committee is the appropriate body to consider the content of this report.

**Financial Comments (SES 27/03/19)**

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

**HR Comments (JD 26/3/19)**

22. The human resources implications are explicit in the body of 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'

## **Future Highways Commissioning Arrangements**

### **Appendix 1**

#### **Highways and Fleet services which transferred into Via East Midlands Ltd**

- Highways Network Management
- Traffic Management
- Traffic Signals & Traffic Systems
- Traffic Data Collection
- Highway Asset Management
- Contract Management
- Highway Design
- Environmental Management & Design
- Highway Safety
- Street Lighting
- Highways Operations
- Fleet Management
- Fleet Maintenance
- Countryside Access (parts)



**9 May 2019****Agenda Item:9****REPORT OF CORPORATE DIRECTOR, PLACE****HIGHWAYS CAPITAL PROGRAMME 2019/20 ADDITIONAL SCHEMES****Purpose of the Report**

1. The purpose of this report is for Committee to request a variation to the capital programme for additional Highways capital maintenance programme (£5.5m) and integrated transport programme (£0.9m) to be delivered during 2019/20 (as well as the consultation/publicity associated with schemes) subject to the usual capital approval process. The proposed programmes are detailed in this report with individual schemes included in the attached appendices. The programmes are to be delivered as part of the Authority's additional £20m investment in highways during the period 2018/19 to 2021/22. Whilst it is hoped that the schemes detailed in this report and its appendices will be delivered during 2019/20, given the scale of the additional investment and the need to co-ordinate work programmes, the delivery of these programmes is likely to over-run into the 2020/21 financial year. The Highways programmes update Committee report in the Autumn will provide an opportunity to update members on progress of their delivery.

**Information**

2. The 2019/20 Highways capital programmes were approved at 7 March 2019 Communities & Place Committee, including the programmes to be delivered using £0.85m of additional County Council funding allocated to local road safety (£0.35m) and integrated transport (£0.5m) programmes. The 7 March 2019 Communities & Place Committee report also confirmed that a further report detailing the proposed schemes utilising the additional £20m County Capital allocated to highway programmes the period 2018/19 to 2021/22 (that were not included in the 7 March report) would be presented to the May Committee for consideration.
3. Having listened to local communities across the county, the County Council has also allocated £20m of additional funding during the period 2018/19 to 2021/22 to help deliver local highway priorities, primarily to help address the backlog of structural maintenance on residential unclassified roads and help address local journey time delay for motorists, along with other members' scheme priorities.
4. As part of the development of the 2019/20 programmes, at the end of 2018 all County Council members were asked for their integrated transport and maintenance scheme priorities and this resulted in over 500 scheme suggestions. This report updates Committee on the members' scheme suggestions that are proposed for inclusion in the 2019/20 programmes.

Many of these scheme suggestions have been included in the programmes, but it should be noted that feasibility work is still ongoing on several integrated transport scheme suggestions. Schemes that are still being investigated have, however, been included as reserves in the attached appendices to be delivered during 2019/20 should they be feasible, offer value for money and sufficient funding be available to do so.

5. This report (and its appendices) details:

- the additional 2019/20 highways maintenance programme utilising £5.5m of the £20m additional highways investment, bringing the total planned for 2019/20 to £27.791m
- the additional 2019/20 integrated transport schemes comprised of members priority scheme suggestions utilising an additional £0.9m of the £20m additional highways investment, bringing the total planned for 2019/20 to £7.571m.

## Revised 2019/20 capital maintenance and integrated transport funding allocations

6. The 2019/20 allocation for integrated transport and capital maintenance, based on the Department for Transport (DfT) allocation and additional funding for such schemes, as set out in the current Medium Term Financial Strategy is detailed below.

<b>Capital maintenance funding</b> <i>*Indicative allocations</i>	<b>£m</b>
Highway capital maintenance (DfT allocation)	£12.006
Additional County Council capital allocation for road maintenance	£10.500
Highway capital maintenance (DfT Incentive Fund allocation)*	£2.501
Highway maintenance (DfT Pothole Fund allocation)*	£1.000
Flood alleviation and drainage (County capital allocation)	£0.784
Street lighting renewal (County capital allocation)	£1.000
<b>Total funding available for capital maintenance improvements</b>	<b>£27.791</b>

<b>Integrated transport funding</b>	<b>£m</b>
Integrated transport block allocation	£5.416
Additional County Council capital allocation for road safety	£0.350
Additional County Council capital allocation to address congestion	£0.750
Additional County Council capital allocation to deliver members' scheme suggestions	£0.900
County Council allocation for enhanced rail services	£0.055
County Council allocation for the development of business cases for potential A614 and A617 major infrastructure schemes	£0.100
<b>Total funding available for integrated transport improvements</b>	<b>£7.571</b>

## Additional funding for maintenance and integrated transport improvements

7. In 2019/20 an additional £5.5m funding allocation has been made available for highway maintenance and will primarily be used to deliver improvements to residential unclassified roads (including those roads prioritised by the local members) reducing the impacts that deteriorated highway conditions have on local communities. The funding will be concentrated on the roads we know are going to deteriorate in the next few years, making the 'right repair at the right time' with the use of a range of repair techniques. £1m per annum of the additional capital maintenance allocation has been allocated to 'Alternative Road Repair Techniques'

including mechanised patching as described in the report approved by Communities & Place Committee at its meeting on 7 February 2019.

8. The detailed additional highway capital maintenance programme is set out in appendix 1 of this report. It should be noted that the nature of the capital schemes being largely residential and on unclassified roads, along with the significant programme already agreed means that there is likely to be programme over-run into 2020/21 financial year. An update report in the Autumn will provide an opportunity to update members on progress.
9. £3m of the additional County Council funding has been allocated to schemes that improve journey time delay; and £0.75m of this allocation has been made available during 2019/20 as described in the report approved by Communities & Place Committee at its meeting on 7 March 2019.
10. The detailed additional integrated transport programme is set out in appendix 2 of this report. There are, however, several members' priority integrated transport scheme suggestions still being investigated to determine if they are feasible. Schemes that are still being investigated have therefore been included as reserves in the attached appendices to be delivered during 2019/20 should they be feasible, offer value for money and sufficient funding be available to do so. Progress on their delivery will be included in the Highways programmes update report scheduled for Autumn 2019. Appendix 2 also gives details of the schemes that members requested at the end of 2018 that have already been delivered through existing programmes, as well as those schemes that are due to be funded and delivered from alternative sources.
11. It is estimated, however, that if Committee wish to deliver all of the feasible members' integrated transport scheme suggestions (i.e. all those schemes proposed for delivery and all of those still being investigated [should they all be feasible]) Committee would need to allocate a further £900,000 from the additional £20m County Council highways capital to enable their delivery.

### **Public Health General Reserves programme**

12. The 10 December 2018 meeting of the Adult Social Care and Public Health Committee approved a number of proposals to be funded from the Public Health Reserves Programme. These proposals included two successful bids to fund highways programmes that aim to increase physical activity and improve health and wellbeing – promotion of the County's Public Rights of Way network; and personal travel planning with residents and workplaces in Ashfield and Bassetlaw.
13. The £60,000 funding allocated to the promotion of the Public Rights of Way (PROW) network project and available in 2019/20 will provide promotional activity and publicity to encourage more people to use the local PROW. The project will involve working with partners, volunteers, PROW user groups (such as Nottinghamshire Local Access Forum, the Ramblers Association, Walking to Health Groups), and public health stakeholders (such as local GP Practices and the commissioned Obesity Prevention and Weight Management Services).
14. The personal travel planning will provide tailored travel advice to targeted residents and workplaces in Ashfield and Bassetlaw. The project will be similar to that currently being delivered in Mansfield and Newark funded by the DfT but will target areas that have a greater prevalence of inactivity and obesity/overweight. The majority (£165,000) of the public health

funding allocated to this project is available in 2020/21 when the personal travel planning will be delivered but £25,000 has been allocated in 2019/20 to enable preparatory work to be undertaken so that delivery of the travel planning can start from April 2020.

## **Further scheme/programme development, design and consultation**

15. In addition to being subject to approval of the variations to the capital programme through the usual approval processes (including being reported to the appropriate Committee), each of the schemes detailed in this report and the attached appendices is still subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, and design. This will involve consultation and/or proactive information provision on the majority of schemes. For most individual schemes detailed within appendices 1 and 2 statutory or non-statutory consultation will be undertaken with affected households and businesses only (i.e. households or businesses along the route of a proposed scheme).
16. Formal consultation will be undertaken on all schemes that require statutory consultation. These include any schemes that require a formal Traffic Regulation Order and include the introduction of (or changes to) parking restrictions, environmental weight limits, changes to mandatory speed limits, and changes that ban traffic movements (e.g. the introduction of a one-way system). Whilst not legally required the County Council also undertakes formal consultation on bus clearways.
17. Non-statutory consultation, or information provision (i.e. informing people that works will take place) will also be undertaken with households and businesses immediately adjacent to schemes that fall wholly within the highway boundary such as maintenance schemes, new crossing facilities, or new footways and cycleways.
18. The project manager responsible for the delivery of the scheme will ensure that County Council members are also advised of any proposed consultation prior to it occurring; and will liaise with communications and marketing colleagues where appropriate.
19. Work is also ongoing to identify, secure and maximise external funding opportunities for transport improvements (such as developer contributions) and this report and the attached appendices include the schemes utilising external funding where it has already been secured (e.g. the Access Fund).

## **Other Options Considered**

20. Other options considered are set out within this report. Whilst the highway capital programmes are detailed within the appendices to this report, scheme development work is underway for future years' programmes as well as feasibility work on schemes which have been included as reserve schemes in the 2019/20 financial year's programme. Reserve schemes could potentially be delivered during the 2019/20 financial year should other schemes become undeliverable or if other funding sources become available enabling schemes to be brought forward for delivery.

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



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

## **Statutory and Policy Implications**

22. 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**

23. The financial implications, including budget allocations, are set out within the report and are in line with allocations determined at the 28 February 2019 County Council meeting.

## **Public Sector Equality Duty implications**

24. All programmes detailed within this report comply with the Public Sector Equality Duty. An equality impact assessment was undertaken on the Nottinghamshire Local Transport Plan 2011/12-2025/26 in March 2011 to ensure that the strategy and its capital programmes to deliver it met the duty.

25. Equality impact assessment of individual significant and major transport schemes (schemes costing more than £250,000) and Bid programmes are also undertaken by project managers to ensure that they comply with the Public Sector Equality Duty, based on advice from the policy and equality officers. Such assessments include those undertaken on the Access Fund programme (undertaken in September 2016).

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

26. Surveys undertaken with the public and local businesses identified reducing traffic congestion as the highest transport priority for both of these groups. The County Council also has a statutory obligation to address air quality issues resulting from road traffic on its managed roads (there are currently two air quality management areas on County Council managed roads). The impacts on congestion, its knock on effects on air quality and its impacts on local communities have therefore been considered in the development of the programmes and measures contained within this report. The recycling of materials and aggregates is also considered when delivering highways schemes whenever possible.

## **RECOMMENDATION/S**

It is recommended that, subject to the provisions set out in paragraph 15, Committee:

- 1) approve the proposed additional highway capital maintenance programme for implementation as contained in this report and detailed in Appendix 1
- 2) approve the proposed additional integrated transport programme for implementation as contained in this report and detailed in Appendix 2
- 3) endorse the proposed public health general reserves highways projects as detailed in this report
- 4) approve the proposed consultation and information provision required to deliver each of the schemes and work programmes detailed in this report and its appendices.

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

**For any enquiries about this report please contact:**

Gary Wood – Tel 0115 9774270  
 Group Manager Highways and Transport

### **Constitutional Comments (SJE – 29/03/2019)**

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 the provision of passenger transport services including bus / rail initiatives; relating to flood risk management and scrutiny; the planning, management and maintenance of highways (including traffic management and residents' parking schemes); and the development of integrated transport systems, has been delegated.

### **Financial Comments (GB 26/04/2019)**

28. The financial implications are set out in the report. The progress of the capital programme will be monitored throughout the year and any variations reported to the appropriate Committee.

### **Background Papers and Published Documents**

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

- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- Nottinghamshire Local Transport Plan Implementation Plan 2015/16-2017/18
- Nottinghamshire Local Transport Plan Evidence Base 2010
- Highways Capital & Revenue Programmes 2019/20 – 7 March 2019 Communities & Place Committee
- Alternative Road Repair Techniques – 7 February 2019 Communities & Place Committee report
- Use of Public Health General Reserves – 10 December 2018 meeting of the Adult Social Care and Public Health Committee report.

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

- All

## Appendix 1 - Capital maintenance programme additional schemes

Sub-block/scheme	District	Scheme budget (£000)
<b>Additional County Capital Allocation</b>		
Acacia Close, Hucknall - Carriageway - Ralumac	Ashfield	< £10k
Astley Close, Annesley Woodhouse - Carriageway - Micro	Ashfield	< £10k
Bramley Court, Sutton in Ashfield - Carriageway - Micro	Ashfield	£10 - £25k
C213 Papplewick Lane, Hucknall - Carriageway - Resurfacing	Ashfield	£10 - £25k
Cedar Grove, Hucknall - Carriageway - Ralumac	Ashfield	< £10k
Christchurch Road, Hucknall - Carriageway - Micro	Ashfield	£25 - 50k
Farleys Lane, Hucknall - Carriageway - Ralumac	Ashfield	£25 - 50k
Forest Close, Annesley Woodhouse - Carriageway - Micro	Ashfield	< £10k
Forest Street, Annesley Woodhouse - Carriageway - Micro	Ashfield	£10 - £25k
Frederick Street, Sutton in Ashfield - Carriageway - Micro	Ashfield	£25 - 50k
Grey Street, Kirkby in Ashfield - Carriageway - Micro	Ashfield	£25 - 50k
Hill Crescent, Skegby - Carriageway - Micro	Ashfield	£25 - 50k
Holly Close, Hucknall - Carriageway - Ralumac	Ashfield	< £10k
Laburnum Grove, Hucknall - Carriageway - Ralumac	Ashfield	< £10k
Larch Close, Hucknall - Carriageway - Ralumac	Ashfield	< £10k
Leen Mills Lane, Hucknall - Carriageway - Micro	Ashfield	£10 - £25k
Lilac Road, Hucknall - Carriageway - Ralumac	Ashfield	£10 - £25k
Lime Tree Avenue, Annesley Woodhouse - Carriageway - Overlay / Ralumac	Ashfield	£25 - 50k
North Street, Sutton in Ashfield - Carriageway - Ralumac	Ashfield	£10 - £25k
Russell Street, Sutton in Ashfield - Carriageway - Ralumac	Ashfield	£10 - £25k
Stamper Crescent, Skegby - Carriageway - Micro	Ashfield	£25 - 50k
Tavistock Close, Hucknall - Carriageway - Micro	Ashfield	< £10k
Tiverton Close, Hucknall - Carriageway - Micro	Ashfield	< £10k
Watnall Road, Hucknall - Carriageway Resurfacing	Ashfield	£75 - £100k
Woodstock Street, Hucknall - Carriageway - Ralumac	Ashfield	£10 - £25k
A614 Bawtry Road, Blyth - Carriageway - Resurfacing	Bassetlaw	£100 - £150k
Amanda Road, Harworth - Carriageway - Resurfacing	Bassetlaw	£50 - £75k
C2 Ragnal, Fledborough and Grassthorpe, Fledborough - Structural Patching	Bassetlaw	£100 - £150k
Church Lane, Scrooby - Carriageway - Resurfacing	Bassetlaw	£10 - £25k
Churchgate, Retford - Carriageway - Micro	Bassetlaw	£50 - £75k
Clumber Place, Worksop - Carriageway - Micro	Bassetlaw	< £10k
Cresswell Road, Worksop - Carriageway - Micro	Bassetlaw	£10 - £25k
Dock Road, Worksop - Carriageway - Micro	Bassetlaw	£10 - £25k
Duke Place, Worksop - Carriageway - Micro	Bassetlaw	< £10k
Dukeries Crescent, Worksop - Carriageway - Micro	Bassetlaw	£25 - 50k
Grove Road, Grove - Structural Patching	Bassetlaw	£150 - £200k
Grove Street, Retford - Carriageway - Resurfacing	Bassetlaw	£75 - £100k
Manvers Street, Worksop - Carriageway - Micro	Bassetlaw	< £10k
Norfolk Avenue, Bircotes - Carriageway - Micro	Bassetlaw	< £10k
Norfolk Grove, Bircotes - Carriageway - Micro	Bassetlaw	< £10k
Norfolk Road, Bircotes - Carriageway - Micro	Bassetlaw	£10 - £25k
Portland Street, Worksop - Carriageway - Resurfacing	Bassetlaw	£10 - £25k
Queen's Walk, Nether Langwith - Carriageway - Micro/Overlay	Bassetlaw	£25 - 50k
Ramsden Avenue, Langold - Carriageway - Resurfacing	Bassetlaw	£50 - £75k
Rushey Close, Worksop - Carriageway - Micro	Bassetlaw	< £10k
Suffolk Road, Bircotes - Carriageway - Micro	Bassetlaw	£10 - £25k
Thurstan Way, Worksop - Carriageway - Resurfacing	Bassetlaw	< £10k
Top Street, Askham - Carriageway - Micro	Bassetlaw	£25 - 50k
Windermere Close, Worksop - Carriageway - Micro	Bassetlaw	< £10k

## Appendix 1 - Capital maintenance programme additional schemes

Sub-block/scheme	District	Scheme budget (£000)
B6003 Chetwynd Road, Toton - Anti Skid surface renewal	Broxtowe	£10 - £25k
B6464 High Road, Chilwell - Resurface carriageway + antiskid	Broxtowe	£25 - 50k
Blenheim Drive, Chilwell - Carriageway - Resurfacing	Broxtowe	£50 - £75k
Collin Street, Beeston - Carriageway - Micro	Broxtowe	< £10k
Collington Street, Beeston - Carriageway - Micro	Broxtowe	< £10k
Coronation Road, Nuthall - Carriageway - Micro	Broxtowe	£25 - 50k
Dovecote Lane, Beeston - Carriageway - Micro	Broxtowe	£25 - 50k
Dovecote Lane, Beeston - Footway - Resurfacing	Broxtowe	£10 - £25k
Earl Drive, Newthorpe - Carriageway - Micro	Broxtowe	£10 - £25k
Garden Road, Eastwood - Carriageway - Resurfacing	Broxtowe	£50 - £75k
Greasley Avenue, Greasley - Carriageway - Micro	Broxtowe	< £10k
Great Hoggett Drive, Chilwell - Carriageway - Structural Patching (outside school)	Broxtowe	£10 - £25k
Halstead Close, Chilwell - Carriageway - Micro	Broxtowe	< £10k
Kimberely Close, Kimberley - Carriageway - Micro	Broxtowe	£25 - 50k
Lynncroft, Eastwood - Carriageway - Resurfacing	Broxtowe	£75 - £100k
Newton Street, Beeston - Carriageway - Micro	Broxtowe	£10 - £25k
Nicholas Road, Beeston - Footway Resurfacing	Broxtowe	£25 - 50k
Queens Road North, Eastwood - Carriageway - Micro	Broxtowe	£25 - 50k
Silverwood Road, Beeston - Carriageway - Micro	Broxtowe	< £10k
Smithurst Road incl. Halls Lane, Giltbrook - Carriageway - Ralumac	Broxtowe	£50 - £75k
Station Road including Rock Side, Kimberley - Carriageway - Micro	Broxtowe	£10 - £25k
Valley Road, Kimberley - Carriageway - Micro	Broxtowe	£10 - £25k
Wimpole Road, Beeston - Footway Resurfacing	Broxtowe	£10 - £25k
Beck Street, Carlton - Carriageway - Micro	Gedling	< £10k
C166 Westdale Lane, Carlton - Carriageway - Resurfacing	Gedling	£100 - £150k
C9 Bonner Lane, Calverton - Carriageway - Resurfacing	Gedling	£25 - 50k
Cross Street, Arnold - Carriageway - Structural Patching	Gedling	£100 - £150k
James Street, Arnold - Carriageway - Micro	Gedling	£10 - £25k
Labray Road, Calverton - Carriageway - Resurfacing	Gedling	£75 - £100k
Margaret Crescent, Gedling - Carriageway - Micro	Gedling	< £10k
Mays Avenue, Carlton - Carriageway - Resurfacing	Gedling	£100 - £150k
Rushcliffe Avenue, Carlton - Footway - Resurface & kerb lift (potentail widening)	Gedling	£50 - £75k
Bolsover Street, Mansfield - Carriageway - Micro	Mansfield	£10 - £25k
Cedar Street, Mansfield - Carriageway - Micro	Mansfield	< £10k
Chatsworth Drive, Mansfield - Carriageway - Surface Dressing	Mansfield	£100 - £150k
Derby Street, Mansfield - Carriageway - Micro	Mansfield	£10 - £25k
Egmanton Road, Meden Vale - Carriageway - Micro	Mansfield	£75 - £100k
Laurel Avenue, Mansfield - Carriageway - Micro	Mansfield	£10 - £25k
Montague Street, Mansfield - Carriageway - Micro	Mansfield	£10 - £25k
Newport Crescent, Mansfield - Carriageway - Micro	Mansfield	£25 - 50k
Robin Down Lane, Mansfield - Carriageway - Ralumac (edge plane)	Mansfield	£25 - 50k
Rutland Street, Mansfield - Carriageway - Resurfacing	Mansfield	£50 - £75k
Sandlands, Forest Town - Carriageway - Resurfacing / HFS	Mansfield	£25 - 50k
Saxby Drive, Mansfield - Carriageway - Micro	Mansfield	£10 - £25k
Vale Road, Mansfield Woodhouse - Carriageway - Micro	Mansfield	£25 - 50k

## Appendix 1 - Capital maintenance programme additional schemes

Sub-block/scheme	District	Scheme budget (£000)
A616 Ollerton Road, Ollerton - Carriageway - Structural Patching	Newark & Sherwood	£150 - £200k
Bowbridge Road, Newark - Carriageway - Resurfacing	Newark & Sherwood	£100 - £150k
C2 Grassthorpe Road, Sutton on Trent - Carriageway - Resurfacing	Newark & Sherwood	£100 - £150k
Harby (Roads), Harby - Footway - Resurfacing	Newark & Sherwood	£75 - £100k
Harewood Avenue, Newark - Carriageway - Resurfacing	Newark & Sherwood	£150 - £200k
Hawthorne Crescent, Farndon - Carriageway - Micro	Newark & Sherwood	< £10k
Hawthorne Crescent, Farndon - Footway - Resurfacing	Newark & Sherwood	£25 - 50k
Hawton Village, Hawton - Siding up and restore footway width with discrete repairs	Newark & Sherwood	£10 - £25k
Lincoln Road, Newark - Drainage Improvements	Newark & Sherwood	£10 - £25k
Main Street, Norwell - Footway - Resurfacing	Newark & Sherwood	£100 - £150k
Maun Green, Newark - Drainage Improvements	Newark & Sherwood	£10 - £25k
Merryweather Close, Edwinstowe - Carriageway - Micro	Newark & Sherwood	< £10k
Park Avenue, Blidworth - Carriageway - Resurfacing	Newark & Sherwood	£25 - 50k
Seventh Avenue, Clipstone - Resurface junction with Mansfield Road (50m)	Newark & Sherwood	< £10k
Southwell Road East, Rainworth - Replace Speed Cushions (2 no)	Newark & Sherwood	< £10k
Station Road, Fiskerton - Siding up and restore footway width with discrete repairs	Newark & Sherwood	£10 - £25k
Asher Lane, Ruddington - Carriageway - Resurfacing	Rushcliffe	£25 - 50k
Ashworth Avenue, Ruddington - Carriageway - Resurfacing	Rushcliffe	£100 - £150k
C3 Main Street, Cropwell Bishop - Carriageway - Resurfacing	Rushcliffe	£100 - £150k
C58 Beverelys Avenue, Whatton - Carriageway - Resurfacing	Rushcliffe	£25 - 50k
C74 Bingham Road, Cotgrave - Ralumac - 30 mph signs to The Cross	Rushcliffe	£10 - £25k
C74 Church Hill, Plumtree - Carriageway - Structural Patching & Surface Dressing	Rushcliffe	£10 - £25k
Canarvon Road, West Bridgford - Carriageway Resurface	Rushcliffe	£25 - 50k
Carlyle Road, West Bridgford - Carriageway - Resurfacing	Rushcliffe	£50 - £75k
Church Lane and Chapel Lane, Costock - Carriageway - Resurfacing	Rushcliffe	£25 - 50k
Church Lane, Plumtree - Carriageway - Micro & Kerbing at corner	Rushcliffe	< £10k
Church Street and Moor Lane, Bunny - Programmed 18/19 - Add Main Street	Rushcliffe	£10 - £25k
Compton Acres, West Bridgford - Carriageway - Resurfacing	Rushcliffe	£100 - £150k
Earlswood Drive, Edwalton - Carriageway - Resurfacing	Rushcliffe	£25 - 50k
Main Road, Cotgrave - Ralumac - The Cross to sharp bend	Rushcliffe	£25 - 50k
Main Street, Bunny - Carriageway - Micro	Rushcliffe	£10 - £25k
Manvers Road, West Bridgford - Carriageway - Micro	Rushcliffe	£10 - £25k
Mount Pleasant, Keyworth - Carriageway - Micro	Rushcliffe	£50 - £75k
Portland Road, West Bridgford - Carriageway - Micro	Rushcliffe	£10 - £25k
Stamford Road, West Bridgford - Carriageway - Ralumac (edge plane + patching)	Rushcliffe	£75 - £100k
The Green, Ruddington - Carriageway - Structural Patch	Rushcliffe	< £10k
Valley Road , West Bridgford - Whole carriageway - Ralumac	Rushcliffe	£25 - 50k
Wellington Avenue, Newton - Carriageway - Resurfacing	Rushcliffe	£75 - £100k
West Avenue, West Bridgford - Carriageway - Resurfacing	Rushcliffe	£25 - 50k
Westway, Daleside, Mann's Leys & Toft Close - Carriageway - Micro	Rushcliffe	£25 - 50k





## Appendix 2 - Integrated transport programme additional schemes

Members' scheme suggestions proposed for inclusion in the 2019/20 integrated transport programme		
Location	District	Scheme budget (£000)
Alfreton Road, Selston - Speed limit reduction	Ashfield	< £10k
B6014 Mansfield Road junctions with Bingham Avenue and Chancery Close, Skegby - Junction protection/double yellow lines	Ashfield	< £10k
Bluebell Wood Way/Grange Farm Close, Sutton in Ashfield - Junction protection/double yellow lines	Ashfield	< £10k
Coburn Street/The Twitchell, Sutton in Ashfield - Junction protection/double yellow lines	Ashfield	< £10k
B6021 Kirkby Folly Road, Sutton-in-Ashfield - Interactive speed sign	Ashfield	< £10k
Main Road, Jacksdale - Pedestrian crossing	Ashfield	£50k - £100k
Maundale Avenue/Unwin Road, Sutton-in-Ashfield - Junction protection/double yellow lines	Ashfield	< £10k
Wighay Road, Hucknall - Pedestrian warning signs	Ashfield	< £10k
Eastgate/South Street, Normanton on Trent - Dropped kerbs and footpath	Bassetlaw	< £10k
Hamilton Street/Gateford Road, Worksop - Junction protection/double yellow lines	Bassetlaw	< £10k
Kilton Hill (outside shops), Worksop - parking restrictions	Bassetlaw	< £10k
The Beeches/Newark Road, Tuxford - Junction protection/double yellow lines	Bassetlaw	< £10k
All Hallows Street leading to Goosemoore Mill Bridge, Orsall - Footway	Bassetlaw	£25k - £50k
Shireoaks Common, Shireoaks - Pedestrian crossing improvements	Bassetlaw	£50k - £100k
Styrrup Road, Oldcotes - Speed limit reduction	Bassetlaw	< £10k
Assarts Road, Nuthall - Single yellow line	Broxtowe	< £10k
Barber Street/Dovecote Road, Eastwood - Junction protection/double yellow lines	Broxtowe	< £10k
Barton Lane/Brailsford Way, Chilwell - Junction improvements	Broxtowe	< £10k
Greenhills Road/Owlston Close Junction, Eastwood - Junction improvements	Broxtowe	£10k - £25k
James Street (from the car park to High Street), Kimberley - Parking restrictions	Broxtowe	< £10k
Jubilee Street (junction with Eastwood Road and Lawn Mills Road), Kimberley - Junction protection/double yellow lines	Broxtowe	< £10k
Lilac Grove/Lilac Crescent, Beeston - Junction protection/double yellow lines	Broxtowe	< £10k
Peveril Road, Beeston - Parking restrictions	Broxtowe	< £10k
Truman Street (junction with Eastwood Road and Lawn Mills Road), Kimberley - Junction protection/double yellow lines	Broxtowe	< £10k
Buntings Lane/Carlton Hill, Carlton - Extension of junction protection/double yellow lines	Gedling	< £10k
College Road/ Digby Avenue, Mapperley - Junction protection/double yellow lines	Gedling	< £10k
Monsell Drive/A60 Mansfield Road, Redhill - Junction protection/double yellow lines	Gedling	< £10k
Prospect Road/Ernest Road, Carlton - Junction protection/double yellow lines	Gedling	< £10k
Big Barn Lane, Mansfield - Junction protection/double yellow lines	Mansfield	< £10k
Black Scotch Lane, Mansfield - Pedestrian crossing	Mansfield	£50k - £100k
Fairways and Felton (stretch between both roads alongside Manor playing field) , Mansfield Woodhouse - Interactive speed sign	Mansfield	< £10k
High Street (x2 bus stops); Old Mill Lane (x 2 bus stops); Brown Avenue (x 1 bus stop); Leeming Lane North (x 1 bus stop); Park Hall Road (x 1 bus stop), Mansfield Woodhouse - Electronic timetable displays (real-time)	Mansfield	< £10k
Ley Lane, Mansfield Woodhouse - Parking restrictions	Mansfield	< £10k
A1133/Mill Lane, North Clifton - Crossroads warning signs	Newark & Sherwood	< £10k
B6030 Kings Clipstone to Clipstone - Speed limit reduction	Newark & Sherwood	< £10k
Hawton Road, Newark - Dropped kerbs	Newark & Sherwood	< £10k
London Road, Newark (Winchilsea Avenue and Milner Street junctions) - Junction protection/double yellow lines	Newark & Sherwood	< £10k
A606 Melton Road, Edwalton - Interactive speed sign	Rushcliffe	< £10k
Bunny Lane, Keyworth, Charnwood Avenue & Park Avenue junctions - Dropped kerbs	Rushcliffe	< £10k
Greythorn Drive, West Bridgford - Pedestrian crossing	Rushcliffe	£50k - £100k
Main Street (A60 to pub/bend), Rempstone - Extension of yellow lines for junction protection	Rushcliffe	< £10k
Nicker Hill, Keyworth, Runnymede opposite Willow Brook junction - Improved signing/lining	Rushcliffe	< £10k
Rugby Road, West Bridgford - Footway build-out	Rushcliffe	£10k - £25k
Station Road, Plumtree opposite Plumtree House - Dropped kerbs	Rushcliffe	< £10k

<b>RESERVE SCHEMES - The following members' scheme suggestions are still being investigated but are proposed for inclusion in the 2019/20 integrated transport programme subject to feasibility, value for money assessment and sufficient funding being available</b>		
<b>Location</b>	<b>District</b>	<b>Scheme budget (£000)</b>
B6023 Alfretton Road, Sutton in Ashfield - Pedestrian crossing	Ashfield	£50k - £100k
Watnall Road, Hucknall - Parking - limited waiting	Ashfield	< £10k
A60 Mansfield Road Westbound from the A60/A57 Millhouse roundabout - Pedestrian crossing	Bassetlaw	£10k - £25k
Bassetlaw Hospital - Wessex Road/Primrose Way/Inglemere Close, Worksop - Parking restrictions	Bassetlaw	< £10k
Bawtry Road, Harworth - Pedestrian crossing	Bassetlaw	£50k - £100k
Blyth Road, Worksop - Junction protection/double yellow lines	Bassetlaw	< £10k
Gateford Road, Worksop - Pedestrian crossing	Bassetlaw	£50k - £100k
Haughate Hill/Wheatley Road, Clayworth - Speed limit reduction	Bassetlaw	< £10k
Scrooby Road, Harworth - Pedestrian crossing	Bassetlaw	£50k - £100k
Eskdale Drive, Chilwell (Alderman Pounder School) - Parking - traffic management	Broxtowe	< £10k
Attenborough Village - Parking restrictions	Broxtowe	< £10k
Barratt Lane, Attenborough - Parking restrictions	Broxtowe	< £10k
Brookhill Street/Derby Road, Stapleford - Pedestrian crossing	Broxtowe	£50k - £100k
Derby Road, Beeston - Electronic timetable display ( real-time)	Broxtowe	< £10k
High Road, Chilwell (between School Lane and The Cadland pub) - Signs	Broxtowe	< £10k
Smithurst Road, Newthorpe - Signs	Broxtowe	< £10k
B686 Burton Road, Gedling - Pedestrian crossing	Gedling	£50k - £100k
Breck Hill Road/ Mapperley Plains, Mapperley - Pedestrian improvements	Gedling	£10k - £25k
Thackerays Lane/ Calstock Road, Woodthorpe - Pedestrian crossing	Gedling	£50k - £100k
New Mill Lane, (between Buttermere and A60), Mansfield Woodhouse - Pedestrian crossing	Mansfield	£50k - £100k
A6075 Forest Road/Whinney Lane, Ollerton - Pedestrian crossing	Newark & Sherwood	£50k - £100k
A612, Upton (from Southwell to junction with A617) - Speed limit reduction	Newark & Sherwood	< £10k
A612/A6097 roundabout, Lowdham - Improvements (dependent on A6097/A614 improvements business case)	Newark & Sherwood	TBD
Caunton Road, Hockerton - Footway	Newark & Sherwood	£50k - £100k
Hawton - Interactive speed sign	Newark & Sherwood	< £10k
Bingham Road (near the junction with Thurman Drive/Chapel Lane), Cotgrave - Pedestrian crossing	Rushcliffe	£50k - £100k
A60 junction with Keyworth Lane, Bunny - Pedestrian refuge	Rushcliffe	£10k - £25k
A6006 Main Street, Rempstone - Interactive speed sign	Rushcliffe	< £10k
East Acres, Cotgrave The "cul-de-sac" junction between Numbers 5 & 17 - Dropped kerbs	Rushcliffe	< £10k
Exchange Road, West Bridgford (from Rectory Road up to end of Exchange Road, beyond the school) - Changes to speed limit	Rushcliffe	< £10k
Gotham Road (where existing plateau is next to shops & health centre), East Leake - Pedestrian crossing	Rushcliffe	£50k - £100k
Manor Road, Keyworth - Parking improvements	Rushcliffe	£25k-£50k
Plumtree Village Hall - Kerbs	Rushcliffe	< £10k

<b>Scheme requests being funded from alternative sources (e.g. future development contributions or other work programmes)</b>	
<b>Location</b>	<b>District</b>
Mansfield Road, Selston - Children warning carriageway markings ( <i>delivered as part of maintenance works carried out during</i>	Ashfield
Papplewick Lane, Hucknall - Mini - roundabout ( <i>to be delivered as part of a planned residential development</i> )	Ashfield
Skegby Road, Annesley Woodhouse (outside the Co-op) - Relocation of bus stop, parking restrictions and bus stop clearway ( <i>scheme included in 2018/19 District Manager's programme</i> )	Ashfield
Church Street, Langold - Parking restrictions ( <i>scheme included in 2018/19 District Manager's programme</i> )	Bassetlaw
Imperial Road, Beeston - Dropped kerbs ( <i>carry over from 2018/19 integrated transport programme</i> )	Broxtowe
Stapleford Lane, Toton - Right hand turn lanes and pedestrian crossing ( <i>to be delivered as part of a planned residential development</i> )	Broxtowe
A60 Mansfield Road (between junction with Oxclose Lane to junction with Lodge Close), Arnold - Speed limit reduction ( <i>scheme included in 2018/19 integrated transport programme</i> )	Gedling
Oakfield Lane/Sherwood Street, Warsop - Parking restrictions ( <i>scheme already delivered</i> )	Mansfield
Vale Road, Mansfield Woodhouse - Bus shelter ( <i>scheme included in 2018/19 integrated transport programme</i> )	Mansfield
A60 Leeming Lane South/A6075 Warsop Road junction, Mansfield Woodhouse - Traffic signals ( <i>to be delivered as part of a planned residential development</i> )	Mansfield



Appendix 2 Integrated transport programme additional schemes	
East Bridgford Garden Centre - Accessibility improvements (scheme being funded through bus improvements allocation )	Rushcliffe
Single track gated road between Langar Hall and Colston Bassett - Reinstate side fences to cattle grid (2) (scheme included in 2018/19 District Manager's programme)	Rushcliffe



9<sup>th</sup> May 2019

Agenda Item: 10

**REPORT OF CORPORATE DIRECTOR, PLACE****THE NOTTINGHAMSHIRE COUNTY COUNCIL (BISHOP STREET, QUEENS ROAD NORTH AND QUEENS SQUARE, EASTWOOD) (PROHIBITION OF WAITING AND RESIDENTS' CONTROLLED ZONE) TRAFFIC REGULATION ORDER 2019 (5258)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider objections received in respect of the above Traffic Regulation Order and whether it should be made, as advertised with amendments as detailed in the recommendation and shown on drawing H/SLW/2706/04.

**Information**

2. Queens Road North, Queens Square and Bishop Street are located within Eastwood town centre. The roads comprise of residential properties that are predominately terraced and semi-detached mostly with no off-street parking. Queens Road North has an existing single yellow line, in operation Monday to Saturday 8am - 6pm, on the eastern side extending from the double yellow lines at its junction with Nottingham Road to outside numbers 27/29.
3. Nottinghamshire County Council has received requests, including a petition, for the introduction of a Residents' Parking Scheme (RPS) on these streets. Residents report that the area is used for parking by shoppers and commuters accessing the town centre. A parking survey was carried out which confirmed the presence of non-resident parking in the area and as a result a scheme for a residents parking zone was included in the highway programme.
4. In April 2018, an initial questionnaire was sent to all properties (115) within the boundary of the proposed scheme. A total of 68 (59.13%) completed questionnaires were returned, with 44 (64.71%) of those in favour of a scheme, 23 (33.82%) were against. The recorded results were at the threshold for a residents parking scheme and the Councillor requested that the County Council proceed with the formal advertising of the proposals.
5. As a result, it was proposed to introduce a RPS, on Queens Road North, Queens Square and Bishop Street, which would operate Monday to Saturday, 8am to 6pm. The statutory consultation and public advertisement of the proposals, as detailed on the attached drawing H/SLW/2706/03, was carried out between 9<sup>th</sup> October and 6<sup>th</sup> November 2018.

6. A total of 14 responses were received during the consultation period, including 3 from respondents either supportive and / or commenting on the scheme. Eleven responses were considered to be objections to all or part of the proposals.
7. Four of the objections were received from Bishop Street and the County Councillor also reported concerns expressed to him by residents of Bishop Street; requesting that the street be removed from the scheme. After consideration of the comments received and subsequent discussions with local Councillors, it was decided to re-canvas the residents of Bishop Street to determine whether the street should be removed from the proposed RPS or to remain. The revised proposals are shown on the attached drawing H/SLW/2706/04.
8. In January 2019, new questionnaires were sent to all 28 properties on Bishops Street, 12 (42.86%) questionnaires were returned, 8 (66.67%) wanted to remove Bishop Street and 4 (33.33%) wanted to keep Bishop Street within the scheme. It is therefore proposed to remove Bishop Street from the proposals. It is considered that eight responses are now outstanding objections to all or part of the proposals.

## **Objections received**

9. Objection – scheme not required or supported by local residents  
Six of the respondents were concerned that the scheme was not required or supported by the residents. Comments included that there was not enough evidence to support such proposals, suggesting survey should be undertaken and stating that the scheme would not guarantee that a parking space is available outside their homes. One respondent was concerned whether guest permits would be issued and what arrangements would be in place for visitors and carers attending.
10. Response - scheme not required or supported by residents  
A parking survey was undertaken on a weekday between 9am and 6pm in November 2017 which indicated that a majority of the vehicles parking on these streets during the day belonged to non-residents and that this was detrimental to residents attempting to park near their homes. The RPS is designed only to remove intrusive non-resident parking.
11. Whilst the demand for on-street parking is recognised the County Council does not have a duty to provide free on-street parking for any highway user. The hours of operation of the scheme are Monday to Saturday 8am to 6pm, outside of these hours the carriageway is unrestricted and can be used by non-permit holders for evening, overnight and Sunday parking.
12. Visitor's permits will be available to purchase by individual households, providing an option for visitors and carers. Residents within the permit area who are over 75 or blue-badge holders are supplied with permits without charge.
13. Objection – Times of operation are wrong  
Two of the respondents objected to the times of operation and considered the proposals unsuitable. They suggested that these should be changed on the basis that problems were in the evening when residents return home from work, when there were too many cars for the available space.
14. Response - Times of operation are wrong  
A parking survey was undertaken on a weekday between 9 am and 6 pm in November 2017 which indicated that a majority of the vehicles parking on these streets during the day belonged to non-residents and that this was detrimental to residents attempting to park near their homes.

The operational period of the scheme is designed to reflect the periods of highest non-resident demand and therefore the times when residents' opportunity to park are most affected.

15. Objection – detrimental effect on local businesses

Five respondents objected due to concerns about the impact on businesses, both within the proposed controlled zone and in Eastwood town centre. Respondents state that it will inconvenience their customers and that this and the lack of alternative parking in close proximity to their business may well result in a loss of business for them. Respondents also commented on the detrimental effect on the shops and businesses in Eastwood if non-residents such as shoppers and staff are not allowed to park in the area.

16. Response - detrimental effect on local businesses

Visitor's permits will be available to purchase, allowing for visitors. There is also adequate parking in the town centre providing alternative parking within walking distances.

17. Objection – Cost of permits and facilities for carers

Three of the respondents were concerned about the cost of permits. and considered it was unfair to be required to pay for a permit to enable them to park within the controlled zone.

18. Response - Cost of permits and facilities for carers

Since 2010 it has been Nottinghamshire County Council policy to charge (£25 in 2019/20) for the issuing of permits within a RPS. Residents within the permit area who are over 75 or blue-badge holders are supplied with permits without charge. Whilst it is necessary to display a permit when parking within the controlled zone during operational hours (Monday to Saturday 8am – 6pm) the area can be used by non-permit holders outside of these times. Unrestricted on-street parking remains available on the wider highway. Residents within the permit area who are over 75 or blue-badge holders are supplied with permits without charge

19. Objection – Parking migration

Objections were received on the basis that shoppers and commuters would park on other residential streets in Eastwood if a RPS is introduced, which will just move the problem elsewhere.

20. Response – Parking migration

The scheme is being introduced to reduce the volume of non-resident parking in the area, which is adversely affecting residents as residents cannot park within a reasonable distance of their homes during the working day. Unrestricted on-street parking is also available on the wider highway network and in off-street car parks within the town centre area.

## **Other Options Considered**

21. The other option considered was to include Bishop Street within the scheme. The scheme has undergone several stages of development, including a parking survey, resident questionnaires and statutory public consultation, to determine the best balance of measures to meet the needs of the area.

## **Comments from Local Members**

22. County Councillor Tony Harper supports the introduction of the proposed residents parking scheme with the removal of Bishop Street from the proposed RPS scheme.

## **Reasons for Recommendations**

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

## **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 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**

25. Nottinghamshire Police made no comments on the proposal. No additional crime or disorder implications are envisaged.

## **Financial Implications**

26. The scheme is being funded through the 2018/19 Integrated Transport Measures capital programme with an expected cost of £4,000.

## **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.

## **RECOMMENDATION/S**

It is **recommended** that:

- 1) The Nottinghamshire County Council (Bishop Street, Queens Road North and Queens Square, Eastwood) (Prohibition of Waiting and Residents' Controlled Zone) Traffic Regulation Order 2019 (5258) is made as advertised, subject to the following amendment, and the objectors informed accordingly
  - Remove Bishop Street from the proposed controlled zone, as shown on drawing number H/SLW/2706/04.

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

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

### **Constitutional Comments (SJE – 28/03/2019)**

31. The decision falls within the Terms of Reference of the Communities and Place Committee to whom responsibility for the exercise of the Authority's function relating to traffic management has been delegated.

### **Financial Comments (RWK - 25/03/19)**

32. The financial implications are set out in paragraph 26 of the report

### **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.

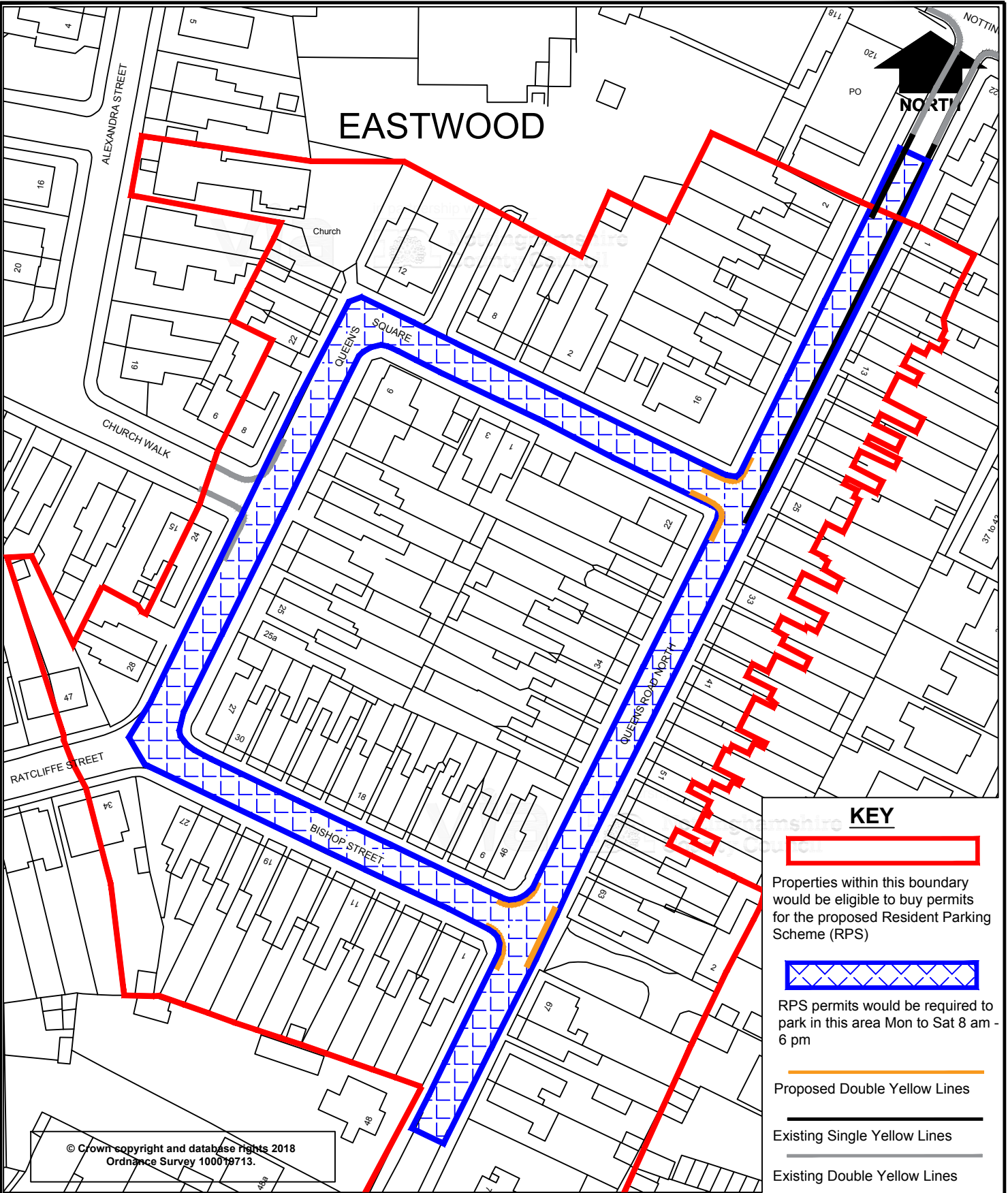
### **Electoral Division(s) and Member(s) Affected**

Eastwood ED

Councillor Tony Harper







# KEY



Properties within this boundary would be eligible to buy permits for the proposed Resident Parking Scheme (RPS)



RPS permits would be required to park in this area Mon to Sat 8 am - 6 pm

Proposed Double Yellow Lines

Existing Single Yellow Lines

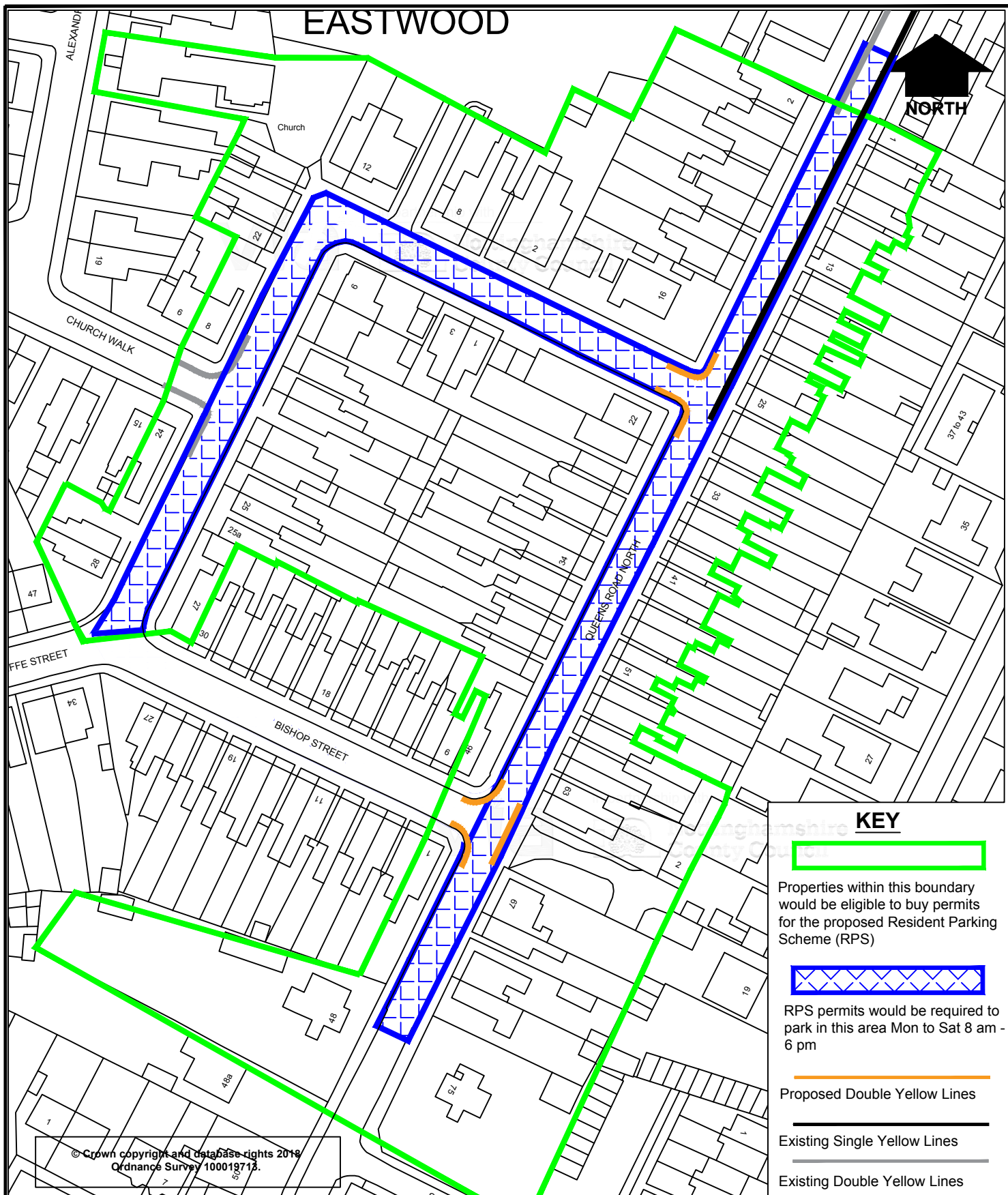
Existing Double Yellow Lines

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www.viaem.co.uk Tel 0115 8042100  
Bilthorpe Depot, Bilthorpe Business Park,  
Bilthorpe, Nottinghamshire NG22 8ST

Project		Queens Road North Area, Eastwood		Drawn	Date
				SLW	SEPT '18
				Ch'kd	Date
				JMR	SEPT '18
Status	Project No.	HW 20358		Auth	Traced
Title		Proposed Residents Parking Scheme Page 97 of 121 ADVERT PLAN			Scale
					1:1000
Drawing No.		H/SLW/2706/03			Rev





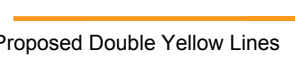
# KEY



Properties within this boundary would be eligible to buy permits for the proposed Resident Parking Scheme (RPS)



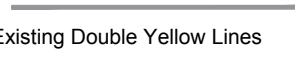
RPS permits would be required to park in this area Mon to Sat 8 am - 6 pm



Proposed Double Yellow Lines



Existing Single Yellow Lines



Existing Double Yellow Lines

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Bilthorpe, Nottinghamshire NG22 8ST

Project  Queens Road North Area, Eastwood		Drawn  SLW	Date  SEPT '18
		Ch'kd  JMR	Date  SEPT '18
Status	Project No.  HW 20358	Auth	Traced
Title  Proposed Residents Parking Scheme Page 99 of 121 ADVERT PLAN			Scale  1:1000
Drawing No.  H/SLW/2706/04			Rev

Dec 06, 2018 - 11:20am I:\Highways\Design and Construction\Roads and Highways\Projects\18-19\20000\20358 Queens Rd North-Queens Sq Eastwood\Improvements\CAD\Queens Road North, Eastwood.dwg



9<sup>th</sup> May 2019

Agenda Item:11

**REPORT OF CORPORATE DIRECTOR, PLACE****THE NOTTINGHAMSHIRE COUNTY COUNCIL (ASHWELL STREET  
AND KNIGHT STREET, NETHERFIELD) (PROHIBITION OF  
WAITING) TRAFFIC REGULATION ORDER 2019 (7204)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider the objections received in respect of the above Traffic Regulation Order and whether it should be made as advertised.

**Information**

2. Ashwell Street and Knight Street are residential streets situated approximately 200m to the southwest of Netherfield town centre. At its north-western end Knight Street joins Meadow Road as a main distributor route into the town. At its north-eastern end Ashwell Street joins Moor Road. An area of land, previously the site of Carlton Netherfield Infants and Nursery School, which is surrounded by these roads has recently received planning permission for a new Health Centre. The sections of Knight Street and Ashwell Street adjacent to the development site comprise of terraced properties with no off-street parking on one side and the development site with no properties on the opposite side.
3. Conditions attached to the planning approval granted by Gedling District Council requires the introduction of double yellow lines on sections of Knight Street and Ashwell Street to ensure safe access to the centre's car park from the wider highway network. The restrictions are also designed to ensure that vehicle movements at the Knight Street / Ashwell Street junction are not inhibited by obstructive parking.
4. In response to these requirements it is proposed to introduce 'No Waiting at Any Time' (double yellow lines) on:
  - The north east side of Knight Street from its junction with Meadow Road to its junction with Ashwell Street; and
  - The west side of Ashwell Street from its junction with Knight Street in a north easterly direction for 15 metres.

5. The statutory consultation and public advertisement of the proposals, as detailed on the attached drawing H/MN/2926/01, was carried out between 10<sup>th</sup> January and 6<sup>th</sup> February 2019.
6. During the advertisement period six responses were received these included comments regarding wider highway issues in Netherfield such as the movement of heavy goods vehicles in the area and requests for an environmental weight limit and lower speed limits. All six responses are considered to be outstanding objections to the proposals.

## **Objections Received**

### **7. Objection – Loss of on-street parking**

All respondents objected to the loss of on-street parking in the area stating that this is already in short supply due to the use of the streets for parking by commuters, residents of other streets and by visitors to the town and commercial properties. The respondents, all residents of the area consider that the reduction in parking and opening of the new health centre will exacerbate the problem and result in residents being unable to park near their properties, causing inconvenience and difficulty for the elderly, disabled and families with small children. Requests were made for dedicated parking provision for residents to be provided by the introduction of a Residents Parking Scheme (RPS) on Knight Street.

### **8. Response – Loss of on-street parking**

The proposed restrictions have been requested in the interests of highway safety as part of the District Council's planning approval process. The proposals are designed to ensure that access is maintained, including for larger vehicles, to the new Health Centre and that vehicle movements on the adjacent highway are not inhibited by obstructive parking at junctions.

9. Nottinghamshire County Council as the Local Highway Authority has no duty to provide on-street parking and there is no legal right for a householder to park in close proximity to their property. The purpose of the highway network is for the movement of vehicles and not for residents' parking, although it is recognised that demand for such parking exists particularly in residential areas with limited off-street parking. However, it is the responsibility of the vehicle owner to ensure their vehicle is parked appropriately. This may require residents with insufficient or no private off-street parking provision to make other arrangements for parking their own vehicle, perhaps further away from their property.
10. The proposals have been kept to the minimum necessary to ensure the effective operation of the highway. The proposals will see a reduction in parking on Knight Street, however, the existing build-out at the northern end of Ashwell Street will be removed and the original kerb-lines reinstated allowing additional on-street parking to occur at this location. In addition, the Health Centre proposals include on-site parking provision for up to 41 vehicles (including 4 dedicated disabled parking spaces); providing parking for Health Centre staff and users.
11. The availability of other on-street parking adjacent to the proposals and on the wider highway network remains unaffected. 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. These markings are only intended for use in very exceptional circumstances where parking levels are frequently high but available vehicle spaces are very limited.
12. The request for the introduction of a residents parking scheme is noted but is beyond the scope of this project, which is focussed only on ensuring safe access to the new development is maintained. The County Council receives many requests for such schemes



and all new schemes must be robustly assessed for priority against other potential locations throughout the County. The proposed restrictions are not located outside any residential properties and are required on highway safety grounds to ensure that larger vehicles have unobstructed access and visibility when manoeuvring into or out of the health centre.

**13. Objection – Pedestrian safety**

One respondent also objected to the proposals on the grounds that the new Health Centre would attract additional footfall in the area and that these pedestrian movements would be at risk from obstructive parking patterns, exacerbated by the new restrictions.

**14. Objection – Pedestrian safety**

The respondent is concerned that parked vehicles will impair visibility for pedestrians walking to the new development. The respondent comments that vehicles, including large HGVs frequently park on the pavements near the site of the new Health Centre.

15. The proposed waiting restrictions are designed to facilitate the safe operation of junctions and wider highway network for drivers, cyclists and pedestrians. Obstructive parking in close proximity to junctions invariably impedes visibility for pedestrians when crossing and for vehicle movements into and out of the junction. The proposed restrictions will maintain visibility at the entrance to the Health Centre by preventing parking on one side of the road and also at an adjacent junction. It is considered that these restrictions in conjunction with existing restrictions at other corners of the development site will facilitate safe pedestrian movements.

## **Other Options Considered**

16. Other options considered relate to the length of the waiting restrictions proposed, which could have been either lesser or greater. It is considered that the proposed restrictions are a reasonable balance between ensuring the safe operation of the highway and the demand for on-street parking.

## **Comments from Local Members**

17. No comment was received from Councillor Nicki Brooks during the formal consultation period.

## **Reasons for Recommendations**

18. The proposed scheme offers a balanced solution to mitigate road safety concerns and facilitate the safe operation of the junction with minimum loss of parking availability. The measures contained in the proposals meet the requirements of the Health Centre's 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, 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.

### **Crime and Disorder Implications**

20. Nottinghamshire Police made no comments on the proposal. No additional crime or disorder implications are envisaged.

### **Financial Implications**

21. This scheme is being funded by the developer at an expected cost of £3,800 for the traffic order process.

### **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.

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

25. The proposed waiting restrictions are designed to facilitate the safe operation of junctions and wider 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 (Ashwell Street and Knight Street, Netherfield) (Prohibition of Waiting) Traffic Regulation Order 2019 (7204) 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 (SJE – 28/03/2019)**

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 traffic management has been delegated.

**Financial Comments (RWK 25/03/19)**

27. The financial implications are set out in paragraph 21 of the report.

**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**

Carlton East ED

Councillor Nicki Brooks

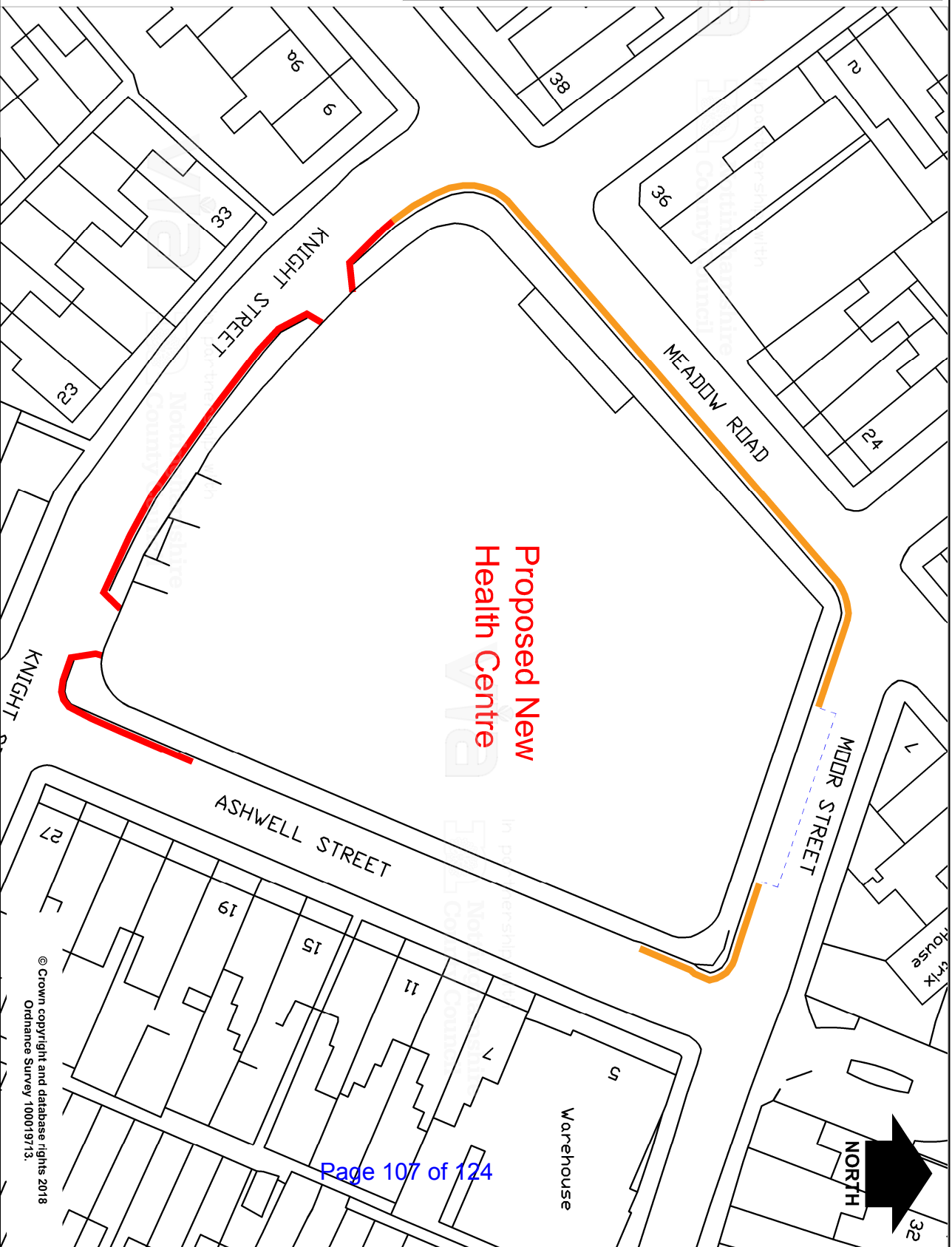


# KEY

Proposed Double  
Yellow Lines (No  
Waiting At Any Time)

Existing  
Double  
Yellow  
Lines

Existing Parking  
Bay-30 minutes  
Mon-Sat  
9am-5pm No return  
within 1 hour



Proposed New  
Health Centre



in partnership with



www.viaem.co.uk Tel 0115 8042100  
Bilethorpe Depot, Bilethorpe Business Park, Bilethorpe,  
Nottinghamshire NG22 8ST

Ashwell Street and Knight Street, Netherfield

Project	Status	Project No.	Drawn	Date
Advert	Advert	HW20934- TRO 7204	MN	Jan 19
Title	Proposed Double Yellow Lines-Public Advert		Auth	Date
Drawing No.	H/MN/2926/01		Rev	Traced
				Scale
				1:500



**9<sup>th</sup> May 2019****Agenda Item:12****REPORT OF CORPORATE DIRECTOR (PLACE)****THE NOTTINGHAMSHIRE COUNTY COUNCIL (NORDEAN ROAD AND  
SOMERSBY ROAD, WOODTHORPE) (PROHIBITION OF WAITING AND  
PARKING PLACES) TRAFFIC REGULATION ORDER 2019 (7206)****CONSIDERATION OF OBJECTIONS****Purpose of the Report**

1. To consider the objections received in respect of the above proposed Traffic Regulation Order and whether it should be made as advertised.

**Information**

2. Nottinghamshire County Council has received reports that Nottingham City Transport Services 56 and 57 are struggling to access Somersby Road at its junction with Nordean Road as buses are having difficulty manoeuvring around the junction due to inconsiderate parking on and opposite the junction. These problems impact on the service's scheduled timetable, cause inconvenience to passengers and to other road users.
3. In response, the County Council advertised proposals in October 2018 for the introduction of "No Waiting At Any Time" restrictions (double yellow lines) to extend for 10 metres along both sides of Nordean Road from its junction with Somersby Road, 15 metres north-west on Somersby Road and 10 metres south-east from its junction with Nordean Road. On Somersby Road, outside the shops, the double yellow lines were to extend for 15 metres in a north-westerly direction from the private driveway giving access to the rear of the shops. The scheme also included a proposals to introduce bus stop clearways at two bus stops (Somersby Road - GE0625 and Nordean Road - GE0610) these would operate 24hrs on all days. The proposals are shown on drawing H/JAB/2878/200.
4. The initial scheme attracted 25 responses of which 23 were objections to the scheme. The main concerns raised by the objectors was that the reduction in parking outside the shops could have a detrimental effect on the businesses. The objectors were a mixture of shop owners and local shop users. Objections were also received from local residents who said that there was insufficient off-street parking available so they needed to park on the highway.

5. Following consideration of the responses, the scheme was modified and readvertised to take into account concerns raised. The changes consisted of shortening of the length of double yellow lines outside the shops, from 15 metres to 10 metres and the introduction of limited waiting to the existing (unrestricted) parking bay to the south-east of the shops. The proposals for the parking bay is for it to be in operation on Monday to Saturday between 9am and 5pm and would allow parking for up to 2 hours with no return within 1 hour. This restriction prevents the bay from being occupied all day and would therefore give an area for visitors to the local shops to park. Overnight and on Sundays the bay would be available to all vehicles; providing on-street parking for residents' vehicles. The changes are intended to ensure parking is available to the customers of the shops on Somersby Road whilst removing the obstructive parking that is currently making it difficult for the local bus service to operate. The revised scheme also retains the two proposed bus stop clearways (GE0625 and GE0610).
6. The statutory consultation and public advertisement of the revised proposals, as shown on plan H/JAB/2878/201, was carried out between 17th January and 18th February 2019.
7. Five responses were received to the consultation, including one from the Police which stated that they had no objection to the proposals. The remaining four responses are considered to be outstanding objections to the proposals.

## **Objections received**

### **8. Objection – Loss of on-street parking**

All respondents objected on the grounds that available on-street parking would be reduced. Two respondents considered that the proposal to introduce a 2 hour parking limit to the lay-by outside the shops was unfair to the residents as they would have no-where to leave their vehicles during the day, especially when they were away on holiday. It was suggested that the bay should have permit parking for the residents. Further comments included a request for the introduction of additional off-highway parking in front of the shops and two respondents stated that the loss of on-street parking would have a detrimental effect on the viability of the local shops and businesses.

### **9. Response – loss of on-street parking**

The proposed double yellow lines are intended to remove parked vehicles from the junction to allow the bus to negotiate it unobstructed. It is acknowledged that most drivers park their vehicles in a responsible and appropriate manner. However, the County Council is aware that this junction does experience obstructive parking, which occurs at all times of the day. This inhibits bus movement and impedes other highway users. The restrictions are proposed to address these regular access problems. The revised scheme has reduced the length of the double yellow lines to the minimum necessary to facilitate bus movements. The extents have been determined following discussions with the operator, site visits and the use of computer tracking programmes.

10. 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. The clearway will ensure that the stops are kept free from obstructive parking. This will enable the service operator to meet their statutory duty to discharge passengers onto the footway and not into the road.

11. Nottinghamshire County Council as the Local Highway Authority has no duty to provide on-street parking and there is no legal right for a householder to park in close proximity to their property. The purpose of the highway network is for the movement of vehicles and not for residents' parking, although it is recognised that demand for such parking exists particularly in residential areas with limited off-street parking. However, it is the responsibility of the vehicle owner to ensure their vehicle is not parked in such a way as to cause an obstruction. This may require residents with insufficient or no private off-street parking provision to make other arrangements for parking their own vehicle, perhaps further away from their property, in order to ensure their vehicle is parked appropriately and lawfully.
12. The area outside the shops is not public highway and its conversion to a parking area would be a matter for the private landowner and not the responsibility of the County Council. The availability of other on-street parking adjacent to the proposed restrictions and on the wider highway network remains unaffected.
13. The demand for on-street parking for visitors to shops and other businesses is acknowledged and the revised proposal includes a new 2 hour parking limit to the existing lay-by in operation Monday to Saturday between 9am and 5pm. This will ensure the availability of short-term parking for the customers of the shops by removing all day parking from the lay-by. The lay-by would be available to everyone overnight and all day on Sunday.
14. Objection – Restrictions not required / too long  
Three of the respondents objected on the grounds that the restrictions were unnecessary or too extensive. Two of these respondents stating that the restrictions should be reduced from all day to peak times only. The third stated that the proposed lines were unnecessary, as Highway Code guidance already states that vehicles should not be parked within 10m of a junction.
15. Response – Restrictions not required / too long  
The double yellow lines are required to allow the bus to manoeuvre around the junction. The bus service runs from just after 6am to just before midnight throughout the week. The bus service is frequent in both directions with a 10 minute interval at peak times. The length of double yellow lines was reduced from (15 metres to 10 metres) the previous proposal to allow additional parking outside the shops and is the minimum considered necessary. The 2 hour parking bay should ensure that there are more places to park for shop customers.
16. It is the character of this area that available kerb space for parking is limited and demand frequently exceeds supply. This has resulted in inappropriate parking patterns at junctions. Whilst obstructive parking is already an offence it can only be enforced by the Police. The introduction of these waiting restrictions will ensure that safe parking patterns can be enforced by Civil Parking Enforcement Officers and the visible markings will encourage drivers to recognise and comply with the appropriate parking distances from junctions as specified by the Highway Code.

## **Other Options Considered**

17. A previous option considered was the original scheme sent out in October 2018, which included longer double yellow line restrictions and no limited waiting restriction in the layby. The revised proposal was devised after consideration of the responses received to consultation on this original proposal.

## **Comments from Local Members**

18. County Councillors Pauline Allen and Michael Payne made no comments on the proposals during the statutory consultation.

## **Reasons for Recommendations**

19. It is considered that the proposed scheme presents a reasonable balance between the needs of all highway users, including bus users, residents and shop customers.

## **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 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 made no objections to the proposal. No additional crime or disorder implications are envisaged.

### **Financial Implications**

22. The scheme is being funded through the 2019/20 Integrated Transport Measures budget with an estimated cost to implement the works and traffic order of £2,500.

### **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 waiting restrictions are designed to facilitate the safe operation of the junction for drivers, public transport, 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 (Nordean Road and Somersby Road, Woodthorpe) (Prohibition of Waiting and Parking Places) Traffic Regulation Order 2019 (7206) is made as advertised and shown on drawing H/JAB/2878/201.

### **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 – 28/03/2019)**

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 25/03/19)**

28. The financial implications are set out in paragraph 22.

### **Background Papers and Published Documents**

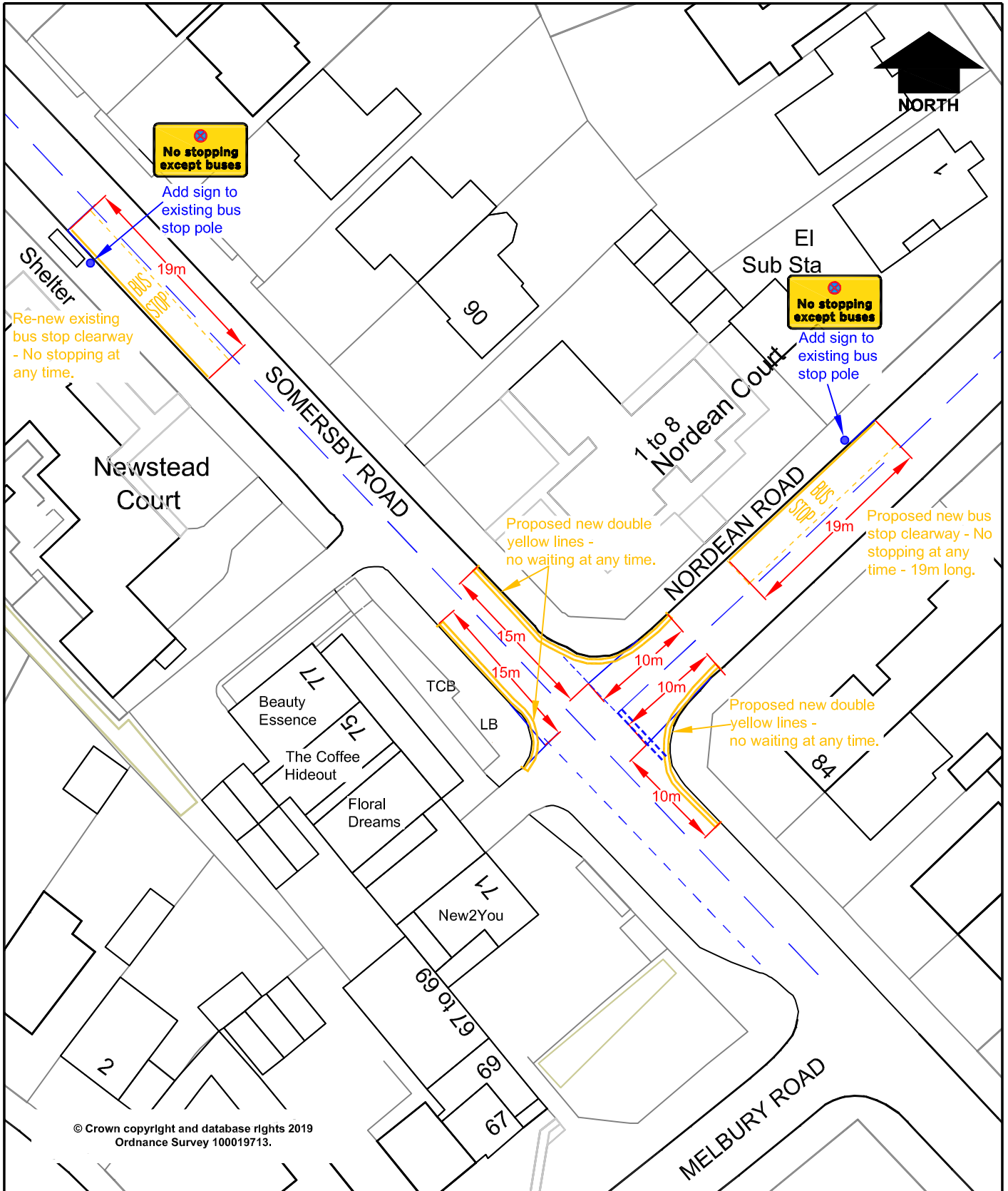
Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.



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, and Nottingham.

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

Arnold North ED

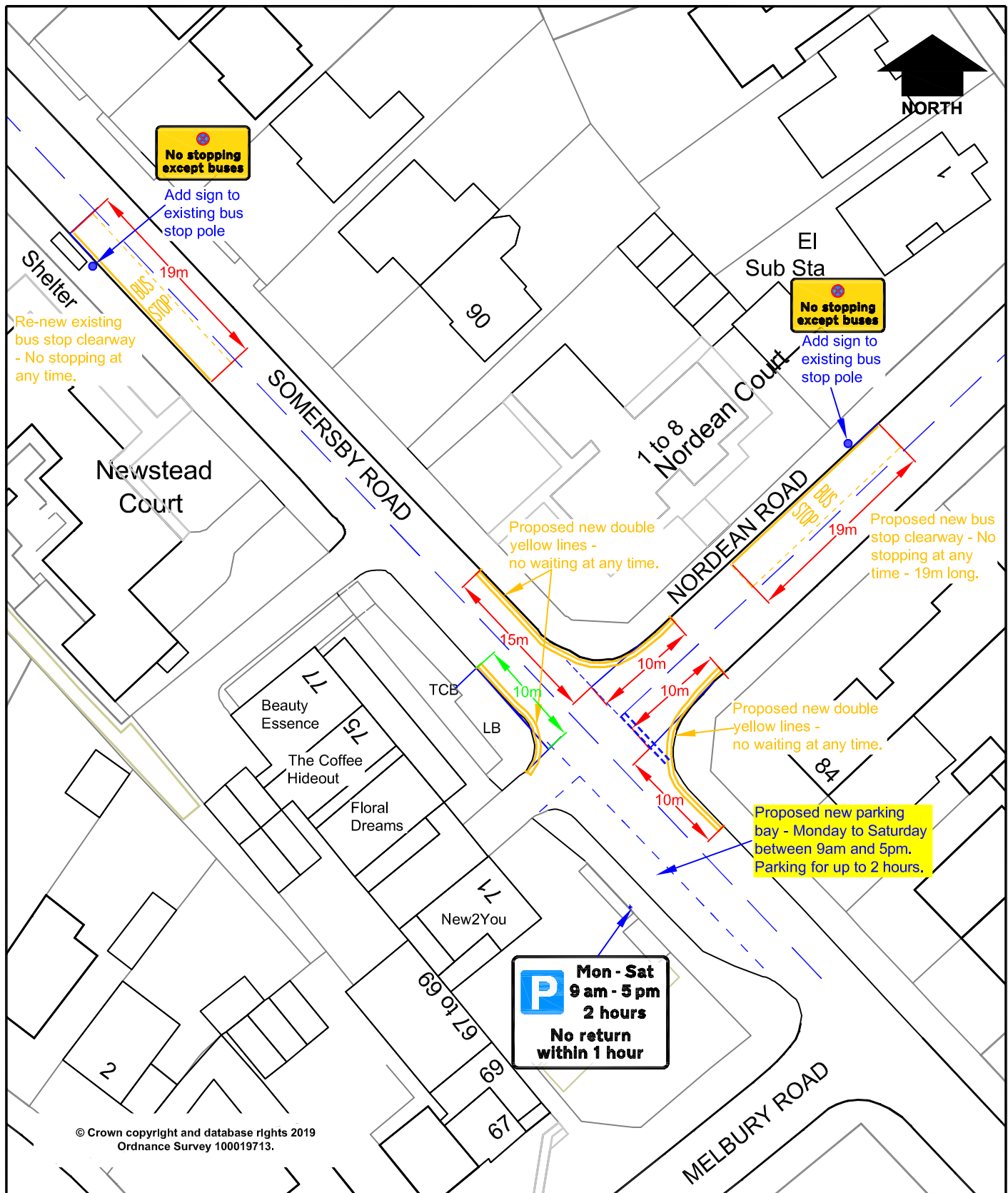
Councillor Pauline Allan and Councillor Michael Payne



 in partnership with  <b>Nottinghamshire County Council</b> <a href="http://www.viaem.co.uk">www.viaem.co.uk</a> Tel 0115 8042100 Bilthorpe Depot, Bilthorpe Business Park, Bilthorpe, Nottinghamshire NG22 8ST		Project <b>Somersby Road, Woodthorpe Parking Restrictions</b>		Drawn J.A.B.	Date Mar.19
		Status Project No.	TRO 7201	Ch'kd H.N.	Date Mar.19
Title <b>ORIGINAL PROPOSAL (OCT 18)</b> Plan Page 115 of 124				Auth Traced	Scale 1:500
Drawing No. <b>H/JAB/2878/200</b>				Rev	

Mar 01 2019 - 10:03am I:\Highways\Design and Construction\Roads and Highways\Projects\18-19\200000\20106 Somersby Rd Woodthorpe\Improvements\CAD\Somersby Rd Nordean Rd DYLs PLAN.dwg





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Project		Somersby Road, Woodthorpe Parking Restrictions		Drawn	J.A.B.	Date	Mar.19
Status		Project No.		Ch'kd	H.N.	Date	Mar.19
		TRO 7206		Auth		Traced	
Title		REVISED PROPOSAL (JAN.19) Plan		Scale		1:500	
Drawing No.		H/JAB/2878/201		Rev			



**9 May 2019****Agenda Item:13**

## **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 issues as required.

## **RECOMMENDATION/S**

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

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

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

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

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

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

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

### **Background Papers**

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

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

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

All



## **COMMUNITIES AND PLACE COMMITTEE**

### **DRAFT WORK PROGRAMME – MAY 2019–MARCH 2020**

<b>REPORT TITLE</b>	<b>BRIEF SUMMARY OF REPORT</b>	<b>LEAD OFFICER</b>	<b>REPORT AUTHOR</b>
<b>06 June 2019</b>			
1. Inspire Learning Annual Plan & Fees	Ensuring that local people have access to an appropriate range of flexible learning opportunities that contribute to personal, social, educational and economic development	Derek Higton	Ian Bond/Peter Gaw/Mark Croston
2. East Leake Community Partnership Library Development	Development of a partnership library in East Leake between Inspire and Rushcliffe Borough Council	Derek Higton	Peter Gaw
3. 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.	Derek Higton	Gary Wood/Sue Jaques
4. Nottinghamshire Spatial Planning for Health Framework	To approve an amendment to the County Council Planning Obligations Strategy concerning the approach to costing education obligations in light of new government guidance (timing of report is subject to the issuing of the final guidance)	David Hughes	Sally Gill/Nina Wilson
5. NET – Highway Handover Update –	To inform Committee of the present position regarding outstanding defects and highway handover process associated with Nottingham Express Transit (NET) Tram route extensions to Clifton and Toton and agree to seek to resolve outstanding issues	Derek Higton	Gary Wood/Via
6. Unauthorised use of Temporary Traffic Signals	To highlight the impact on road users resulting from the unauthorised use of temporary traffic signals by utility companies and to seek commitment from them to improvement in works planning and execution (to ensure that disruption is minimised).	Derek Higton	Gary Wood/Peter Goode
7. Minerals Local Plan Publication Draft	To approve publication and submission a Minerals Plan or Nottinghamshire covering the period 2016-2036	David Hughes	Sally Gill/Stephen Pointer
8. Review of Library Opening Times	<a href="#">Page 121 of 124</a> To seek approval for revised public library opening times	Derek Higton	Peter Gaw/Peter Cribb

9. 8281 TRO - Various roads in Ruddington	Traffic Regulation Order	Derek Higton	Helen North
10. 8282 TRO - Mere Way and Camelot Street, Ruddington	Traffic Regulation Order	Derek Higton	Helen North
11. 7208 RRO - A60 Mansfield Road, Arnold & Redhill	Traffic Regulation Order	Derek Higton	Helen North
12. Responses from Petitions	To recommend to Committee the responses to the issues raised in petitions presented to the County Council	David Hughes	Sean Parks
Transport Review – April 2019		Derek Higton	Gary Wood
Via EM Update Report		Derek Higton	Gary Wood/Via (Doug Coutts)
Nottinghamshire and Nottingham Local Aggregates Assessment – LAA - 2018	Already approved at April pre-agenda and report with Noel McMenamin	David Hughes	Sally Gill/Stephen Pointer
HM Coroners	Rob Fisher to speak to Derek Higton as to whether report is required	Derek Higton	Rob Fisher
LIS Capital Grants 2019/20	Report went to May pre-agenda but was removed prior to committee.	Derek Higton	Mark Walker/Cathy Harvey
Review of Road Safety outside schools	Removed by Gary Wood	Derek Higton	Sean Parks/Gary Wood
Introduction of a Permit Scheme	Deferred to July	Derek Higton	Gary Wood/Gareth Johnson
Planning Obligations Strategy – amendment to the basis for calculating contributions to education	Deferred to July	David Hughes	Sally Gill/Andrew Norton
Registration of Nottingham City Births (Possibly a later committee?)	Deferred to July	Derek Higton	Rob Fisher

<i>Greater Nottingham Joint Planning Area Statement of Common Ground</i>	<i>Removed by Stephen Pointer</i>	<i>David Hughes</i>	<i>Sally Gill/Stephen Pointer</i>
<i>Nottinghamshire Highway Design Guide</i>	<i>Deferred to July</i>	<i>David Hughes</i>	<i>Sally Gill</i>
<i>Nuthall Bus Gate</i>	<i>Deferred to July</i>	<i>Derek Higton</i>	<i>Gary Wood/Mike Barnett (Via)</i>
<i>Ceramics Collection – Sale</i>	<i>Deferred to July</i>	<i>Derek Higton</i>	<i>Peter Gaw/Mick Allen/Mark Croston</i>
<b>04 July 2019</b>			
TS & Communities Update		Derek Higton	Mark Walker
Sherwood Forest Annual Contract Update		Derek Higton	Mick Allen/Mark Croston
Introduction of a Permit Scheme (approval of Scheme)		Derek Higton	Gary Wood/Gareth Johnson
Waste Monitoring	Deferred from May	David Hughes	Sally Gill/Nina Wilson
Waste Needs Assessment 2018	Deferred from May	David Hughes	Sally Gill/Nina Wilson
Gedling Access Road Update	Deferred from May	Derek Higton	Gary Wood/Via
Nuthall Bus Gate	Deferred from June	Derek Higton	Gary Wood/Mike Barnett (Via)
Planning Obligations Strategy – amendment to the basis for calculating contributions to education	Deferred from April	David Hughes	Sally Gill/Andrew Norton
Introduction of a Permit Scheme	Deferred from April	Derek Higton	Gary Wood/Gareth Johnson
Transport Proposals for A611 corridor		David Hughes	Kevin Sharman

Transport Proposals for A617 corridor		David Hughes	Kevin Sharman
Nottinghamshire Highway Design Guide	Deferred from May	David Hughes	Sally Gill
Ceramics Collection – Sale	Deferred from February	Derek Higton	Peter Gaw/Mick Allen/Mark Croston
Registration of Nottingham City Births (Possibly a later committee?)	Deferred from May - date not confirmed	Derek Higton	Rob Fisher
<b>05 September 2019</b>			
Joint Waste LP Reg 18 consultation	To approve for publication a document to involve people in the scope and form of a Local Plan for Waste.	David Hughes	Nina Wilson / Stephen Pointer
Highways and Transport Capital Programme Update		Derek Higton	Gary Wood/Sean Parks/Via
<b>03 October 2019</b>			
Winter Service Preparation		Derek Higton	Gary Wood/Martin Carnaffin/Via
ROW Management Plan - Progress Update		Derek Higton	Gary Wood
<b>07 November 2019</b>			
Highways and Transport Draft Capital Programme		Derek Higton	Gary Wood/Sean Parks/Via
Flood Risk Management Update		Derek Higton	Gary Wood/Sue Jaques
<b>01 March 2020</b>			
Highways and Transport Final Capital Programme		Derek Higton	Gary Wood/Sean Parks/Via