Nottinghamshire County Council

Transport and Environment Committee

Wednesday, 17 November 2021 at 10:30

County Hall, West Bridgford, Nottingham, NG2 7QP

AGENDA

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Notes

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

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

Customer Services Centre 0300 500 80 80

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

Councillors or Officers requiring clarification on whether to make a declaration of interest are invited to contact Noel McMenamin (Tel. 0115 977 2670) or a colleague in Democratic Services prior to the meeting.

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

(5) This agenda and its associated reports are available to view online via an online calendar - http://www.nottinghamshire.gov.uk/dms/Meetings.aspx

Nottinghamshire County Council

minutes

Meeting	Transport and Environment Committee
Date	13 October 2021 (commencing at 10:30 am)

Membership
Persons absent are marked with an 'A'

COUNCILLORS

Neil Clarke MBE (Chairman) **A**
Mike Adams (Vice-Chairman)
John Ogle (Vice-Chairman)

Matt Barney
Maureen Dobson **A**
Glynn Gilfoyle
Penny Gowland
Tom Hollis
Sam Smith
Nigel Turner **A**
John Wilmott

SUBSTITUTE MEMBERS

Chris Barnfather.
Bruce Laughton

OTHER COUNTY COUNCILLORS IN ATTENDANCE

None.

OFFICERS IN ATTENDANCE

Doug Coutts	-	Via East Midlands Ltd
Martin Carnaffin	-	Place Department
Sally Gill	-	Place Department
Derek Higton	-	Place Department
Sean Parks	-	Place Department
Adrian Smith	-	Place Department
Noel McMenamin	-	Chief Executive's Department

1. MINUTES OF LAST MEETING HELD ON 1 SEPTEMBER 2021

The minutes of the last meeting held on 1 September 2021, having been circulated to all Members, were taken as read and were signed by the Chairman.

2. APOLOGIES FOR ABSENCE

Neil Clarke MBE – Medical/illness reasons
Maureen Dobson – Other reasons.
Nigel Turner – Medical/illness reasons.

In the absence of the Chairman, the Chair was taken by John Ogle, Vice-Chairman.

3. DECLARATIONS OF INTERESTS

Councillor Tom Hollis declared a personal interest in Item 7 'Active Travel Fund m-Tranche 2 Infrastructure Programme' as he owned property adjoining a proposed cycleway/footpath improvement scheme, which did not prevent him from speaking or voting.

4. HIGHWAYS REVIEW UPDATE REPORT

During debate, it was agreed that the website capturing the progress of the Highways review work would be monitored to ensure that it was kept up to date.

RESOLVED 2021/023

That the Committee considered and ratified the update provided in the report.

5. HIGHWAYS WINTER SERVICE 2021-2022

During debate, it was confirmed that vaccination centres had previously been included on gritting routes. Martin Carnaffin, Contract Manager, Environment and Resources, undertook to address detailed enquiries about grit bins outside the meeting.

RESOLVED 2021/024

That: the Committee endorses the procedures and communications arrangements set out in the report to ensure Nottinghamshire's highway winter service is fully prepared to meet the challenges of the forthcoming winter season.

6. RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL

RESOLVED 2021/025

That:

1) the proposed actions in the report be approved, and the lead petitioners be informed accordingly: and

2) The outcome of the Committee's consideration be reported to Full Council.

7. ACTIVE TRAVEL FUND – TRANCHE 2 INFRASTRUCTURE PROGRAMME

RESOLVED 2021/026

That the following schemes, detailed in the report and appendices, be approved:

1) Funding of the cycle parking hub in Beeston, should funding for its ongoing maintenance and running costs be secured;

2) Delivery of the Regatta Way, West Bridgford cycle/footway improvements;

3) Delivery of the High Pavement, Sutton-in-Ashfield cycle/footway improvements;

4) Delivery of the Randall Way Retford cycle/footway improvements, should a scheme be identified and be deliverable within the funding constraints.

8. NOTTINGHAMSHIRE COUNTY COUNCIL (COTGRAVE ROAD, NORMANTON ON THE WOLDS AND PLUMTREE AND CHURCH HILL PLUMTREE) (50 MPH SPEED LIMIT) ORDER 2021 (8306)

RESOLVED 2021/027

That the Nottinghamshire County Council (Cotgrave Road, Normanton in the Wolds and Plumtree and Church Hill, Plumtree) (50 MPH Speed Limit) Order 2021 (8306) be made as advertised and objectors be advised accordingly.

9. NOTTINGHAMSHIRE COUNTY COUNCIL (VARIOUS ROADS IN CROPWELL BISHOP) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2021 (8309)

RESOLVED 2021/028

That the Nottinghamshire County Council (Various roads in Cropwell Bishop) (Prohibition of Waiting) Traffic Regulation Order 2021 (8309) be implemented as advertised, subject to amendments shown on drawing H/SLW/3534/01 Rev A.

10. NOTTINGHAMSHIRE COUNTY COUNCIL (HARTLAND DRIVE, SEATON WAY, SHALDON CLOSE AND SPRING LANE, MAPPERLEY) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2021 (7236)

RESOLVED 2021/029

That the Nottinghamshire County Council (Hartland Drive, Seaton Way, Shaldon Close and Spring Lane, Mapperley) (Prohibition of Waiting) Traffic Regulation Order 2021 (7236)be made as advertised with the amendments as shown on plan H/JAB/3600/10 Rev A and the objectors be advised accordingly

11. WORK PROGRAMME

RESOLVED 2021/030

That, subject to scheduling an item on ‘Transport Out-of-Hours Service’ to come to a future meeting, the Work programme be approved.

The meeting concluded at 11.55 am.

Chairman

Nottinghamshire County Council

Report to Transport & Environment Committee

17 November 2021

REPORT OF THE SERVICE DIRECTOR, PLACE

FLOOD RISK MANAGEMENT UPDATE AND REVISED STRATEGY 2021 – 2027

Purpose of the Report

1. To provide an update for Members on the latest position in relation to the Council's duties and responsibilities under the Flood Risk Regulations (2009) and the Flood and Water Management Act 2010.

2. To provide an update on current major flood investigations and progress on major flood protection schemes.

3. To seek approval to publish Nottinghamshire County Council's revised Flood Risk Management Strategy.

Information

4. Following severe flooding during the summer of 2007, the government commissioned an independent review (the 'Pitt Review') which in 2008 recommended that local authorities should lead on the management of local flood risk, working in partnership with other organisations. Two key pieces of legislation have brought this forward; the Flood Risk Regulations (2009) which transpose the EU Floods Directive into UK Law and the Flood and Water Management Act (2010). Currently 85,000 properties are estimated as being at risk of flooding across the County.

5. Since 2010 the Council has been a Lead Local Flood Authority (LLFA) having powers and statutory duties to manage and co-ordinate local flood risk management activities. The County Council does this by working together with other organisations including the Environment Agency, who manage flooding from generally larger rivers (known as Main Rivers, such as the River Trent), Internal Drainage Boards managing low lying areas, District, Borough, Parish and Town Councils and infrastructure/ utility providers, such as Severn Trent Water and the Highways Agency. Partnership work is overseen by a joint Strategic Flood Risk Management Board with Nottingham City Council which meets every six months.

6. Local flood risk means flooding from surface water (overland runoff), groundwater and smaller watercourses (known as Ordinary Watercourses).

7. As a Lead Local Flood Authority, the County Council continues to deliver on all its statutory duties and obligations under the Flood and Water Management Act 2010

   A key duty is to develop, maintain, apply, monitor and review a Flood Risk Management Strategy and Action Plan that identifies key objectives to shape the delivery of the flood risk management services in Nottinghamshire. Our original strategy was formally adopted and published in 2016 and has been subjected to a thorough review this year, the following summarises our approach and outcomes of the review:

   - The revised strategy covers the period 2021-2027 and has been structured to provide clarity on the Authority's role, our visions and targets for flood risk management. It builds on the knowledge and experience we have gained in our role as a Lead Local Flood Authority over the past five years. The strategy is supported by an Action Plan that provides further details on our approach to managing local flood risk.
   - The original strategy was a 71-page document supported by 6 appendices, some containing many pages and complex data and our review felt the document no longer reflected the approach taken by the Authority in delivering its Flood Risk duties. The revised document, attached as Appendix A to this report, is now a 12- page document supported by a tabulated Action Plan. It focusses on 5 objectives supported by real examples of our achievements over the last 6 years. This approach should allow all our customers to access and understand the Authority's approach to managing flood risk across Nottinghamshire.
   - The appendices contained in the original document will be retained and updated in the future and made available for reference as necessary however will not form part of the revised strategy.
   - Between October and November 21 the Strategy was subject to a one-month online public consultation process and sent direct to partner organisations for comments. A link to the consultation was also emailed direct to the 14,619 Flood Bulletin subscribers. Over 70 responses have been made online and the feedback is summarised below. A number of our partner organisations have made direct responses which are overwhelmingly positive with The Environment Agency suggesting that our approach is presented as best practice across other Lead Local Flood Authorities.
     - The consultation asked the following six questions with a high percentage of responses registering as agreeing or strongly agreeing with the questions posed. Almost 30% of responders neither agreed nor disagreed and a small percentage registered as disagree / strongly disagree.
     - An assessment has been carried out on those responses that either disagreed or strongly disagreed and it appears that the majority have raised localised rather than strategic issues of concern with a number of those falling outside of our role and responsibilities. Comments made

regarding our strategic approach have been considered and will be addressed going forward.

- With Committee's approval it is proposed to publish the Local Flood Risk Management Strategy 2021-2027 on 1 December supported by the Flood Risk Management Action plan. **Appendix A** and **Appendix B**.

Other statutory duties include:

- Co-ordinating activity with other local bodies and communities through public consultation, scrutiny and delivery planning.
- Co-operating with other Risk Management Authorities to improve effectiveness, delivery and efficiencies.
- Carrying out physical works to manage local flood risks in Nottinghamshire.
- Maintaining a register of assets – these are physical features that have a significant effect on flood risk across the county. Currently our register holds around 2000 records relating to bridges, culverts, historic structures, retaining walls and other drainage structures. This information is publicly available on the County Council's flood risk web pages. An inspection regime is in place which covers all Critical Assets across the County, some of which will be undertaken now using our new Drone technology. Utilising our powers to designate specific features as flood risk management assets gives a degree of protection from damage and removal.
- Investigating significant local flooding incidents and publishing the results of such investigations in a Section 19 report. Significant for NCC equates to 5 or more properties suffering internal flooding in any one catchment. To date we have produced and published 37 bespoke reports.
- Using the powers under the Land Drainage Act 1991 to regulate our 1600 miles of ordinary watercourses (outside of internal drainage districts) to maintain a proper flow. This is achieved by means of issuing Consents for altering, removing or replacing certain structures or features on ordinary watercourses; and enforcing obligations to maintain flow in a watercourse and repair watercourses, bridges and other structures in a watercourse. During the last four years over 400 applications have been considered for consenting works on an ordinary watercourse. Our processes have recently been updated and streamlined to be more efficient and cost effective. Online applications and payment systems are now available to applicants and a fast track service and compliance checking charges for the larger developments implemented. Since the introduction of this there have been 40 Land Drainage consent applications, generating an extra £3000 through compliance checking, of which 8 have been completed with others awaiting construction before inspection can be completed
- Undertaking a statutory consultee role providing technical advice and comments on surface water drainage to local planning authorities on major and sensitive developments**.** Over 4560 planning applications have been received since April 2015, 3239 of those have been responded to with bespoke responses. Last year the service responded to 99.49% of applications in the required 21 days and in the last 6 months 12,440 homes have been considered as part of our planning responses. The County Council is committed to ensuring new developments adopt sustainable approaches to

surface water management. To this end, the flood risk team are integrating local flood risk management into the planning process and supporting sustainable growth at every opportunity. We encourage and promote the use of Sustainable Drainage Systems (SuDS) in all new developments.

- Playing a lead role with emergency planning and with recovery after a flood event. Local authorities are 'category one responders' under the Civil Contingencies Act and must have plans to respond to emergencies, and control or reduce the impact of an emergency.

- Managing flood risk to properties from surface runoff, ordinary watercourses and groundwater. Over 1300 localised reports of flooding have been investigated in the last eighteen months. The service has developed a robust approach to the prioritisation of schemes to manage flood risk. We have identified areas at greatest risk from local flood sources and make the best use of available information to develop, resource and prioritise including working closely with Via East Midlands Ltd. where there is an overlap.

- In the last seven years 1,047 properties have been internally flooded in the county.

Year	Totals	Business	Residential
2015	2	2	0
2016	50	4	46
2017	0	0	0
2018	87	20	67
2019	532	180	352
2020	376	69	307
2021	0	0	0
Totals	**1,047**	**275**	**772**

- Investigating flooding events and pursuing possible solutions. Where we have areas in the County that do not meet the criteria for flood mitigation schemes, we will consider carrying out work funded by the £100k Land Drainage Budget. Following a prioritisation process and working with Local Communities, Elected Members and other Risk Management Authorities we organise that work into a annual programme.

Resilience Update

8. As a Lead Local Flood Authority, we are committed to reducing the risk of flooding across the County. The Flood Risk Management team provides a service for all residents within the County, both domestic and commercial, with an aim to educate, support, influence and empower. We look to support communities through flood resilience intelligence that is site specific and bespoke, assisting communities to understand how to proactively manage flood risk and resilience measures.

9. We continue to work with communities to enable them to become more resilient to flooding and to understand their land drainage responsibilities, with the ambition to enable some 199 communities to 'Prepare not Repair' and engage with decision making across the 10 Risk Management Authorities. Utilising knowledge sharing, community participation, actions and leadership to reduce economic impacts of flooding and protect our customers quality of life. We currently have active working relationships with Clarborough, Clayworth, Bleasby,

Kimberley, Normanton on Soar, Gotham, Tollerton, Thurgaton, Southwell, Lowdham, Balderton and Caunton and will continue to expand this initiative across the county. We are currently working closely Burton Joyce and colleagues in Emergency Planning to assist with the setting up of a new flood warden scheme. The progression of flood risk management technology including the MyNotts Application and improvements to our online resources will assist with this important aspect of our work.

Update on Flood Investigations and Schemes and Section 19 Investigations

10. The current flood risk investment programme is facilitating the delivery of 5 significant schemes across the county with a total estimated value of £8.3m. A further 23 schemes are in being considered for feasibility and design. In 2020/21 the FRM team secured external funding of over £665k towards flood alleviation schemes, which compliments the £900k brought in last year. We will continue as ever to seek external funding opportunities wherever possible.

11. In July 2020 DEFRA announced that they will cover any costs associated with Flood Defence Grant in Aid funded scheme delays caused by the Covid 19 restriction that result in an exceedance of approved funding. We will review our financial position on Southwell and Hucknall Titchfield Park Flood Alleviation Schemes and will make claims if applicable.

12. In the last 18 months the County has been subjected to two significant flooding events: February 2020 and June 2020. An isolated event in August also led to internal flooding of 5 businesses**.** A total of 376 properties are recorded as having suffered internal flooding. In the March Budget 2020 the Chancellor announced that the flood and costal erosion risk management funding was to be doubled to £5.2bn for the next 6 years, from the 1st April 2021. The HM Treasury have announced that £140m of the £5.2bn will be made available to be spent this financial year 20/21 to accelerate schemes and maximise the number of properties that can be better protected. A forward plan of schemes across the County is in development to maximise the offer of assistance over the next six year term and a number of schemes have been accelerated as detailed below under the SR20 spending review.

13. **SR20 (Defra Spending Review 2020)** – The Flood Risk Management team have recently been successful in securing a total of £520k DEFRA funding to complete hydraulic studies on a number of catchments across the County. These studies cover West Bridgford (£200k), Mansfield (£100k), Bleasby (£25k), Rhodesia (£20k), Clarborough (£45k), Shireoaks (£25k), Retford (£75k) and Gotham (£30k) and are all programmed to be completed by 31 March 2022. It is hoped that the outputs from these studies will identify areas for potential further flood mitigation investment. Our approach to delivering these studies and improvements will see us liaise with all other relevant Risk Management Authorities and communities where applicable. It is hoped that the outputs from these studies will identify areas for potential further flood mitigation investment.

14. The additional funding secured through DEFRA for the emerging flood risk schemes across the County is essential. However, there is an understanding that looking wider for funding opportunities and forging new relationships will go some way to further support the ambitions of the authority. Initiating conversations and working with businesses to secure resources through initiatives such as Corporate Social Responsibility (CSR) days and team building days to securing partnership funding for Capital schemes is being investigated.

15. **Southwell** - NCC successfully negotiated the rigorous Environment Agency approval process and in February 2018 secured a total of £4.4 million for the engineering scheme and £350k of Local Levy funding for the Natural Flood Management scheme. Nottinghamshire County Council as the Lead Local Flood Authority are responsible for the overall delivery of all elements of the Southwell Flood Alleviation project. The project management is overseen by a Project Board, made up of the key partners.

    Project Board key partners are:

    - Nottinghamshire County Council – Project Lead
    - Via East Midlands Ltd. – Design and Construction of engineering schemes
    - Southwell Flood Forum – Community Representatives
    - Trent Valley Internal Drainage Board – Watercourse Management
    - Southwell Town Council – Community Representatives
    - Newark and Sherwood District Council – District Representatives
    - Trent Rivers Trust – Natural Flood Management delivery
    - Environment Agency – Lead Funding Partners
    - Severn Trent Water – Utility Company

16. The funding package was supported with further additional partnership contributions including £600k investment from the County Council, £220k from Newark and Sherwood District Council, £120K Southwell Town Council, £25k Southwell Flood Forum, an additional £300k Local Levy for the flood mitigation scheme and £233k Renew and Repair grant community contributions from a central government fund.

17. The flood defence proposals have two key elements: physical engineering solutions being designed and delivered by Via East Midlands Ltd. and Property Flood Resilience measures being designed and delivered by Whitehouse Construction Ltd. Development of detailed design for the physical engineering proposals is progressing well with Via East Midlands Ltd. Construction commenced in Autumn 19 with completion by the end of ?. Whilst every effort has been made to continue with the project during the Covid 19 situation along with complications on planning and archaeological negotiations it has resulted in a predicted 6 month extension to project.

18. The Property Flood Resilience works are being delivered by Whitehouse Construction, following a competitive tendering process. At the time of writing (September 2021) protection measures had been installed to over 100 properties. We will be continually reviewing which properties are protected by each element of the project as the designs develop. We are also looking at ways of providing protection to a number of Listed Buildings in the catchment and are liaising with the Conservation Team at Newark and Sherwood District Council in order to agree the proposals.

19. The Natural Flood Management proposals within the catchment are now all complete and operational.

20. Part of the wider catchment flood mitigation proposals includes a project to retrofit sustainable urban drainage features at Lowes Wong School. This work was substantially completed late

November 2019 and has been designed and delivered using Via East Midlands Ltd. The project was joint funded by NCC Property Team and has a total value of £550k. Bad weather towards the end of 2019 prevented final completion of the project which was further complicated by both the weather and Covid 19 this year. However, the project team of Via and their contractors worked closely with the School management team to complete any works necessary and ensure they could open their doors as safely as possible once the restrictions on Schools were relaxed. The final smaller details of this project will be completed by the end of March 2021**.** During the storm events of November, February, and June there was no internal flooding reported in Southwell and a member of the Southwell Flood Forum reported no surface water runoff from the Lowes Wong site during the heavy rain on 23rd December, significant evidence of the success of the project. As the project continues towards completion the project team are reviewing the outputs the final scheme will deliver to ensure as many properties in the catchment as possible benefit for a reduced risk of flooding.

The Planning application for Potwell Dyke has been submitted and will go to Planning Committee early next year. Stakeholder updates are ongoing and the archaeological survey works on the Higgons Mead are complete. The second phase of Lower Kirklington Road has completed including the installation of a zebra crossing and works on Church Street are now complete.

21. **Egmanton** – The first part of this scheme concerning the village centre was completed in 2017 and the final element of the scheme, consisting of an above ground storage area, was completed in August 2020. The project was delivered by the Trent Valley Internal Drainage Board with support from the County Council.

22. **Hucknall Titchfield Park Brook Scheme** - A project to protect 86 properties from flooding along the Titchfield Park Brook catchment that received an allocation of £912k of Flood Defence Grant in Aid and Local Levy funding for delivery in 20/21 with support from NCC capital is now complete. The project has three discreet elements and has been delivered utilising expertise available from Ashfield District Council (as landowners of Titchfield Park), Via East Midlands Ltd. and Whitehouse Construction. The project has been completed within budget and delivers a significant reduction in the risk of flooding to the area.

23. **Lowdham** - The Environment Agency are continuing to develop the outline business case for a flood alleviation scheme to protect Lowdham with a view to submitting their business case in late 2021. Officers from the Flood Risk Management Team are liaising the Environment Agency and the Lowdham Flood Action Group to help support progress of both the project and community resilience where necessary. In July DEFRA announced an additional £5m contribution to this project to help secure its deliverability. Further improvements to realign misplaced drainage pipes and within the Old Tannery Drive estate was completed in October. These improvements were funded by NCC.

24. **Thurgarton** - The IDB have identified their preferred option for reducing the risk of flooding to the catchment and currently looking at funding options. NCC have made an allocation of £65k available as a contribution to support any viable proposals**.**

25. **Shireoaks -** Following a successful bid to DEFRA via the SR20 programme for £25k work is due to begin shortly by our contractors to survey the condition of the drainage network

serving the village. It is hoped this work will identify any faults which when repaired will reduce the flood risk to the community. The County Council are also working in collaboration with the Trent Rivers Trust to survey the upper catchment of Shireoaks with a view to implementing Natural Flood Management measures. The aim of this project will be to store water on the land surrounding Shireoaks hopefully lessening potential future flood impacts. The feasibility study for this project will be completed by April 2021.

26. **Retford** - Following a successful bid to DEFRA via the SR20 programme for £75k the County Council are working in partnership with the Trent Rivers Trust to survey the catchment of the Retford Beck to assess the suitability for Natural Flood Management. Work has now begun with landowners to negotiate the installation of these natural methods of surface water management. It is hoped that these measures, once installed will slow the flow to the Beck whilst also complimenting the proposed engineered flood mitigation scheme managed by the Environment Agency. Work will also include working with the Isle of Axholme IDB to survey the Carr Dyke and its relationship with the River Idle. There are properties along Darryl Road in Retford which are subject to a significant flood risk from the Carr Dyke. It is hoped this work will generate a scheme which could reduce this risk in future.

27. **Worksop -** Following the major flood event in November 2019, which saw 324 properties internally flooded, the County Council are continuing to work in partnership with the Environment Agency, Bassetlaw District Council and the Canal and Rivers Trust to investigate the incident and work towards mitigating against the risk of repeat flood events. Regular multi-partnership meetings attended by County Councillors are underway and the outcome of these meetings are published on NCC website. The Environment Agency are modelling a computer simulation of the event to understand how it occurred, this work will be completed shortly. Once completed, potential flood defence options will be tested to prove effectiveness and inform a preferred flood mitigation scheme.

28. Bassetlaw District Council are currently perusing a significant bid via the Levelling Up Fund to facilitate improvements to the town centre which if successful will link in with the EA proposals for managing the flow of water through the town centre. New resilience stores and sandbag supplies have been secured and an operational protocol has been established for times of flood. Flood Warden training is underway with volunteers in the local community and every effort is being made to keep the local community informed of progress and to provide information to assist them in becoming resilient to the risk of flooding in the future.

29. **Calverton** - The early partnership working between NCC and Severn Trent Water in this catchment has led to the utility company securing significant investment to deliver a capital improvement project in the catchment. The project is currently in detailed feasibility stage and once options are identified we will work together to identify ways of delivering mutually beneficial outputs in the catchment. NCC are currently liaising with Severn Trent Water's team to programme in a delivery date, however this is dependent on the outcome of feasibility / design. Once a preferred option has been agreed arrangements will be made to share these with the wider community. Meetings to discuss progress and next steps are set to take place in the autumn, following which Members will be updated.

30. **Arnold** - Nottinghamshire County Council have completed the Section 19 report into the devastating flooding that happened in June 2019. We are continuing to work closely with residents and our partners Severn Trent Water and Gedling Borough Council to clarify

responsibilities and identify potential measures to reduce and mitigate the risk of flooding events in the future. Due to its history of flooding this area has been included as part of the Daybrook Upper Catchment Study detailed further in paragraph 32. Several properties affected within Arnold have now been fitted with Property Flood Resilience measures this project has been led by Severn Trent to add an additional level of protection to properties in the area. NCC are additionally installing Property Flood Resilience measures on properties in the area of which were not included in the Severn Trent programme.

31. **Daybrook Upper Catchment Study** - In order to understand the complex interaction between surface water assets in the upper Daybrook (Arnold) catchment, NCC secured £99k of Local Levy to carry out a detailed study. The study has been carried out by Severn Trent Water and their specialist contractors and the final report was completed in July. An executive summary of the report was presented to local Members in 2020 prior to submitting final amendments for the document. A final review of the document by County Council Members and Partners was completed this October and subsequently the report has been published. Key outputs of the study include a prioritised approach to 9 areas of known flood risk as shown in the table below. It was agreed that each lead RMA would own their respective allocations and develop them through their internal investment decision processes as stand-alone issues. Any decisions made regarding investment will be shared with the other RMAs both for information and to allow any impacts on other areas to be considered. This approach was considered the most effective and has been made possible due to the significant level of detail and understanding afforded by the wider report. The study was made possible by utilising the support, skills, knowledge and experience from across the partners: Severn Trent Water and its Consultants - WSP, Gedling Borough Council, The Environment Agency and Nottinghamshire County Council, and was completed in 2020. The significant local knowledge contained within the partner group has been an invaluable contributor to the success of the study.

DAYBROOK UPPER CATCHMENT FLOOD STUDY HOTSPOTS - LEAD RMA AND INVESTMENT DECISION

Location (alphabetical)	Lead Risk Management Authority (RMA)	Partner RMAs	Investment Decision timescales* Please note these are targeted timescales for reaching an investment decision and do not guarantee investment. Timescales are from June 2021
Arno Vale Road	NCC	STW / GBC	Long - 36mths+
Arnot Hill Park	GBC	NCC / STW	Medium - 18-36mths
Bestwood Lodge Drive	STW	NCC / GBC	Long - 36mths+
Calverton Road	NCC	STW / GBC	Long - 36mths+
Coppice Road / Bentwell Avenue / Brookfield Road	GBC	STW / NCC	Short + Long (two phase approach)
Front Street	NCC	STW / GBC	Short - <18mths
Jubilee Ponds	STW	EA / GBC / NCC	Long - 36mths+
Thackerays Lane Park	EA	GBC / NCC / STW	n/a
Thornton Avenue / Upper Mansfield Road	STW	NCC / GBC	Long - 36mths+

** These timescales allow the Lead RMA to consider ways of reducing the risk of flooding in the area in more detail, identify available funding streams to support investment and deliver any viable improvements. The Lead RMA will be supported in this process by the Partner RMAs.*

32. **Newthorpe** - Severn Trent Water as lead authority are currently carrying out detailed feasibility on the catchment. NCC have contributed to the feasibility study to allow a comprehensive study into all sources of flood risk in the area. Preferred options will be progressed through Severn Trent Water's investment process with financial support from NCC capital funding and a Section 106 contribution. Currently data collection is being finalised within the community, after which the final design will be assessed and proposed. Following this exercise information will be shared with Members and the local community.

33. **Girton-** Girton has a significant history of repeat flooding, its small size makes a traditional flood defence approaches very difficult in order to achieve a positive cost benefit ratio. NCC are committed to finding a way to assist this incredibly resilient community to find some level of protection against flooding and provide some peace of mind for the residents. A recent bid to the Innovative Flood Resilience Programme, though unsuccessful has provided several innovative ideas to assist the community. External funding sources are being pursued to facilitate Natural Flood Management solutions to store water away from the village.

34. **Sutton on Trent** - Following severe flooding in 2018 NCC worked closely with Trent Valley Internal Drainage Board to understand the causes of the flooding and ways to reduce the risk of future occurrences. The IDB have identified their preferred option for reducing the risk of flooding to the catchment and are currently looking at funding options, with a view to submitting an application for Flood Defence Grant in Aid in 2021/22. NCC have made an allocation of £50k available as a contribution to support any viable proposals. NCC have completed a comprehensive Property Flood Resilience scheme on one property in the catchment that is most vulnerable to repeat flooding. This work will protect the elderly resident in their home and reduce the likelihood of future evacuations.

35. **Normanton on Soar** – A scheme to help resolve surface water and highway flooding in Normanton is currently being considered by Severn Trent Water Ltd. This scheme necessitates a pragmatic approach to problem solving from all parties affected including Highways, Severn Trent Water, Normanton on Soar Parish Council, the Environment Agency and NCC Flood Risk Management and on completion will see benefits delivered to all involved.

36. **Willoughby on the Wolds -** NCC are working closely with Severn Trent Water to identify both short and long term solutions to prevent localised flooding and pollution of a watercourse. NCC have been working with residents to clear the watercourse of silt and debris, whilst Severn Trent Water continue to investigate the operation of their drainage network. Severn Trent Water are liaising with the Parish directly and NCC will retain an overview of the situation.

37. **Clarborough -** Following a successful bid to DEFRA for £45k via the SR20 programme and to the Trent Regional Flood and Coastal Committee for £30k of Local Levy; the County Council are working with the Trent Rivers Trust to run a Natural Flood Management project in Clarborough. This project began in July 2020, working with local landowners to identify the optimum areas to install Natural Flood Management measures. The project is now completed ahead of schedule with installed measures capturing surface water and reducing the level and risk of flooding. Alongside this work we are appraising a shortlist of options for an engineered flood mitigation scheme for Clarborough. We continue to update the Parish Council on developments and assist the community in becoming self-resilient to the risk of flooding in the future.

38. **Gotham -** Section 19 reports have been published for both significant flood events suffered by the residents of Gotham in November 2019 and February 2020. Driven by the severity of those events and similar events historically, the County Council are working with the Trent Rivers Trust to survey the catchment with a view to implementing Natural Flood Management measures. The aim of this project is to store water on the land surrounding Gotham hopefully

lessening potential future flood impacts. The feasibility study for this project has been funded by a successful bid to DEFRA for £30k via the SR20 programme. Considerable work has already been undertaken by the County Council, Severn Trent Water, local organisations and the Parish Council to repair and improve the condition of the existing drainage system.

39. **West Bridgford** – Following the significant rain storms last August which caused some severe surface water flooding across the catchment, Via East Midlands Ltd, Rushcliffe Borough Council, Severn Trent Water, Emergency Planning and the Flood Risk Management team are working together to investigate and address a number of concerns on the network. NCC are working closely with key Risk Management Authorities in the area to manage and understand the risk of flooding in several locations across the catchment, several on site meetings have been held with varying members of the public and risk management authorities to gather additional data to feed into investigations across West Bridgford.

40. **Tollerton**- Following the devastation of the flooding events in November 2019 and February 2020 we have completed detailed investigations into surface water drainage assets on Tollerton Lane and Cotgrave Lane. Improvements including works to the highway drainage system on Cotgrave Lane, riparian owned watercourses, culverts and Property Flood Resilience for 5 properties on Tollerton Lane are now completed. Via East Midlands Ltd. completed a work programme undertaking a large variety of improvements in the area including, over 300-metre of highway drainage and a replacement of a 12-metre culvert under the highway. The works undertaken should ensure surface water in the area is managed as effectively as possible and reduce the likelihood of future internal flooding.

41. **Radcliffe on Trent** – Following several reported incidents of flooding across the catchment, we are currently pursuing maintenance based improvements in a number of areas in Radcliffe on Trent. We are also working with riparian owners to ensure existing surface water systems operate as effectively as possible.

Local Levy 2020/2021 Update

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

43. Since 2014 Nottinghamshire have been very successful in bidding into the Levy securing approximately £2.8 million for flood risk schemes in the county, to work with communities to reduce flood risk. NCC have previously supported the Levy with an annual contribution and it is likely that this will continue for 2022/23 and we will continue to pursue Local Levy funding for our future capital schemes where applicable.

Digital Media

44. As a Lead Local Flood Authority, we are committed to ensuring all residents, users and interested bodies can access a wealth of information to better understand the risk of flooding within Nottinghamshire. The Flood Risk Management Strategic Action Plan identifies a need

to increase knowledge on the risks of flooding as well as providing guidance, support and greater knowledge to those at risk and those of who have already suffered flooding. Currently we are working with our key business partners within Nottinghamshire County Council to better understand how to update and present our information in a clear and succinct manner to better disseminate that information to our key users. We are working with other teams within the authority to ensure a level of continuity to the advice provided to our customers.

Telemetry

45. Planning and preparing for flooding as a community can reduce the impact it has, knowing when to act. Flood telemetry systems monitor watercourses and keep track of water levels, they provide data that indicates when flooding may occur. Based in and around local watercourses telemetry technology can give you enough time to prepare for flooding and take action. A combination of telemetry and camera monitored sites across the County in key high-risk locations are proposed as part of a telemetry pilot scheme. This scheme will assist in the managing and analysing Risk Management Authorities responses to flooding and help inform how to better manage these high-risk locations. Across Nottinghamshire County there are large number of critical drainage assets including: trash screens, culverts, weirs, grills and other structures that function to collect debris, manage flows and prevent blockages of our watercourses. These key high-risk locations form part of our current asset inspection programme. Following the trial, a review will take place on the effectiveness of the assets to inform a decision for a potential County wide roll-out initiative.

Drones

46. NCC have internally recruited and trained 5 volunteers this year to become Civil Aviation Authority approved trained drone pilots within the Place department. Several test flights have been successfully undertaken and following a review of these early stages we will be looking to roll out and provide this service to others both internal and external to the business. Flights to date have provided intel for building inspections, planning matters, dispute resolution and facilitated imagery of sites that are extremely difficult to access on foot safely. Digital imagery is currently being gathered to create an insight as to the capabilities of the drones and their potential uses for the authority which we hope to share with Members at a later Committee.

Flood Resilience Programme

47. Following the significant flood events in November 2019 and February 2020, the County Council identified the need to implement Property Flood Resilience measures (PFR) to properties in areas vulnerable to flooding but not covered by Central Governments Flood Protection Grants. At Full Council on the 27th February 2020 it was proposed that funding in the region of £2m be set aside to be put towards flood prevention schemes in Nottinghamshire, with the ambition that this funding be matched by partners including the Environment Agency. £1m of funding is being utilised to fund the Property Flood Resilience.

48. To help accelerate the provision of flood defences to flood victims a PFR prioritisation tool has been developed to ensure those areas in need are effectively and justifiably targeted. These reliance measures are for those most susceptible to flooding and look to reduce the likelihood of water entering properties at ground level. Proposals for parts of Jacksdale, Ollerton, Cropwell Bishop and East Markham are all currently being developed with a view to deliver agreed measures over the coming months. The work will be delivered by Whitehouse Construction Ltd. who have been procured by NCC through the Environment Agencies PFR framework. This programme is evolving and will be further developed in the

coming months and reported back to Committee. The installation of flood doors has been temporally suspended pending revised paperwork from the British Standards Institute following a revision to the testing standards nationally for flood doors. We are confident that Whitehouse's products will pass the necessary testing procedures which are due to conclude shortly.

COP 26

49. The Flood Risk Team have been working closely with other NCC colleagues to create a submission for the COP26 Regional Roadshow for the East Midlands. The focus is the increase in our usage of technology and engineering advancements to change the way in which Flood Risk is managed across the region. By utilising different aspects of technology, we are looking to decrease our overall carbon footprint and strengthen resilience to decrease the re-build requirement after major flooding events. The role of local authorities during flood events has a range of tasks and roles, from collecting data, providing advice, guidance, and support, assisting with the vulnerable and undertaking maintenance and clearance on key flood risk assets across the authority. The increase in flooding has seen a greater need to ensure our resources are focussed for our most vulnerable and our most at-risk communities. This challenge is being met in part by using advancements in technology. By using new technology such as telemetry and drones we can decrease the amount of third-party input needed for tasks across both our authority and our neighbouring authorities. Our drones have the potential with certain tasks to both greatly reduce our carbon emissions and reduce the number of individuals needed for a task therefore reducing the number of vehicles needed on the road. Although ensuring our communities are more resilient to avoid the loss of homes, livelihoods, and lives, we also want to ensure we are reducing our impact on the climate at every possible level.

Flood Risk Management Trainee Position

50. To support succession planning in the team and to breathe new life into the industry it is proposed to create a Trainee post within the existing structure. This post is designed to bring an enthusiastic individual into our area of responsibility to help address the lack of resources available in this specialism. It is hoped the wide range of skills and experience within the existing team and our partners will allow the post holder to shape a successful future within the industry. The post will be funded via recharges to our existing capital programme and if approved, will be advertised late 2021. **Appendix C and D**.

Scheme Delivery Partners

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

- The Environment Agency
- Canal and Rivers Trust
- City, Town, District and Parish Councils and Meetings
- Local Flood Forums

- Local Residents and Businesses
- Severn Trent Water
- Trent Valley Internal Drainage Board
- Trent Regional Flood and Coastal Committee
- Association of Drainage Authorities
- Trent Rivers Trust
- National Flood Forum
- Nottingham Trent University
- Via East Midlands Ltd.
- HS2
- Department for Food and Rural Affairs
- Association of Directors of Environment, Economy, Planning and Transport
- Midland Service Improvement Group
- Specialist Service Providers

Summary

52. Flooding devastates communities and since taking on the role of Lead Local Flood Authority, Nottinghamshire County Council has strived to protect and serve our vulnerable communities. We have secured multi million pound external investments for flood alleviation schemes, demonstrating our partners confidence in NCC ability to deliver. NCC will continue to work closely with partners and communities to identify ways of proactively reducing the risk, likelihood and consequences of future flooding events. We will ensure our communication gives cohesive and clear messages to all those effected by what we aim to achieve.

53. In the last year alone our role as Statutory Consultee has seen us protect over 25,000 new properties from the risk of flooding through the planning process. Our ability to respond to flooding incidents and prepare and publish Section 19 reports in a concise and timely manner is admired across our flood risk colleagues in the Midlands. We continue to look for opportunities to maximise the efficiencies of the delivery of our service and draw in additional contributions to enhance our offer. We will strive to increase levels of awareness within local organisations and communities, so they can become more resilient to flooding and understand their land drainage responsibilities. Flood Risk Management recognises the importance of partnership working and we will continue to take an active role in developing local flood risk management partnerships and seek to collaborate with local stakeholders to achieve common goals.

Other Options Considered

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

Reasons for Recommendations

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

Statutory and Policy Implications

56. The County Council has a number of statutory duties and powers under the Flood and Water Management Act 2010 and the Flood Risk Regulations 2009 including duties to manage and co-ordinate local flood risk management activities.

57. 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.

inancial Implications

58. The cost of these schemes will contained within existing budgets and externally secured funds.

Implications for Sustainability and the Environment

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

RECOMMENDATIONS

1) The Committee calls on all agencies involved to seek and implement suitable measures to alleviate flooding in Nottinghamshire as soon as reasonable possible.

2) Committee approve the publication of the Local Flood Risk Management Strategy 2021-2027.

3) Committee approve the creation of a Flood Risk Trainee post (paragraph 50) within the existing structure.

4) The Committee endorses the work outlined in the report.

Adrian Smith
Corporate Director, Place

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HR Comment (JP 08/11/2021)

60. Any HR implications are contained in the body of the report.

Constitutional Comments (SJE 15/10/2021)

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

Financial Comments (GB 20/10/2021)

62. The 2021/22 and 2022/23 Transport and Environment Committee capital programme includes £6.2m of funding to carry out capital works identified in this report. Should the Authority secure any further external funding there will be a requirement to vary the capital programme accordingly through the usual processes.

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.

- Flood Risk Management Strategy - Appendix A.
- Flood Risk Management Action Plan – Appendix B.
- Team Structures Flood Risk Management – Appendix C and D.

Electoral Division(s) and Member(s) Affected

- All

LOCAL FLOOD RISK
Management Strategy

2021 - 2027

Nottinghamshire County Council

The Flood and Water Management Act 2010 requires that, as a Lead Local Flood Authority, Nottinghamshire County Council must lead on managing local flood risks within its administrative boundary.

Our Local Flood Risk Management Strategy sets out our approach to achieving this and details our aims and actions to reduce the impact and likelihood of local flooding across the County.

Our role is further structured and supported through:

- County Council Members, Committees and departmental plans.
- Preliminary Flood Risk Assessment.
- Partner Risk Management Authorities.
- Parish Council & Community Groups.

OUR ROLE IN MANAGING FLOOD RISK Across Nottinghamshire

Local flood risk means the flooding caused by surface water, small watercourses, groundwater and rainfall.

We assess flood risk using data from our Preliminary Flood Risk Assessment, mathematically modelled flood risk mapping and historical flood events. With over 85,000 properties at risk of flooding in Nottinghamshire, managing the risk is a significant challenge for us.

Since 2015 over 3000 homes and businesses across the County have suffered the physical and mental devastation caused by internal flooding.

In this document we share real success stories from around the County showing how our role makes a difference to those at risk of flooding.

We want you to be informed about flood risk, what can be done, how it can be done and who is responsible.

Every year we are involved in helping more of our residents and businesses become flood resilient with our ultimate goal to reduce the risk of flooding to all our communities.

If you need further information or support, please talk to us using the information below.

www.nottinghamshire.gov.uk/planning-and-environment/flooding-help-and-advice
0300 500 8080 - flood.team@nottscc.gov.uk

The impacts of flooding do not disappear with the flood water, often the physical impacts are still being felt several years after the event and the psychological impacts much longer.

Whilst our strategy and duties provide the structure within which we operate our people provide the ability and purpose.

Our Flood Risk Management Team contains the experience and abilities to deliver and make a difference, our residents provide our purpose and focus.

Flooding can be a complicated problem, often involving many different people and organisations and we pride ourselves in our ability to navigate our way through those complexities and secure solutions.

12 major flood events in 12 years.

OUR APPROACH
to managing flood risk

An Action Plan provides detailed objectives, measures and actions and provides a focus under which we operate.

Our action plan is under constant review with formal changes made every 5 years. A copy of it can be found by following this link: https://www.nottinghamshire.gov.uk/media/3655473/appendixbncclocalfloodriskmanagementstrategyactionplan.pdf

We use our collective experience and understanding of flood risk management to ensure our objectives align with local and national expectations.

Our teams experience also allows us to understand the potential psychological, financial and mental health impacts of flooding on our residents.

We work closely with all our partners, our elected Members and communities. Committee meetings, drop-in sessions, Liaison meetings, community groups and site visits all help compliment our work.

We listen to the concerns, needs and expectations of others, an understanding of what others want and need helps provide a strong platform for decision making.

"It is now over 8 months since the events of that morning and i finally have the energy and motivation to enlighten you about how that situation devastated my life.

I continue to live with memory, wading through filthy water in the darkness of the morning, to discover the ground floor of my house flooded throughout, not one of my rooms spared by the great tide that forced its way in as it surged along the road and through the houses, cars and gardens.

My hard-earned furniture, belongings, and precious things some bought to remind me of my travels and experiences, some cared for gifts from family and friends - all lost and irreparable.

I was not able to grieve for those lost memories - i was in shock.

My house was uninhabitable, I had to find emergency accomodation the duration of which was then unending as the Covid-19 pandemic took hold and all work to make good the damage was halted before it even began.

I cannot begin to fully describe the stress, upset and trauma I endured during those months.

I was finally able to return to live at my home on Friday 21 August 2020. 255 days after the flood.

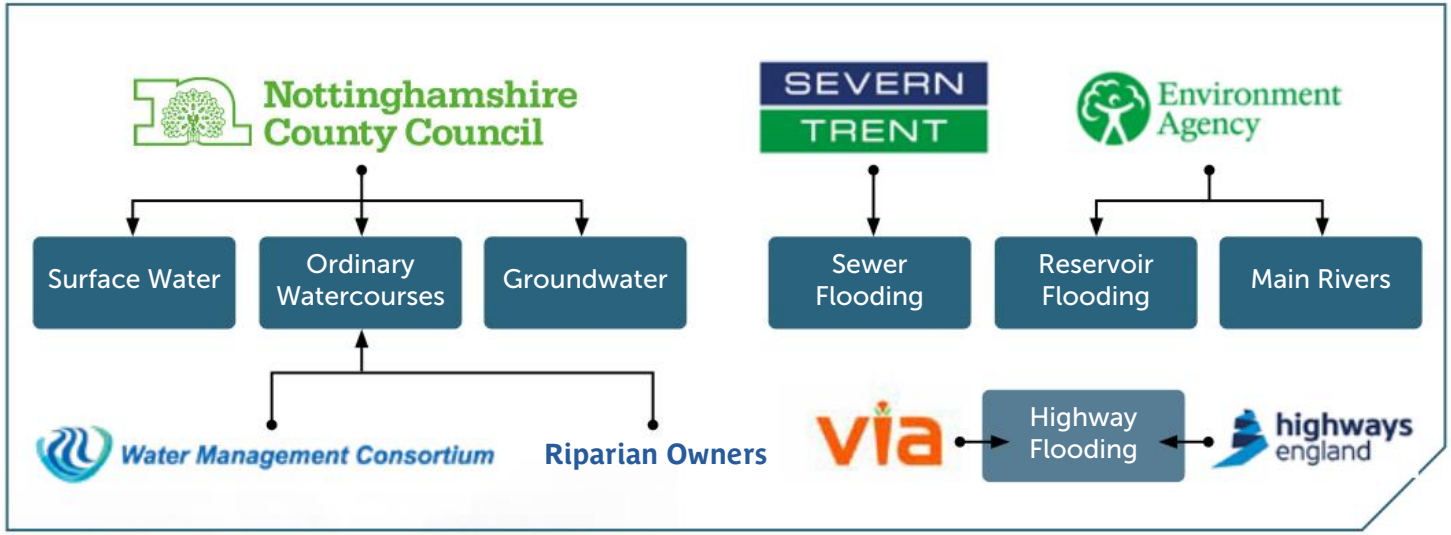
With no remaining furniture, only a garden chair to sit on, no table to eat at, no television or modern comforts. No curtains to keep out the night."

www.nottinghamshire.gov.uk/planning-and-environment/flooding-help-and-advice
0300 500 8080 - flood.team@nottscc.gov.uk

Who we work with
– our 'Partners'

Local flooding isn't the only type of flooding faced by Nottinghamshire communities. Flooding from major rivers, the public sewerage system, watercourses and public highways has caused devastating outcomes across the County.

We work closely with our partners: Severn Trent Water, VIA East Midlands, the Environment Agency, Trent Valley Internal Drainage Board, Nottingham City Council, District and Borough Councils, Riparian owners and communities who each have their own role to play in managing flood risk.



We understand that the type of flooding doesn't really matter when you're in need of our help. We pride ourselves on our working relationships with all organisations involved in managing flood risk and will always work together when flooding happens.

We hold regular liaison meetings with our partners to ensure we retain a cohesive approach to flood risk and an understanding of each partner's priorities.

Bi-annual Strategic Flood Risk Management Board meetings bring Elected Members and Officers from all partners together to review and discuss the management of flood risk across the County.

Formal updates on our progress are presented to the relevant County Council Committees and we routinely liaise with other departmental colleagues.

www.nottinghamshire.gov.uk/planning-and-environment/flooding-help-and-advice
0300 500 8080 - flood.team@nottscc.gov.uk

Our ambition is to contribute to making Nottinghamshire a great place to live and work. We want to enhance our built environment and ensure Nottinghamshire is safe and sustainable in terms of flood risk. We have witnesses how flooding devastates communities and understand the long-term impacts that can have on quality of life. We will keep our communities informed and educated about flood risk, to help embrace resilience, and to understand what is being done to manage flood risk across the County.

Making a difference

How and when we will meet our objectives.

Having set out what we'd like to do, we want to evidence how our work is helping us achieve this.

Over the following pages we set out objectives in a little more detail, linking their supporting measures.

We endeavour to reduce all risks of flooding however our priority is to help anyone who has suffered internal flooding to their property. If you would like to discuss how flooding has affected you, please contact us using the information found at the end of this document.

Our strategic approach to managing flood risk focusses on five objectives:

- To pursue new solutions, partnerships and alleviation schemes to manage future flood risks and adapt to climate change in Nottinghamshire to ensure it is a great place to live, work, visit and relax.
- To improve delivery of flood risk management by working in partnership across functions and organisations, taking a catchment-based approach.
- To increase levels of awareness within local organisations and communities by enabling and supporting them so they can become more resilient to flooding and understand their land drainage responsibilities.
- To integrate local flood risk management into the planning process and support sustainable growth.
- To consider the environmental impact of proposed flood risk management measures, maximise opportunities to contribute to the sustainable management of our environment and deliver wider benefits.

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0300 500 8080 - flood.team@nottscc.gov.uk

Objective 1

£164m external investment on flood risk secured since 2012.

Objective 1: To pursue new solutions, partnerships and alleviation schemes to manage future flood risks and adapt to climate change in Nottinghamshire to ensure it is a great place to live, work and relax.

Legislation gives Nottinghamshire County Council a duty to investigate floods. In Nottinghamshire not only do we investigate what happened in a local flood we also look at ways we may be able to mitigate future risks and their consequences. We work with our partners to effectively utilize the breadth of experience and expertise available to us and seek funding opportunities to help us deliver mitigation schemes.

Any capital schemes we pursue are designed to allow for climate change and ensure they deliver the required standard of protection into the future. We embrace the opportunity to use Natural Flood Management techniques where possible and continually seek innovative ways of delivering our projects.

Case Study: Southwell

On the 23rd July 2013 the community of Southwell suffered the devastation of a major flood event with over 240 properties and businesses suffering internal flooding.

Following the event in 2013 Nottinghamshire County Council began looking at ways to reduce the future risk of flooding undertaking a catchment wide study to understand exactly what had happened. Alongside the surveying of flood risk assets, a significant focus of the study was capturing first-hand experience and observations from those local residents affected an approach that was to be invaluable in our understanding of the event.

Our approach led us to secure £4.368m for catchment wide improvements with contributions being secured from Flood Defence Grant in Aid, Local Levy, DEFRA, Nottinghamshire County Council Capital, Newark and Sherwood District Council and Southwell Town Council.

The scheme represents our largest single investment in Flood Risk to date in the County and our success would not have been possible without the inputs from all our partners.

The scheme protects over 250 properties and businesses against future flooding events. Measures including improved surface water flow path management and storage, property flood resilience and natural flood management combined with a wider understanding and acceptance of maintenance roles and responsibilities will reduce the likelihood and consequences of future flooding events and increase the level of protection against flooding in the catchment.

www.nottinghamshire.gov.uk/planning-and-environment/flooding-help-and-advice
0300 500 8080 - flood.team@nottscc.gov.uk

Objective 2

Objective 2: To increase levels of awareness within local organisations and communities by enabling and supporting them so they can become more resilient to flooding and understand their land drainage responsibilities.

We all have a part to play in managing flood risk, and often local organisations and communities can make a significant difference.

Our approach is underpinned by the motto 'Prepare Not Repair' one that captures a proactive message and seeks to empower others.

We work with Parish Councils and local flood action groups across the County to help them understand flood risk and improve local resilience. Having a localised awareness can be crucial in managing flood risk particularly during times of high risk, local knowledge spans both the topography of the catchment as well as the demographic which has proven invaluable.

We also ensure our online information is kept up to date and presented in a manner that encourages interaction, we use a FAQ's section to help with the more common issues and provide links to more details where necessary. We keep a register of critical flood risk assets and monitor changes to ordinary watercourses through our Consenting process. Our flooding pages can be found here using the link at the bottom of the page.

www.nottinghamshire.gov.uk/planning-and-environment/flooding-help-and-advice
0300 500 8080 - flood.team@nottscc.gov.uk

Case Study: Bleasby

Bleasby is a small rural community that sits between the River Trent to the east and steeply sloping agricultural land to the west. The community is at risk both from surface water (pluvial) and river (fluvial) flooding.

Our work with the community began in 2018 when we started to attend and support their established Flood Action Group. This groups aim was to develop a proactive approach to local flood risk and our role was to further support and expand their understanding.

To date we have resolved a number of localised issues in the catchment and our foresight has resulted in securing external funding that has allowed us to commission a detailed hydraulic study of the western element of the catchment. It is hoped this study will help us identify further ways of reducing the risk of flooding in the catchment.

Once completed we plan to use the outputs of the study as a centerpiece for a community led Flood Awareness drop-in session and support the ongoing work with the flood action group.

Objective 3

Objective 3: To improve delivery of flood risk management by working in partnership across functions and organisations, taking a catchment-based approach.

Flooding is usually a result of several contributing factors, themselves usually the responsibility of several organisations. Rather than split flooding down into its separate parts we endeavor to adopt a catchment-based approach to our investigations.

We believe this approach allows a truly effective understanding of the issues and allows us to work with our partners on recovery and mitigation.

This approach also allows us to draw on the significant experience and expertise from within our partner organisations and communities whilst ensuring expectations of those involved are kept clear and realistic.

Case Study: Upper Daybrook Catchment

The Upper Day Brook catchment serves the heavily urbanised Arnold and Daybrook areas of Nottinghamshire. There is a significant history of flooding in the catchment from a number of sources including surface water, public sewer network, watercourses (both ordinary and main river designated) and highway drainage.

A complex network of surface water assets interacts with each other to manage the flow of water through the catchment.

In 2018 we secured £99k of external funding to carry out a detailed and comprehensive study of these assets. The aim of the study was to clarify ownership, responsibility and condition of the surface water assets as well as create a prioritized list of areas to be considered for future capital investment.

The team involved in delivery consisted of:

- Nottinghamshire County Council Flood Risk Management Team
- Gedling Borough Council
- Severn Trent Water
- WSP Consultants
- Environment Agency

We used WSP, one of Severn Trent Water's consultants, to carry out the detailed hydraulic modelling, carry out site surveys and compile the report. We also managed to align our study with other programmed works within the catchment, allowing us to widen the scope of our investigations and not incur additional costs.

Our report was completed and met all of our partners expectations. The report provides us all with a significantly improved understanding of the catchment and our pursuit of improvements to the management of surface water will continue over the coming years.

www.nottinghamshire.gov.uk/planning-and-environment/flooding-help-and-advice
0300 500 8080 - flood.team@nottscc.gov.uk

Objective 4

Objective 4: To integrate local flood risk management into the planning process and support sustainable growth.

As Lead Local Flood Authority (LLFA) we are a statutory consultee in the planning process. This means that each of the Local Planning Authorities (LPAs) consults with us on the proposed management of surface water for major planning applications. We provide our comments for the LPAs consideration in their decision making process.

We encourage and promote the use of sustainable drainage systems (SuDS) in all new developments and provide bespoke responses to all major application consultations. Our comments have helped protect tens of thousands of new properties and support sustainable growth across the County.

We engage with our LPAs to ensure as far as possible that they take full account of flood risk in Local Plan policies and allocations and supplementary planning documents.

Average 850 bespoke consultation responses per year.

Case Study: Queen Elizabeth Crescent - Rhodesia

Our involvement helped shape the sustainable drainage for the development which, as well as incorporating a large, open surface water attenuation feature, also linked into an adjacent local wildlife site. Nottinghamshire Wildlife Trust acknowledged that additional surface water from the development may benefit their site.

The sitewide surface water drainage design allows for 40% uplift due to climate change as well as an allowance for urban creep to cope with smaller localized changes in surfaces such as driveways and gardens.

www.nottinghamshire.gov.uk/planning-and-environment/flooding-help-and-advice
0300 500 8080 - flood.team@nottscc.gov.uk

Objective 5

Objective 5: To consider the environmental impact of proposed flood risk management measures, maximise opportunities to contribute to the sustainable management of our environment and deliver wider benefits.

As our role and its impact on the wider environment continues to develop, we seek opportunities to promote sustainability and capture as many benefits as possible from our work.

The built environment is changing, and our challenge is to ensure we align our strategic direction with those changes whilst supporting the wider goals of the Authority.

Our working relationships with our partners afford us enviable opportunities to pursue innovative and sustainable ways of managing our environment.

Case Study: Mansfield Green Recovery

As part of the Government's Green Recovery plans a large scale roll out of a nature-based approach to reducing flood risk is being planned in Nottinghamshire. The proposals, being led by Severn Trent Water with Nottinghamshire County Council as a key partner, are looking to install natural flood management measures such as green embankments, ponds and grassed areas that will help reduce the broader harm that flooding brings to local communities. This will be the first catchment scale flood resilient project of its type and is being planned for the Mansfield area.

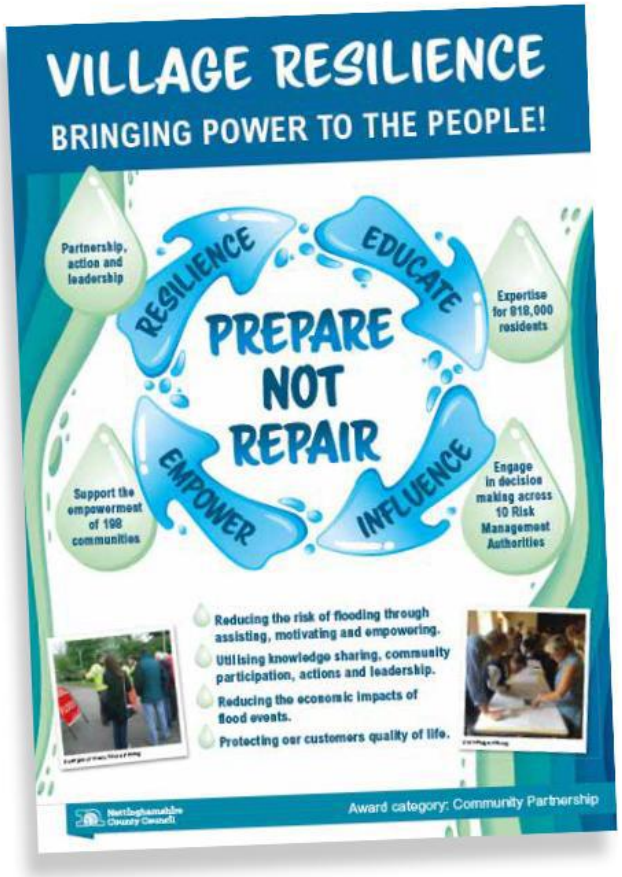
What?	• Creating the first catchment-scale resilient community by rolling out a range of nature based solutions to reduce the risk of flooding. • Installing sufficient blue-green interventions to store the equivalent of 58000m^3 of surface water.
How?	• Work in partnership with Lead local Flood Authority and local councils to install and maintain a mixture of blue-green soft infrastructure. • Target areas to prioritise financially vulnerable areas of the demographic.
Benefits	• Significant reduction in risk of flooding to the catchment. • Creating additional biodiversity of Combined Storm Overflows. • Improving local amenties. • Job creation.

The project is programmed to deliver £85M worth of flood risk improvements by 2025.

www.nottinghamshire.gov.uk/planning-and-environment/flooding-help-and-advice
0300 500 8080 - flood.team@nottscc.gov.uk

WORKING WITH COMMUNITIES to raise awareness and resilience – **how you can help.**

Localised awareness and understanding of flood risk and basic responsibilities can help ensure issues are dealt with effectively and often without them creating serious problems.



We can support you and your Community with knowledge sharing,either through our webpage or working with you direct. A number of our communities already benefit from our support through localised Flood Action Groups, usually formed as part of Parish or Town Council arrangements.

These events are not only a great way to meet our residents, but also enable us to work together to raise awareness and resilience whilst directly protecting properties from flooding.

Over 2000 critical assets recorded and mapped.

We want this strategy to be a simple living document, allowing you to find detailed information via existing links and make further contact where you have interest to do so.

Talking with us and sharing concerns and ideas is always appreciated.

For further information please use the information below.

www.nottinghamshire.gov.uk/planning-and-environment/flooding-help-and-advice

0300 500 8080 - flood.team@nottscc.gov.uk

We have come a long way since we became responsible for local flooding in 2010 and continue to develop each year, working with more residents, communities and partners to protect property and make positive changes. Should you wish to contact us, please use the details below.

flood.team@nottscc.gov.uk

www.nottinghamshire.gov.uk/planning-and-environment/flooding-help-and-advice

0300 500 8080

Nottinghamshire County Council
Flood Risk Management Team
County Hall
Loughborough Road
West Bridgford
Nottingham
NG2 7QP

September 2021 – All figures quoted are correct at date of publishing

This document is issued by the: Flood Risk Management Team, Nottinghamshire County Council and can be translated, and/or made available in alternative formats, on request.

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D&P/11-21/78501

Nottinghamshire County Council Local Flood Risk Management Strategy Action

This Action Plan supports the Nottinghamshire County Council Local Flood Risk Management Strategy (v 2.0) June 2015.

The reader should refer to the Main Strategy document for information relating to the local flood risk, objectives, measures and potential funding streams.

Measure / Scheme	Information relating to the measure or scheme for each action
Delivery	Proposed lead and partners for delivery of the action
Programme	Proposed start, finish and review timescales for the action, along with its current status
Funding	Estimated cost, source of funding and information on funding allocation
Priority	Identification of priority for actions
Comments	Any additional information relating to the action including links to case studies or articles where these have ben published.

Item		**Description**
Measure / Scheme	ID	The invidividual measure ID. This is automatically generated when a new action is added.
	Objective	Objective, as defined in the LFRMS.
	Measure	Measure to deliver the objective, as identified in the LFRMS.
	Action	Individual action to deliver the measure.
Delivery	Lead	Organisation who will lead the measure or scheme.
	Partners	Organisations who will be supporting or have a key role to play in delivering the measure or scheme.
Programme	Start	Start date (financial year) for the measure or scheme.
	Finish	Proposed finish date (financial year) for the measure or scheme.
	Review	Review date for the measure or scheme. These are quarterly so stated at Month - Year.
	Status	Status of the measure or scheme: Not Started, In Progress, Planning, Community Engagement, Investigation, Feasibility, Design, Implementation or Completed.
Funding	Est. Cost (£)	Estimated cost of the measure or scheme.
	Source	Identified source of funding for delivering the measure or scheme.
	Status	Funding status of the scheme: Secured, Allocated, Requested, To be Confirmed or Unsuccessful.
Priority		Priority assigned to the indivdual action. Low, Medium or High **or** 1-10.
Comments		Any additional comments of information on the measure, action or scheme.

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APPENDIX B

Nottinghamshire County Council

***Full list of partners overleaf**

Measure / Scheme						Delivery		Programme				Funding		Priority	Comments
Objective		**Measure**		**Actions**		**Lead**	**Partners***	**Start**	**Finish**	**Review**	**Status**	**Est. Cost (£)**	**Source**		
1	To pursue new solutions, partnerships and alleviation schemes to manage future flood risks and adapt to climate change in Nottinghamshire to ensure it is a great place to live, work, visit and relax.	1.1	Develop a robust approach to the prioritisation of flood risk schemes in Nottinghamshire.	1.1.1	Identify areas at greatest risk from local flood risk sources making use of the best available information.	NCC.	All Partners.	2015	*Ongoing*	Apr-22	In Progress	<£5000	Multi-Agency Funding	High	
				1.1.2	Ensure records from flood events are documented to help priortise management of resources.	NCC.	DCs, BCs, IDBs and EA.	2014	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	High	
				1.1.3	The Flood Risk Management team will operate in the Values and Behaviour Framework in line with the Place Plan.	NCC.	Colleagues.	2019	*Ongoing*	Apr-22	In Progress			High	
				1.1.4	Develop a mechanism for better information sharing about flooding across partners.	NCC.	All Partners.	2015	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	Medium	
				1.1.5	Develop a pipeline of scheme ideas to address flood risk across the County.	NCC.	All Partners.	2015	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	High	
		1.2	Adhere to Statutory Duties under the Flood and Water Management Act (2010) and Land Drainage Act (1991).	1.2.1	Review the Local Flood Risk Management Strategy (Section 9 of Flood and Water Management Act)	NCC.	EA, IDB and STW.	2020	*2027*	Apr-22	In Progress	<£5000	NCC Revenue	High	
				1.2.2	Investigate internal flooding of 5 or more properties triggering Section 19 reports under the Flood and Water Management Act.	NCC.	DCs, STW, EA. EP, IDB's, EMs, PC's and TC's.	2015	*Ongoing*	Apr-22	In Progress	>£5000	NCC Revenue	High	
				1.2.3	Encourage agencies to develop flood mitigation schemes where Nottinghamshire County Council are not the lead. Progress to be reported back through Committee.	NCC.	All RMAs.	2020	*Ongoing*	Apr-22	In Progress	<£5000	Multi-Agency Funding	Medium	
				1.2.4	Maintain a register of flood risk management assets under Section 21 of Flood and Water Management Act.	NCC.	NCiC and VIA.	2017	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	High	
				1.2.5	Use permissive powers to undertake works to mitigate flood risk or to allow the free passage of water from Ordinary Watercourses, surface water and groundwater under the Land Drainage Act.	NCC.	VIA, DCs and BCs.	2015	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	High	
				1.2.6	Process Land Drainage Consents under the Land Drainage Act.	NCC.	IDB and EA.	2015	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	High	
		1.3	Seek external funding opportunities whenever possible.	1.3.1	Regularly review funding sources and opportunities for collaborative projects.	NCC.	EA, IDBs, MSIG, AW, TRT and STW.	2015	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	Medium	
				1.3.2	Ensure relevant information sharing to capture external funding opportunities.	NCC.	EA, IDBs, DCs, AW and STW.	2014	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	Medium	
				1.3.3	Promote and retain core expertise in Flood Management and Drainage Design to ensure this is maintained within the Council to provide both project support to Highways , Education, Mineral and Waste sectors and bidding for external funds.	NCC.		2015	*Ongoing*	Apr-22	In Progress	£25,000 - 50,000	NCC Revenue	High	
		1.4	Collaborate with all stakeholders to achieve common goals.	1.4.1	Pursue partnerships as defined in Objective 3. (To improve delivery of flood risk management by working in partnership across functions and organisations, taking a catchment based approach.)	NCC.	All Partners.	2015	*Ongoing*	Apr-22	In Progress	<£5000	Multi-Agency Funding	Medium	
				1.4.2	Identify schemes which maximise the common goals, regularly review and share intelligence.	NCC.	All Partners.	2015	*Ongoing*	Apr-22	In Progress	<£5000	Multi-Agency Funding	High	
				1.4.3	Maintain regular liaison with local Risk Management Authorities to monitor progress of their investment programmes and assess effectiveness.	NCC.	DCs, BCs, STW, AW, IDBs and EA.	2014	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	Medium	
				1.4.4	Identify where the County can contribute to other Flood Alleviation Schemes delivered by partners.	NCC.	All Partners.	2014	*Ongoing*	Apr-22	In Progress	£5000 - £500,000	Multi-Agency Funding	Medium	
		1.5	Progress capital schemes identified for flood alleviation.	1.5.1	Progress Southwell flood risk management programme of works including flood defences, Natural Flood Management, hard engineering solutions and Property Flood Resilience measures.	NCC.	VIA, EA, NSDC, TRT, NFF, STC, COM, STW and SFF.	2013	*2022*	Apr-22	In Progress	£4.6 million	Multi-Agency Funding	High	Local Levy, NCC and GIA reporting required.
				1.5.2	Assist other Risk Management Authorities who are the lead authority to deliver flood mitigation measures and investigations including Lowdham, Worksop, Retford, Gunthorpe and Thurgaton.	EA, STW, IDB and NCiC.	All Partners.	2014	*Ongoing*	Apr-22	In Progress	>£500,000	NCC Capital	High	Contributions to schemes led by others.
				1.5.3	Progress and complete Egmanton village protection scheme.	IDB.	NCC and COM.	2016	*2021*	Apr-22	In Progress	£70,000	IDB	Medium	Contributions from NCC.
				1.5.4	Progress Hucknall Titchfield Park Brook Scheme to better protect properties along the Titchfield Park Brook catchment area.	NCC.	ADC, COM, EA and VIA.	2014	*2021*	Apr-22	In Progress	£50,000	FCERM GiA	High	
				1.5.5	Progress and complete Lowdham improvements to the highway and surface water assets including Severn Trent Water network improvements.	NCC & STW.	VIA and COM.	2018	*2021*	Apr-22	In Progress	£500,000	Severn Trent Water	High	Contributions from NCC.
				1.5.6	Continue working with Severn Trent Water in Calverton to identify and deliver mutually beneficial outputs in the catchment.	NCC & STW.	PC, COM and VIA.	2017	*2023*	Apr-22	In Progress	£100,000	Severn Trent Water	High	Contributions from NCC.
				1.5.7	Identify and deliver capital investment works in Newthorpe.	NCC & STW.	VIA, COM and BBC.	2012	*2023*	Apr-22	In Progress	£100,000	Local Levy	High	Contributions from NCC.
				1.5.8	Scope and identify areas for village protection in Girton as an Environment Agency led scheme.	EA.	NCC, COM and NSDC.	2013	*2027*	Apr-22	In Progress	£150,000	NCC Capital	Medium	Contibutions from EA.
				1.5.9	Continue working with Trent Valley Internal Drainage Board in Sutton on Trent to improve the performance of flood risk management assets.	IDB.	NCC, PC, NSDC, COM, HE and VIA.	2014	*2027*	Apr-22	In Progress	£50,000	IDB	Medium	Contributions from NCC.

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APPENDIX B

Nottinghamshire County Council

***Full list of partners overleaf**

Measure / Scheme						Delivery		Programme				Funding		Priority	Comments
Objective		**Measure**		**Actions**		**Lead**	**Partners***	**Start**	**Finish**	**Review**	**Status**	**Est. Cost (£)**	**Source**		
				1.5.10	Progress and understand the complex interactions between surface water assets in the Upper Daybrook Catchment.	NCC.	STW, GBC, EA and NCiC.	2016	*2020*	Apr-22	In Progress	£100,000	Local Levy	High	Contributions from NCC.
				1.5.11	Continue working with Severn Trent Water to complete the Normanton on Soar scheme.	NCC.	STW, PC, EA and VIA.	2016	*2020*	Apr-22	In Progress	£80,000	NCC Revenue	High	Contibutions from STW.
				1.5.12	Continue working in partnership with Severn Trent Water to establish short and long term solutions for flooding in Willoughby on the Wolds.	STW.	NCC, EA and PC.	2018	*2027*	Apr-22	In Progress	£50,000	NCC Capital	High	Contributions from NCC.
				1.5.13	Progress capital scheme and Natural Flood Management in Clarborough.	NCC.	TRT, BDC and PC.	2016	*2027*	Apr-22	In Progress	£20,000	NCC Capital	Medium	Contributions from BDC.
				1.5.14	Work in partnership with Gotham Parish Council to address localised flooding issues.	NCC & STW.	PC, VIA and RBC.	2016	*2027*	Apr-22	In Progress	£30,000	NCC Capital	High	Contibutions from STW.
				1.5.15	Investigate localised flooding hotspots in Critical Drainage Areas.	NCC.	All Partners.	2011	*Ongoing*	Apr-22	In Progress	>£5000	NCC Revenue	High	
				1.5.16	Maintain regular overview of Trent Valley Internal Drainage Board planned works to watercourses and pumping stations.	NCC.	IDB's	2015	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	Medium	
				1.5.17	Deliver flood mitigation measures driven by Section 19 investigations where NCC are the lead Risk Management Authority.	NCC.	All Partners.	2014	*Ongoing*	Apr-22	In Progress	£10,000 - £50,000	NCC Capital	High	
		1.6	Ensure flood management actions will be adaptable and responsive to future changes in the climate through policy.	1.6.1	Identify actions for Nottinghamshire following any new publications in regard to Climate Change.	NCC.	All Partners.	2014	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	Low	
				1.6.2	Ensure modelled future flood scenarios are incorporated into design and planning requirements through policy.	DCs.	NCC.	2011	*Ongoing*	Apr-22	In Progress	<£5000	NCC Capital	Medium	
				1.6.3	Identify impact of Climate Change scenarios for measure 1.1. (Develop a robust approach to the prioritisation of flood risk schemes in Nottinghamshire.)	NCC.	All Partners.	2011	*Ongoing*	Apr-22	In Progress	<£5000	Multi-Agency Funding	Low	
2	To increase levels of awareness within local organisations and communities by enabling and supporting them so they can become more resilient to flooding and understand their land drainage responsibilities.	2.1	Improve sources and avenues of information dissemination to the public, including Local Resilience Forums, online tools and digital media.	2.1.1	Work in partnership across council functions to identify new community contacts.	NCC.	All Partners.	2011	*Ongoing*	Apr-22	In Progress	<£5000	Multi-Agency Funding	Medium	
				2.1.2	Identify ways to improve communications with hard to reach communities.	NCC.	All Partners.	2011	*Ongoing*	Apr-22	In Progress	<£5000	Multi-Agency Funding	Medium	
				2.1.3	Introduction of regular meetings with District and Borough Councils to share information.	NCC.	DC's and BC's.	2020	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	Medium	
				2.1.4	Develop Flood Risk Management website to ensure all relevant information and guidance is provided across the County.	NCC.	All Partners.	2015	*Ongoing*	Apr-22	In Development	<£5000	Multi-Agency Funding	High	
				2.1.5	Improve online tools for investigation, reporting and managing reports of flooding.	NCC.		2015	*Ongoing*	Apr-22	In Development	<£5000	NCC Revenue	Medium	
				2.1.6	Utilise unmanned aerial vehicles for undertaking flood investigations and asset inspection programme.	NCC.	ARC and VIA.	2020	*Ongoing*	Apr-22	In Development	£25,000 - £50,000	NCC Capital		
				2.1.7	Further develop digital media to support measure 2.2.2 including the MyNotts mobile application. (Encourage sign up to flood warnings and weather information.)	NCC.	EA, BCs, DCs, TCs, PCs and COM.	2019	*Ongoing*	Apr-22	In Development	<£5000	NCC Revenue	Low	
		2.2	Encourage communities, residents, developers, businesses and partners to understand and better manage their own flood risk.	2.2.1	Improve information provision on Property Flood Resilience.	NCC.	COM, EA, PCs, TCs and DCs.	2013	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	Medium	
				2.2.2	Encourage sign up to flood warnings and weather information.	EA and NCC.	All Partners.	2016	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	Low	
				2.2.3	Produce and distribute bespoke information packs for communities through various channels including Riparian Ownership, Roles and Responsibilities of Risk Management Authorities.	NCC.	All Partners.	2020	*Ongoing*	Apr-22	In Development	<£5000	NCC Revenue	Low	
				2.2.4	Promote local community Flood Wardens.	NCC and EA.	COM and DCs.	2013	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	Medium	
				2.2.5	Encourage development of community flood plans in Critical Drainage Areas.	NCC and EA.	COM, BCs and DCs.	2014	*Ongoing*	Apr-22	In Progress	<£5000	Multi-Agency Funding	Medium	
				2.2.6	Continue to communicate riparian ownership responsibilities with all relevant parties.	NCC.	All Partners.	2012	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	High	
				2.2.7	Identify the need for community resilience stores.	NCC.	All Partners.	2012	*Ongoing*	Apr-22	In Progress	<£5000	NCC Capital	Low	
3	To improve delivery of flood risk management by working in partnership across functions and organisations, taking a catchment based approach.	3.1	Take an active role in local flood risk management partnerships.	3.1.1	Direct and lead on local flood issues within the regular meetings of the local flood risk management groups including Strategic Flood Risk Management Board, Lead Local Flood Authority Coordination and Local Flood Group Meetings.	NCC.	DCs, IDBs, STW and EA.	2014	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	High	
				3.1.2	To provide a Flood Risk Management service for all residents within Nottinghamshire, both domestic and commercial, with the aim to educate, support, influence and empower.	NCC.	All Partners.	2012	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	High	
				3.1.3	Ensure the aims of this strategy are considered within the Humber Flood Risk Management Plan.	NCC.	EA, BDC & IDBs.	2012	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	Medium	
				3.1.4	Support local planning authorities with good practice in delivering flood risk management through Local Plans and planning applications.	NCC.	LPAs.	2014	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	High	
				3.1.5	Identify opportunities to work with Nottingham City Council to gain mutual benefits.	NCC and NCiC.	EA and STW.	2014	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	Medium	

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APPENDIX B

Nottinghamshire County Council

***Full list of partners overleaf**

Measure / Scheme						Delivery		Programme				Funding		Priority	Comments
Objective		**Measure**		**Actions**		**Lead**	**Partners***	**Start**	**Finish**	**Review**	**Status**	**Est. Cost (£)**	**Source**		
				3.1.6	Develop co-operative links with all neighbouring Lead Local Flood Authorities, district and borough councils to share good practice.	NCC.	LPAs and LLFAs.	2014	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	Medium	
				3.1.7	Maintain linkages with the Sherwood and River Idle catchment partnerships.	NCC.	NWT and EA.	2016	*Ongoing*	Apr-22	In Progress	<£5000	Multi-Agency Funding	Low	
				3.1.8	Identify opportunities to connect with flood forums and local interest groups.	NCC.	LRF, EMs, COM, PCs and TCs.	2014	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	Medium	
		3.2	Sharing best practice and pursuing recognition regionally and nationally.	3.2.1	Share innovative and forward thinking across the industry.	NCC.	All Partners.	2018	*Ongoing*	Apr-22	In Progress	<£5000	Multi-Agency Funding	Medium	
				3.2.2	Submit industry bids for recognition of the work across flood risk management in Nottinghamshire.	NCC.	All Partners.	2018	*Ongoing*	Apr-22	In Progress	<£5000	Multi-Agency Funding	Medium	
				3.2.3	Actively participate in industry leading professional organisations including ICE, CIWEM, ADA, ADEPT, LGC and MSIG.	NCC.	All Partners.	2018	*Ongoing*	Apr-22	In Progress	<£5000	Multi-Agency Funding		
		3.3	Ensure effective coordination between emergency planning and highways management / land drainage.	3.3.1	Jointly promote community resilience and business continuity measures.	NCC, NFU and LRF.	DCs and BCs.	2014	*Ongoing*	Apr-22	In Progress	<£5000	Multi-Agency Funding	Low	
				3.3.2	Identify requirement for Surface Water Management Plans in Critical Drainage Areas.	NCC.	DCs and EA.	2020	*Ongoing*	Apr-22	In Development	<£5000	NCC Revenue	Low	
				3.3.3	Establish a communication plan across internal teams to support 2.1. (Improve sources and avenues of information dissemination to the public, including Local Resilience Forums, online tools and digital media).	NCC.	All Partners.	2020	*Ongoing*	Apr-22	In Development	<£5000	NCC Revenue	Medium	
		3.4	Maintain effective linkages with Internal Drainage Boards and VIA for highway and network management across the County.	3.4.1	Identify where works to Internal Drainage Board Ordinary Watercourses may impact flood risk in Nottinghamshire.	IDBs and EA.	NCC.	2014	*Ongoing*	Apr-22	In Progress	<£5000	IDB	Medium	Contributions from NCC.
				3.4.2	Proactively develop a cohesive catchment wide strategy for identifying joint schemes and partnerships for alignment of capital programmes.	NCC, EA, IDBs and STW.	CRT, TRT, NFF and NWT.	2012	*Ongoing*	Apr-22	In Progress	<£5000	Multi-Agency Funding	Medium	
				3.4.3	Identify joint benefits of highway and transport schemes.	NCC and HE.	VIA.	2012	*Ongoing*	Apr-22	In Progress	<£5000	Multi-Agency Funding	Medium	
				3.4.4	Review and identify opportunities for improving flood risk management across other infrastructure providers e.g HS2, County Hall and Highways England.	NCC.	HE, DCs, VIA, EA and HS2.	2014	*Ongoing*	Apr-22	In Progress	<£5000	Multi-Agency Funding	Medium	
				3.4.5	Working with and coordination of highway and network management (VIA) to manage flood risk across Nottinghamshire.	NCC.	VIA.	2017	*Ongoing*	Apr-22	In Progress	<£5000	Multi-Agency Funding	High	
		3.5	Pursue joint initiatives with RMA's and other partners.	3.5.1	Communicate with Risk Management Authorities on a County scale to ensure consistent approach to flood investigations and mitigation.	NCC.	EA, IDBs, STW and AW.	2014	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	High	
				3.5.2	Establish an agreed approach for cross function boundary catchment investigations for alignment of initiatives.	NCC.	All Partners.	2014	*Ongoing*	Apr-22	In Progress	<£5000	Multi-Agency Funding	Low	
		3.6	Work and engage with land owners and developers to obtain sustainable flood risk management in Nottinghamshire.	3.6.1	Engagement and work with landowners to pursue joint schemes such as Natural Flood Management, Drainage Works and Sediment Control.	NCC and EA.	NFU, PCs, TCs, NWT, TRT and CRT.	2013	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	Medium	
				3.6.2	Continually review emerging sustainable water management policies, for example Natural Flood Management.	NCC.	STW, AW, NWT, NFF, EA and TRT.	2014	*Ongoing*	Apr-22	In Progress	<£5000	Multi-Agency Funding	Medium	
				3.6.3	Encourage and promote community inspections with focus on critical flood risk management assets.	NCC.	COM and PCs.	2015	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	High	
		3.7	Continually review and liaise with major infrastructure schemes or improvements.	3.7.1	Work with and collaborate with High Speed Two for cross beneficial opportunities.	NCC.	HS2.	2018	*Ongoing*	Apr-22	In Progress	<£5000	Multi-Agency Funding	Medium	
		3.8	Continue to develop our understanding of groundwater risks in Nottinghamshire.	3.8.1	Build our understanding of the future risks from groundwater rising in former mines and other industrial sites.	NCC and EA.	COM and CA.	2016	*Ongoing*	Apr-22	In Progress	£5000-£25000	Multi-Agency Funding	Low	
				3.8.2	Establish improved monitoring and recording of groundwater flood incidents.	NCC, DCs and EA.	COM and CA.	2019	*Ongoing*	Apr-22	In Progress	<£5000	Multi-Agency Funding	Low	
4	To integrate local flood risk management into the planning process and support sustainable growth.	4.1	Ensure as far as practical, local planning authorities take full account of flood risk in Local Plan policies and allocations, planning applications and supplementary planning documents.	4.1.1	Review existing SuDS Guidance Note to maximise new and emerging policies.	NCC.	VIA, DCs and BCs.	2014	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	Medium	
				4.1.2	Ensure that Strategic Flood Risk Assessments consider the impact of surface water and information set out in the Nottinghamshire Preliminary Flood Risk Assessment, and the Local Flood Risk Management Strategy.	NCC	DCs and BCs.	2014	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	High	
				4.1.3	Respond to consultations on draft policies in Local Plans on flood risk management.	NCC.	LPAs.	2014	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	Medium	
				4.1.4	Work with Local Planning Authorities to ensure maximum benefits through drainage in planning applications.	LPAs.	NCC.	2014	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	High	
				4.1.5	Respond to consultations on draft proposals in Supplementary Planning Documents where flood risk can be minimised or reduced.	NCC.	LPAs.	2014	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	Medium	
		4.2	Encourage and promote the use of SuDS in all new developments and encourage the use of sustainable water	4.2.1	Develop and publish a SuDS Guidance Note for publication to take account of new and emerging policies.	NCC.	LPAs and DEFRA.	2020	*2027*	Apr-22	To Be Programmed	<£5000	Multi-Agency Funding	Low	
				4.2.2	Work with Local Planning Authorities to implement SuDS Guidance within their Local Plans.	NCC.	LPAs.	2020	*2027*	Apr-22	To Be Programmed	<£5000	Multi-Agency Funding	Medium	

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***Full list of partners overleaf**

Measure / Scheme						Delivery		Programme				Funding		Priority	Comments
Objective		**Measure**		**Actions**		**Lead**	**Partners***	**Start**	**Finish**	**Review**	**Status**	**Est. Cost (£)**	**Source**		
			management where appropriate.	4.2.3	Promote and develop exemplar schemes to help developers with examples of costs and opportunities for SuDS.	NCC.	LPAs and DEV.	2020	*2027*	Apr-22	To Be Programmed	£10,000	Multi-Agency Funding	Medium	
				4.2.4	Investigate opportunities to use old colliery yards and spoil tips to provide SuDS for new development.	NCC.	LPAs and CA.	2020	*Ongoing*	Apr-22	In Progress	£5000-£25000	Multi-Agency Funding	Low	
				4.2.5	Ensure that all new developments have adequate future proofing of SuDS through maintenance contracts.	NCC.	LPAs and VIA.	2014	*Ongoing*	Apr-22	In Progress	£5000-£25000	Multi-Agency Funding	Low	
		4.3	Maximise opportunities to integrate flood management with other county functions.	4.3.1	Ensure consideration of flood risk in minerals and waste planning.	NCC.	LPAs.	2014	*Ongoing*	Apr-22	In Progress	<£5000	Multi-Agency Funding	High	
				4.3.2	Integrate surface water management with regular highways upgrades and works programmes.	NCC.	HE and VIA.	2017	*Ongoing*	Apr-22	In Progress	<£5000	Multi-Agency Funding	High	
		4.4	Identify opportunities to integrate SuDS design into existing and new public property and spaces.	4.4.1	Work with Nottinghamshire County Council Property Team to address drainage maintenance and potential use of SuDS e.g schools.	NCC.	EA, ARC and VIA.	2016	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	Medium	
				4.4.2	Engage with the development of new public property to encourage the use of SuDS on all sites.	NCC.	LPAs.	2014	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	Medium	
5	To consider the environmental impact of proposed flood risk management measures, maximise opportunities to contribute to the sustainable management of our environment and deliver wider benefits.	5.1	Improve connections between blue and green infrastructure management.	5.1.1	Improve internal communications between ecology, heritage, land drainage, parks, property & flood risk managers.	NCC.	COM.	2020	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	Medium	
				5.1.2	Explore routes for biodiversity enhancement through flood management e.g Natural Flood Management as supported by the Council and County Ambitions in the Place Plan and Environment Strategy.	NCC.	All Partners.	2018	*Ongoing*	Apr-22	In Progress	<£5000	Multi-Agency Funding	Medium	
				5.1.3	Liaise with the Environment Agency and other Risk Management Authorities about how flood management can contribute to water framework directive objectives.	NCC and EA.	All RMAs, LPAs, CRT, TRT, NWT and NFU.	2014	*Ongoing*	Apr-22	In Progress	<£5000	Multi-Agency Funding	Low	
		5.2	Identify improvements for existing and planned scheme development.	5.2.1	Work towards incorporating best practice sustainability targets and policy such as CIRIA / BREEAM / CIWEM assessments within project requirements.	NCC.	VIA, LPAs, STW and EA.	2014	*Ongoing*	Apr-22	In Progress	<£5000	Multi-Agency Funding	Medium	
				5.2.2	Identify whether any heritage assets are at risk of flooding and could benefit from existing planned schemes to support safeguarding of built and archaeological heritage sites across the County.	NCC.	COM and NE.	2017	*Ongoing*	Apr-22	In Progress	<£5000	NCC Revenue	Low	
		5.3	Investigate how we can 'make space for water' in Nottinghamshire and support the Place Plan.	5.3.1	Understand and explore the opportunities to store water during extreme flood events to limit the negative impacts of a changing climate on Nottinghamshire's environment.	NCC.	All Partners.	2017	*Ongoing*	Apr-22	In Progress	£25,000 - 50,000	Multi-Agency Funding	Low	
				5.3.2	Identify potential locations for flood storage in discrete catchments.	NCC.	All Partners.	2018	*Ongoing*	Apr-22	In Progress	£5000-£25000	Multi-Agency Funding	Medium	
				5.3.3	Improve our understanding of wider social, economic and environmental impacts of flood storage in open spaces.	NCC.	All RMAs, DEFRA, CRT, TRT, NWT and NFU.	2017	*Ongoing*	Apr-22	In Progress	£5000-£25000	Multi-Agency Funding	Medium	

*	ADC	Ashfield District Council
	ARC	A joint venture between Scape Group and Nottinghamshire County Council
	AW	Anglian Water
	BBC	Broxtowe Borough Council
	BC	Borough Council
	BDC	Bassetlaw District Council
	CA	Coal Authority
	CRT	Canals and Rivers Trust
	COM	Communities
	DC	District Council
	DEV	Developers
	EA	Environment Agency
	EM	Elected Members
	GBC	Gedling Borough Council
	HE	Highways England
	HS2	High Speed Two
	IDB	Internal Drainage Board
	LRF	Local Resilience Forum
	MSIG	Midlands Service Improvement Group
	NCC	Nottinghamshire County Council
	NCiC	Nottingham City Council
	NFU	National Farmers Union
	NSDC	Newark and Sherwood District Council
	NWT	Nottinghamshire Wildlife Trust

Version: *2.0*

Revision Date: *01/09/2020*
Next Review Date: *2022*

APPENDIX B

Nottinghamshire County Council

***Full list of partners overleaf**

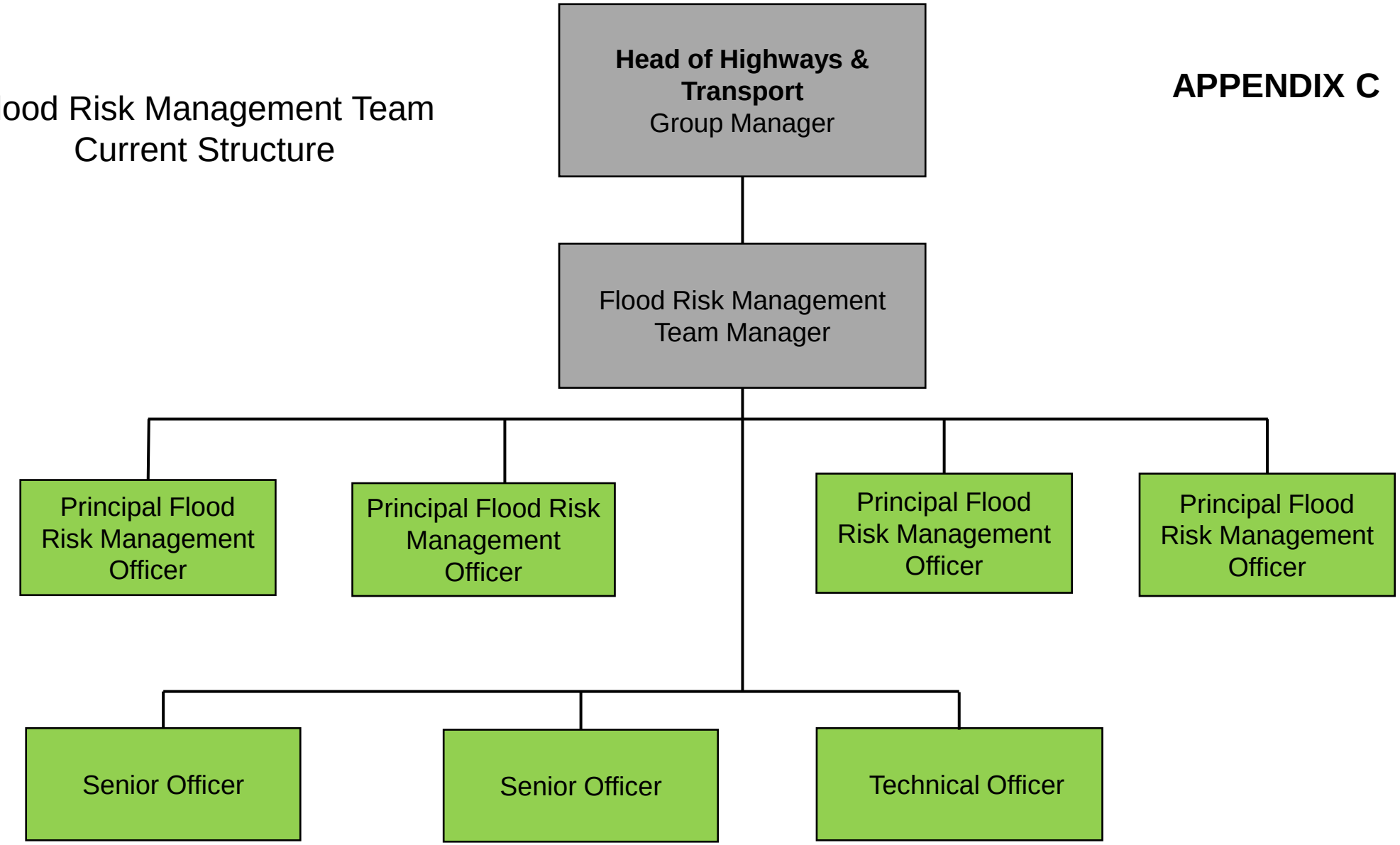
Measure / Scheme			Delivery		Programme				Funding		Priority	Comments
Objective	**Measure**	**Actions**	**Lead**	**Partners***	**Start**	**Finish**	**Review**	**Status**	**Est. Cost (£)**	**Source**		

RBC	Rushcliffe Borough Council
RMA	Risk Management Authority
SFF	Southwell Flood Forum
STC	Southwell Town Council
STW	Severn Trent Water
TRT	Trent Rivers Trust
VIA	Highway Subcontractor for Nottinghamshire County Council Highways

Programme Status	Funding Source	Funding Status	Years	Months
To Be Programmed	Private Sector	Secured	2021-2022	Jan-21
In Progress	CIL	Allocated	2022-2023	Mar-21
In Development	Defra	Requested	2023-2024	Jun-21
Community Engagement	Environment Agency	To be confirmed	2024-2025	Sep-21
Investigation	FCERM GiA	Unsuccessful	2025-2026	Jan-22
Feasibility	NCC Capital		2026-2027	Mar-22
Design	NCC Revenue		2027 onwards	Apr-22
Implementation	Local Levy			Jun-22
Completed	Network Rail			Sep-22
	Other LLFA			Jan-23
	Severn Trent Water			Mar-23
	IDB			Jun-23
	Multi-Agency Funding			Sep-23
	To be confirmed			Jan-24
	Not Applicable			Mar-24
				Jun-24
				Sep-24
				Jan-25
				Mar-25
				Jun-25
				Sep-25
				Jan-26
				Mar-26
				Jun-26
				Sep-26

Flood Risk Management Team
Current Structure

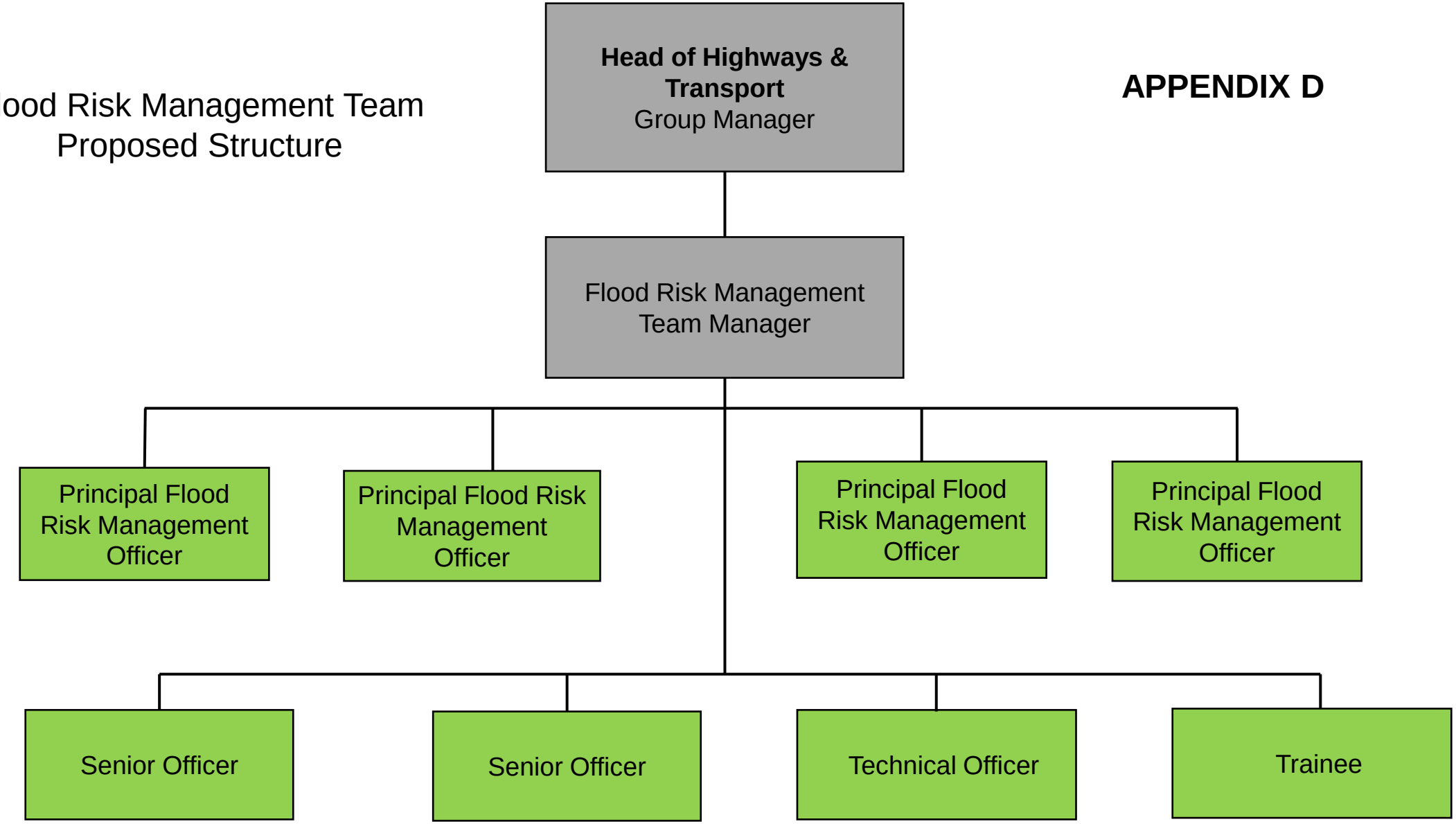
APPENDIX C



Nottinghamshire County Council

Flood Risk Management Team
Proposed Structure

APPENDIX D



Nottinghamshire County Council

Nottinghamshire County Council

Report to Transport and Environment Committee

17 November 2021

Agenda Item:5

REPORT OF THE CORPORATE DIRECTOR, PLACE

HIGHWAYS REVIEW

Purpose of the Report

1. The purpose of this report is to:

   - Update Committee on the highway services review which has been taking place following on from the motion agreed at Full Council on 27th May 2021

   - Set out the outputs from the review for consideration at this committee

   - Seek approval for the recommended actions from the review, and to recommend to Policy Committee that the actions arising from the review are delivered through a Highways Improvement Plan with continuing monitoring from the Highways Review Panel and continued external support and challenge.

Information

2. The Transport and Environment Committee of 15th June 2021 agreed to the commencement of a cross-party highway review. A summary of the agreed scope of the review (included at Appendix A) is set out below:

   - Review of relative performance against national and Council metrics.
   - Practice, policy and guidance
   - Capital maintenance programme including funding allocation methodologies across the County for the annual capital maintenance repair methods, use of technology and innovation.
   - Revenue maintenance programme - highway and associated footway repair treatment - include review of the use of Viafix and use of technology and innovation.
   - Utility works – including coordination, traffic management and damage to infrastructure
   - Work quality and value for money - review processes to ensure good quality work and value for money is delivered
   - Performance management - review of performance management arrangements and contract management of Via
   - Communications
   - Drainage, Tree Maintenance and Verge Maintenance
   - Functions and Leadership – including review of functional split between NCC and Via

3. A cross party highways review panel was established to oversee and direct the review. Its membership comprises:

   - Cllr Neil Clarke OBE (Chairman)

- Cllr John Ogle
- Cllr Nigel Turner
- Cllr Sam Smith
- Cllr Tom Hollis
- Cllr Penny Gowland
- Cllr Maureen Dobson

Cllr David Martin, Cllr Bruce Laughton and Cllr Matt Barney also participated in some meetings of the review panel as substitutes for panel members who were unable to attend individual meetings.

4. The first meeting of the review panel took place on 14th July, with the second meeting involving practical demonstrations taking place at Bilsthorpe Depot on 23rd July. The third and fourth meetings of the panel took place on 3rd Sept and 5th October, with the focus on potential improvements to approaches to road and footway maintenance, as well as drainage. The fifth panel meeting took place on 20th October, and covered utility works and neighbourhood scene maintenance (verge and tree maintenance), as well as considering the outputs of the review overall.

5. At the 20th October panel, Members were able to bring together the knowledge and inputs from the following:

    - The 5 cross-party panel meetings.
    - 3 additional "fact finding" panel meetings with highways lead members and officers from Derbyshire, Staffordshire, and Hertfordshire County Councils.
    - The outcomes from an LGA Peer Review of highways services, conducted between 21-23 September, and involving members and officers from Kent, Cumbria, Oxfordshire, Warwickshire, and Wiltshire County Councils. The focus of the Peer Review was to consider the progress made and emerging outputs from the highways review work. A significant part of the LGA Review was interviews with stakeholders including Councillors and external partners. In total 40 people were interviewed as part of the LGA review and information was gathered from 33 meetings, with a total of 230 hours spent to determine the Review findings. This work complemented the call for evidence issued to all County Councillors.
    - WSP, an international highways and engineering consultancy, were engaged to provide external sector expertise and input into the review. WSP has many years' experience of working in the highways sector and currently has clients in over 20 highway authorities providing guidance and support on highways reviews and highway asset management and maintenance practice. Matthew Lugg, the lead consultant, has gathered evidence from Councilors and officers to inform his work.
    - Knowledge from recent Future Highways Research Group membership

6. This report sets out the key issues identified by the work of the panel and the recommendations it has agreed. The report also articulates how delivery of these recommendations will make a difference to residents of Nottinghamshire. Finally, the report sets out how the recommendations arising from the review can best be delivered through an integrated Highways Improvement Plan and sets out the next steps for implementation.

Key Issues and current situation

7. At the 20th October panel, Members agreed a summary of the key findings and highways issues facing Nottinghamshire:

- Whilst the condition of the County's A and B/C roads is good and stable, with the standard of these roads being in the top quartile of all Counties, the unclassified network condition requires improvement. Here, the overall standard of these roads sits within the third quartile of all Counties.
- Overall national funding levels for highway maintenance have fallen by 40%+ over the last decade. As a result, the long-term deterioration of the condition of roads is an issue for all local authorities. In Nottinghamshire, the backlog of works required to fully address this long-term deterioration would be in the region of £150m.
- Nottinghamshire faces similar issues in terms of funding, road condition and public perception as other county areas. A particular local factor, however, is the use of Viafix and current practice around pothole/patching repairs.
- The Council's highways policy framework is sound overall. However, some aspects of it require updating, including the provision of greater clarity on the funding allocation model in use, and the development of a refreshed approach to asset management that reflects national best practice.
- The current approach to capital/revenue highways programming – based around one-year plans for each - is a barrier to long term planning.
- The establishment and development of Via as the Council's highways service provider and contractor is seen as a positive vehicle for service delivery overall. However, with the Via contract at its midpoint, and with Via now in the ownership of the Council, there are opportunities to improve and refine the arrangement to benefit highways and residents.

8. This situation analysis informed the detailed recommendations of the panel, which are set out below, and which have been critically informed by the inputs from the Peer Review, other local authorities and WSP. They were agreed by the review panel at its meeting on 20th October.

Panel Recommendations

Summary

9. The recommendations set out in this section can be summarised as follows:

   We will:

   - *Move to a right first-time approach to our highway maintenance and reduce the need to use reactive short-term maintenance.*
   - *Recognise that prevention is better than cure and that whole street approaches are desirable.*
   - *Publish a longer-term programme of capital works to support our ability to plan for the long term and keep residents well informed about this.*
   - *Maintain our overall network condition and seek to improve it within financial constraints, whilst prioritising local roads (the unclassified network) alongside our footways wherever possible.*
   - *Improve our communications, so that residents are better informed about our work, and understand our approaches.*
   - *Improve our major capital programme management*
   - *Increase our effectiveness and efficiency, maximising the return on our investment in highways by ensuring that our highways policies and strategy drive our maintenance priorities and treatments/techniques, alongside our increased use of innovation and technology.*

Detailed recommendations

10. The detailed recommendations of the Panel are set out in the following sections. In terms of external validation, each recommendation highlights where it corresponds to the input received through the Peer Review and/or WSP.

11. Vision, Strategy and Policy

We will:

- Develop a new Highways Strategy which will set out the highways service the Council wants and the quality/outcomes we require, within the context of the new Council Plan for 2021-31. The strategy will also set out clearly the scope of the Council's client/contractor relationship with Via (LGA and WSP).
- Refresh and update the current Highways Infrastructure Asset Management Plan and Policy, and the Network Management Plan, to reflect the latest national policy, the changed way in which people are living their lives (such as undertaking more active travel and prioritising actions to address the climate emergency), and key contemporary issues such as highways flooding and drainage. This update should incorporate a clear highway maintenance funding allocation model, which will be based upon highway condition criteria. The model should also recognise the need to prioritise the unclassified network, and the differing maintenance needs within the unclassified network (across urban roads, for example) (LGA and WSP).
- Embed a "right repair, right first time" approach in our Asset Management Plan and Policy, and Network Management Plan (LGA and WSP).

12. Capital Maintenance Programme

We will:

- Introduce a three-year rolling capital programme to support long term planning, scheduling and delivery (LGA and WSP).
- We will continue the annual member request process (WSP).
- Develop and implement a formal "cross asset" prioritisation process to improve targeting of investment and maintenance treatments for all highways assets including drainage. Within this, we will incorporate the prioritisation of footways and the prioritisation of the unclassified network (with weighting to reflect both highway hierarchy and condition) (LGA and WSP).
- Optimise the application of in-situ recycling on capital maintenance works, adopting new and best practice as methods become proven in the market
- Work with Via to improve the management oversight and quality assurance of sub-contractors (LGA and WSP).

13. Revenue Maintenance Programme

We will:

- Move to a right repair, right first-time approach, and deliver permanent repairs whenever possible, to reflect the policy position set out in paragraph 11 above (LGA and WSP). Within this context, we will:
    - continue to meet national timescales for Category 1 highway defects and acknowledge that this will require the continuing use of cold lay treatments similar

to Viafix in order to protect the safety of road users, whilst seeking permanent repair where possible (WSP).
    - adopt a right repair, right first-time approach whilst remaining within standard response times for Category 2 and 3 highway defects (WSP).
- Ensure appropriate investment in early intervention/prevention treatments to extend the sustainable and effective life of the highway.
- Refresh the core specification for highways defect repairs to reflect the Asset Management/Network Management plans and policies, to ensure optimal treatment selection (WSP).
- Ensure that the refreshed specifications are set by the Council and are based around required outcomes rather than outputs (WSP).
- Ensure that the selection of highways plant by Via is based on these required outcomes, and the requirements of the move to longer term highway maintenance programming (WSP).
- Ensure that the revenue highways maintenance programme is better driven by data and evidence (WSP), including:
    - Use of insurance claim data;
    - Artificial intelligence and use of new video survey techniques;
    - real time highway survey data.

14. Operational Improvements – Via

To support the revised approach to capital and revenue funded highways maintenance programming set out in 12 and 13 above, Via will make the following operational improvements: -

- Introduction of an Operational Hub to better co-ordinate daily maintenance works and improve efficiency and productivity, and develop a “whole street” approach to highway maintenance (WSP).
- Revise its staff training programmes to strengthen focus on customer care, work quality and performance, and better use of IT, and strengthen training for highways operatives on patching techniques (LGA and WSP).
- Use of technology – Roll out mobile devices to patching teams to improve co-ordination and productivity.
- Invest in mechanised patching plant and equipment that will best deliver the Council’s required outcomes set out in 12 and 13 above (WSP). This will include continuing to seek out, test and trial new plant and techniques.

15. Drainage

In addition to core highways maintenance matters, the review panel explored current practice and opportunities for improvement in respect of highways drainage management and works. The panel’s recommendations are set out below.

We will:

- Increase the financial provision for drainage maintenance activity and works within the current overall highways funding provision.
- Establish through Via a comprehensive register of grip locations and deliver a planned periodic maintenance programme (WSP).
- Through Via, further develop the existing register of highway ditch locations and deliver a planned periodic maintenance programme (WSP).

- Through Via, establish a register of sensitive carrier drains and deliver a programme of planned inspections and cleaning (WSP)
- Through Via further develop the current register of other highway drainage assets (culverts, manholes, catchpits & SUDS (Sustainable Urban Drainage Systems)) and deliver a planned periodic maintenance programme (WSP).
- Through Via establish a planned priority programme of soakaway replacements.
- Utilise a proportion of income from the Permit Scheme income (see paragraph 17) to undertake enhanced inspections of utilities works that take place in the vicinity of drainage assets, strengthening our approach to third party damage recovery and prevention
- Update the MyNotts app to allow easier drainage issue reporting for residents.
- Strengthen our engagement with riparian owners to support better drainage maintenance by the relevant watercourse owners.
- Develop community-based approaches – with local community groups and Town/Parish Councils – to support local drainage maintenance activity that complements the work of the Council/Via.

16. Neighbourhood (Streetscene) Maintenance

In addition to core highways maintenance matters, the review panel explored current practice and opportunities for improvement in respect of neighbourhood/streetscene maintenance. The panel's recommendations are set out below.

We will:

- Undertake trials of reactive weed spraying in identified rural/urban locations where there is community support/interest.
- Collaborate further with District/Borough Councils to establish whether street sweeping regimes could be established to better manage highways weed growth and coordinate litter collection (WSP).
- Further investigate the use of alternative weed spraying treatments and regimes (with the proviso that there is currently little evidence of the long-term viability of current alternative treatments).
- Revise and re-establish a parish engagement/lengthsman scheme, ensuring that where it is implemented it is cost effective (WSP).
- Develop a community partnership plan for neighbourhood maintenance (WSP) that will incorporate:-
  - Opportunities and resources to encourage communities to engage in streetscene maintenance (for example, managing verges to promote wildlife or manually removing weeds in urban areas).
  - Opportunities for communities to participate in reduced weed spaying and grass cutting trials to test public appetite for different/reduced maintenance regimes
  - Reassess how budgets are deployed to increase the provision for streetscene maintenance (eg for tree planting, collecting grass cuttings or for the further roll out of weed removal works).

17. Street works and Utility Permit Schemes

In addition to core highways maintenance matters, the review panel explored current practice and opportunities for improvement in respect of street works and utility permit schemes. The panel's recommendations are set out below.

We will:

- Continue to implement and strengthen the street work management and permit scheme:
- Continue to analyse the most congested streets and peak travel times to inform and strengthen our permitting arrangements
- Continue to coordinate permits with different street works undertakers in locations and for schemes where there is public benefit
- Explore the potential for increased use of “service strips” in new developments, in partnership with local planning authorities.
- Monitor the approach to lane rental in other County Councils and commission a feasibility study for the introduction of a Nottinghamshire scheme once the permit scheme is fully embedded (2023/24)
- Continue the development of Street Manager software to support timely and efficient permitting.

18. Further strategic/organisational improvements

To support the improvement priorities outlined in paragraphs 11-17, the Panel has considered a range of opportunities for further strategic/organisational improvements to support better highways outcomes for residents. The particular areas explored were communications, performance management and the functional split between the Council and Via. The Panel’s recommendations are set out in paragraphs 19-21.

19. Communications

We will:

- Move to a communications model that is led and directed by the Council to better support communication and engagement with residents – strategic, operational and campaigns.
- Consider whether this move will require the redirection of resources within the Council and Via.
- Develop and deliver a refreshed comms and engagement plan (LGA/WSP) to support the new model, including the development of a single revised Nottinghamshire Highways brand for all highways related activity. The plan will incorporate:-
    - Greater use of the MyNotts app and digital tools such as push notification
    - Better information for Members’ related to highways activity in their wards.
    - The wider use of video explainers – with greater involvement of Members and operatives to better explain highways works
    - Improved correspondence (including web based automatically generated responses) approaches to reflect a more, personalised, and plain-English approach for residents with queries/concerns.
    - Closer links with community influencers such as Parish Councils, to ensure that communities are better informed about local works.
    - Updating and refreshing scheme information/signage to better promote the benefits of highways works.

20. Performance Management

We will:

- Move to a more outcomes based contractual model with Via – away from outputs towards measuring the things that matter and that contribute to resident-focused outcomes (LGA / WSP).
- Strengthen the Council's commissioning arrangements to support greater operational engagement with, and monitoring of, Via (LGA / WSP). Within this, consideration will be given to the potential need for additional resources.
- Unify and better co-ordinate the Council's commissioning arrangements with Via – Highways, Flood Risk, Property, Strategic infrastructure (LGA).
- Strengthen external contractor performance and quality control (by Via) through better procurement models and contract mechanisms for performance management (LGA/ WSP)
- Improve benchmarking arrangements to help drive performance and provide proof of value for money with visibility for Members and the public (WSP)

21. Functional Split and Leadership

We will:

- Undertake a detailed review of the division of responsibility between the Council and Via in key areas, including (LGA/WSP):-
  - policy and strategy,
  - core asset management and works/scheme/treatment prioritisation
  - major capital programme management
  - the interface with members and residents, including District Managers
- Ensure leadership arrangements in both the Council and Via reflect the outcomes of the Review and the revised roles of both organisations (LGA/WSP)

Highways Improvement Plan

22. In view of the volume, range, and scope of the panel's recommendations, it is intended to develop a detailed Highways Improvement Plan to support the successful delivery of the recommendations. The Plan will identify responsibility for delivery, sequencing and timelines, and the cost implications for individual actions. In order to develop and implement this significant piece of work, the support of an external partner will be required to provide additional technical expertise and continuing challenge.

23. As part of the development of the Highways Improvement Plan, it is intended to develop business cases for potential additional capital and revenue investment. Additional investment will be considered as part of the new operating model. Areas for consideration are likely to be capital spend on the unclassified network, footways and drainage, and revenue spend on mechanised patching, drainage works and verge/tree maintenance.

24. Monitoring of the Highways Improvement Plan will clearly be important, and it is intended for the cross-party panel to continue to meet on a quarterly basis to monitor the plan once it is in place, and report progress back to Committee. It is intended to draft the plan for consideration at a future meeting of the Transport and Environment Committee.

Other Options Considered

25. None

Reasons for Recommendations

26. These recommendations have been developed by a cross-party panel over a series of five meetings, with input from a significant LGA peer review and external input from sector experts WSP and form a comprehensive list of activities to now be shaped into a Highways Improvement Plan. From a resident perspective they are designed to improve the Council's highway maintenance offer and provide an opportunity to

    - Move to a right first-time approach to highway maintenance and reduce the need to use reactive short-term maintenance
    - Publish a longer-term programme of capital works to keep residents informed of future plans
    - Maintain network condition and seek to improve it within financial constraints
    - Prioritise local roads and footways
    - Work with communities alongside improving communications, so that residents understand our approaches and are better informed about future plans
    - Increase our effectiveness and efficiency, maximising return on investment by ensuring that our highways maintenance and management works are driven by our policies and strategy.

Statutory and Policy Implications

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

Financial Implications

28. Any financial implications arising from the review outcomes will be considered as part of the Highways Improvement Plan and reported to Committee.

Public Sector Equality Duty implications

29. Any public sector equality duty implications arising from the review will be considered as part of the Highways Improvement Plan and subsequent reports to Committee.

Implications for Sustainability and the Environment

30. Effective highway maintenance approaches can reduce congestion, its knock-on effects on air quality and its impacts on local communities. The recycling of materials and aggregates is also considered when delivering highways schemes. Any specific implications for sustainability and the environment will be considered as part of the Highways Improvement Plan and subsequent reports to Committee

RECOMMENDATIONS

It is recommended that:

1. Committee approves the improvement outcomes and recommendations from the cross-party highways review panel set out in this report.

2. Committee recommends to Policy Committe that a Highways Improvement Plan be developed to deliver the review recommendations, with the detailed Plan, and proposals for continuing external support, to be considered at a forthcoming Transport and Environment Committee.

3. Committee recommends to Policy Committee the continuation of the cross-party highways review panel to effectively monitor the progress of the Highways Improvement Plan.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact:
Derek Higton – Service Director Place and Communities - 0115 9773498
Gary Wood – Head of Highways and Transport – 0115 9774270

Constitutional Comments (SJE – 29/10/2021)

31. This decision falls within the Terms of Reference of the Transport & Environment Committee to whom responsibility for the exercise of the Authority's functions relating to the management and maintenance of highways and pavements has been delegated.

Financial Comments (SES 03.11.2021)

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

33. Any financial implications arising from the review outcomes will be considered as part of the Highways Improvement Plan and reported to 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.

- Reports to Transport and Environment Committee June to October 2021 – Highways Review

Electoral Division(s) and Member(s) Affected

- All

Appendix A

<u>Appendix 1 Highways Review – Nottinghamshire County Council</u>

Revised Scope July 2021 edited to include Utility Works at Item 5

Key lines of enquiry

1. **Context setting** – Review of relative performance against national and county council metrics, both financial and non-financial including NHT survey results, relative spend, condition indicators and maintenance backlog- to include a review of insurance costs and claims performance.

2. **Practice, Policy and Guidance** For the relevant key areas under consideration, a review to confirm that relevant NCC practice, policy and guidance fits within national policy, strategy, and guidance framework.

3. **Capital Maintenance Programme** – Review capital scheme selection processes and how funding is allocated across the County for the annual capital maintenance programme, to include repair methods, use of technology and innovation.

4. **Revenue Maintenance Programme** - Review highway and associated footway repair treatment selection processes and techniques to ensure right repair at the right time and value for money – to include review of the use of Viafix / insitu-recycling and consideration of longer lasting repairs, to include use of technology and innovation.

5. **Utility Works –** Review the County Council's approach to coordinating the activity of utility companies and its own work to avoid unnecessary abortive work and expenditure – including the Permit Scheme. Consider current practice around utility companies approaches to traffic management (road closures etc) and also the impact of utility works on highway assets especially drainage infrastructure.

6. **Work Quality and Value for Money** - Review of processes in place to ensure good quality work and value for money is delivered this to include review of performance management / programme management / quality testing of works / risk and issue controls and supply chain controls in Via.

7. **Performance Management** - Review of performance management arrangements, budget management and reporting and contract management of Via EM.

8. **Communication** - Review of internal and external highways communications, focussing on any areas of best practice from other Local Authorities, which could further enhance our communications approach. including a review of generic/tailored responses to resident and Member enquiries.

9. **Drainage, Tree Maintenance and Verge Maintenance** - Review of progress made to improve service provision and outcomes in the areas of drainage, tree maintenance and verge maintenance, focussing on any areas of best practice from other Local Authorities which could further enhance outcomes for residents.

Nottinghamshire County Council

Report to Transport and Environment Committee

17 November 2021

Agenda Item:6

REPORT OF THE CORPORATE DIRECTOR, PLACE

NATIONAL BUS STRATEGY AND TRANSPORT UPDATE

Purpose of the Report

1. The purpose of this report is to:

   - Provide an update on the current impact of the COVID 19 pandemic on the provision of local bus services and on ongoing Government funding up to April 2022.

   - Seek approval to submit National Bus Strategy bidding documents to Government.

   - Seek approval to develop and consult publicly on the Enhanced Partnership Plans for April 2022, with a further report to follow to adopt the Enhanced Partnership Plans following consultation.

Information

Current Situation

2. Since the beginning of the pandemic the Council has worked closely with bus operators and other transport partners to ensure a safe, effective and appropriate public transport network has remained in place. The Council has also worked closely with the NHS to provide additional services to hospitals and vaccination sites.

3. Passenger levels have been steadily rising since restrictions have lifted and are currently around 65-70% of pre pandemic levels, with concessionary use recovering more slowly at 55% to 60% of pre pandemic levels. Due to the impact on bus operator income and to support the transport network, Government has announced further Bus Recovery Grant (BRG) funding to support the industry from September 2021 until April 2022. This funding includes monies to support shortfalls in existing Council contracted services. In essence, Government is currently funding the difference between income and expenditure on local bus services to ensure there is sufficient capacity within the bus network to enable people to access work, education, health and leisure activities.

4. Bus operators are expected to operate between 90 and 100% of bus services to access this funding, with service levels needing to be agreed with the Council. There have been some challenges to provide 100% service levels due to the impacts of the pandemic and other factors.

5. Council operated bus services and contracted services have continued to operate throughout the pandemic and the Council has continued to directly run 17 routes with its own staff and

fleet. The current budget for local bus support is £4.1m which supports over 70 bus services. Patronage is currently at around 70% of pre-pandemic levels.

6. Services were initially provided through a revised 'on-demand' booking process and then as numbers have increased all Council operated services have returned to full operation.

7. Council Fleet Services have also helped provide additional and new services on behalf of Adult Social Care and have also supported County Enterprise Food meals service in its "meals on wheels" deliveries. Drivers have worked throughout the pandemic and essential services have been maintained throughout.

8. Mainstream school transport and special educational needs transport has continued to be provided throughout the pandemic, with additional services introduced in line with Government guidance to minimise Covid-19 transmission. These services have reverted to normal operations from September 2021. Many routes were re-planned to reduce passenger numbers and to split services which operate across multiple school sites.

9. Bus stations have largely remained open throughout the pandemic with Covid-19 control measures in place. Initially some bus stations were closed or operating hours reduced to reflect bus service levels and bus service operating hours. This has slowly changed as we have moved through the pandemic and all the bus stations are now operating at pre-pandemic levels. Bus station service provision has been adapted during the pandemic to keep staff and passengers safe.

Bus Service Improvement Plan

10. In March 2020 the Government announced over £3bn to be invested in bus services and bus service infrastructure, including bus priority measures, bus stop improvements, ticketing, and Information. A 'Transport Review' paper was prepared for Committee in March 2020, outlining several National Bus Strategy bidding and funding opportunities and the Government's aspiration to publish a National Bus Strategy to help guide future investment.

11. In March 2021 the Government published the national bus strategy for England, setting out it's ambition for bus operators and councils to work more closely together to deliver better bus services

12. As outlined in the previous " National Bus Strategy and Transport Update " Committee report in June 2021, the Council must clearly set out a bid to Government on how we intend to improve bus services and infrastructure to improve bus journey times, bus services reliability and punctuality, increase passenger numbers and increase passenger satisfaction.

13. To do this, the Council is required to develop Bus Service Improvement Plans (BSIP), which outline the ambitions of the Council, including an indication of likely costs, followed by the development of a statutory legal agreement (called an Enhanced Partnership agreement - EP) between the Council and bus operators to deliver the agreed areas for improvement over a 5 year period. The BSIP is in effect our bid to Government to help them determine the level of funding to allocate to Nottinghamshire.

14. There are two BSIPs and EPs to reflect the different operational environments across the Nottingham conurbation and the rest of Nottinghamshire. This approach was advised by Government, particularly where local economies and travel patterns overlap significantly, as is the case with the plan that covers the Nottingham conurbation. Local bus operators are fully

signed up to this approach. It also the view that this is the most expedient approach in terms of maximising the funding available for the Council within the Nottingham conurbation and the rest of Nottinghamshire. It is important, to note that the Government expects EPs and BSIPs to be developed with bus operators and adjoining Councils, with passengers' priorities being at the heart of any proposals.

15. These BSIPs and EPs will replace the current statutory Advanced Quality Partnerships (Mansfield Town Centre, Beeston Town Centre and Nottingham City Centre) and Voluntary Quality Partnership (Worksop Town Centre) already in place. The new EPs will cover the whole geography of Nottinghamshire in contrast to those already in place but will build on the strong partnership foundations already in place with bus operators. These relationships with operators have become even stronger throughout the pandemic where close cooperation has been required to keep people safe and ensure travellers can get to where they need to.

16. Government has issued a number of guidance documents to help the development of BSIPs and Eps. These stress the importance of ambitious BSIPs which look to introduce improved service frequencies, bus priority and lower fares.

17. To develop the BSIPs and EPs the following project development groups have been put in place. Arrangements include bus operators who need to legally sign up to Eps, and other stakeholders who are important to the delivery of the vision and aims of the BSIPs and EPs:

    - A Partnership Steering Group: responsible for determining the priorities to be included in the BSIPs and EPs. This group also includes passenger representation by Nottinghamshire Better Transport, bus operators, the County Council and the City Council.
    - A Local Planning Authority Group: which includes the Districts and Boroughs who are responsible for planning, place and economic development which provides opportunities for public transport improvements.
    - A Tram/Rail Operators Group: including NET, Cross Country and East Midlands Railways, to discuss integration opportunities to improve public transport.
    - A Community Transport Group: for those operators who operate bus services and provide complimentary services.
    - A Local Transport Authorities Group: made up of all our neighbours to co-operate where possible on cross border services and standards.

18. There has been considerable engagement between officers and the bus operators to understand the current picture and to prioritise the areas to take forward in the BSIP/EPs, with many strands of the BSIPs needing further development over the coming months.

Vision, Aims and Objectives

19. Firstly, the partners had to agree the top-level vision, aims and objectives for the BSIP to achieve the key targets, which include: Passenger satisfaction, Passenger growth, Journey time and Reliability improvements. These targets are largely intuitive and will be refined each year as the BSIP is a living document over the life of the EP. These targets have been particularly challenging as it is not clear how the bus sector will recover over the coming months and the need for more detailed modelling of the BSIP proposals to inform them. However, it is important to note that through the existing partnership arrangements Nottinghamshire consistently scores highly in national transport focus surveys for passenger satisfaction (93% in 2018) as do a number of local bus operators (average of 94%) who are consistently in the top ten. However, through these surveys and stakeholder feedback there

are concerns from residents on service levels, access to employment and value for money especially around ticketing for young people and the lack of integrated ticketing.

20. The ambitions of this BSIP is ultimately to ensure buses have a positive impact on people's lives and the places where they reside. In order to achieve these targets, two main themes have been developed, which are:

- **Make improvements to bus services and planning** by delivering more frequent and reliable services, better integration between travel modes and better ticketing options/fares, including integrated ticketing, young person's ticketing and tickets for those seeking work.

- **Make improvements to bus passenger experience** through the decarbonisation of buses, making buses more accessible, better passenger engagement through passenger charters and improved passenger information

21. To inform this list of improvements a citizen's survey was undertaken to help prioritise the projects. A summary of the survey results is below:

- 3.5k people have responded which is split between the County and Nottingham conurbation BSIP 50/50
- 78% have access to a car with 55% working and 28%% retired.
- 18% of bus users expect bus use to reduce and 26% expected work patterns to change.
- Improvement priorities: 77% would like to see more frequent services,75% easier to understand information, 78% better bus stops, 72 - 82% lower fares and Multi-operator tickets, 71%% better journey times.

22. In parallel to the survey, a desktop study has been undertaken to understand the current bus offer and potential areas for improvement. This study and the survey helped shape discussions with bus operators and build on current Council and operator investment. Specific improvement proposals are set out below.

Making improvements to bus services and planning

23. **Bus service improvements:**

- **Network planning and development:** This is to support the development of the bus network, into which the Council currently invests £4.1m per annum, to fill some of the gaps in the current network i.e. increasing service levels or operating hours, and evening and Sunday services. In the short term some of the funding may be needed to support some marginal services, to allow time for the BSIP interventions to grow patronage.

- **Rural Mobility Fund:** The plan also refers to the implementation of Demand Responsive Targets (DRT) services and their potential future roll out to other areas over the life of the EP to fill gaps and kickstart services. The first DRT services will be in South West Rushcliffe, Ollerton and Mansfield.

24. **Bus Priority**: To improve reliability, punctuality, and journey time:

- **Highway improvements**: There are currently several feasibility studies planned to look at highway improvements to support bus priority, and these will be included in the BSIP with indicative costs for improvements if funding becomes available. These studies include the A38, A60, A52 and A611.
- **Smart bus priority and enforcement**: There are proposals to introduce further smart bus priority at signals to help late buses, introduce further bus lanes and additional traffic offences enforcement.
- **Introduce red routes**, to minimise congestion for all highways users and maximise traffic flow.
- **Explore the potential for future Pocket Park and Rides and Park and Ride** to build on the Park and Ride proposed for the A60 at Leapool.

Any proposals will be subject to the normal consultation and approvals processes for Highways schemes.

25. **Infrastructure**: This includes:

- **Maintaining current investment levels** in bus stations and on street infrastructure.
- **Real Time Information displays**: There are currently 849 displays in the County and it is proposed these are increased over the term of the EP.
- **Improved bus shelters and interchanges** to provide a safe and dry waiting environment including new hubs in Ollerton, East Leake and Tuxford as part of the Rural Mobility Fund project. Other locations will be identified through the bus network review.
- **Improve safety at bus stops** with the installation of 30 CCTV cameras as well as the use of PV panels to light shelters to reduce carbon emissions. Consideration will also be given to green roofs to help biodiversity.
- **Accessible bus stops**: increase the number of accessible bus stops that includes raised kerbs and bus stop clearways to help disabled and buggy users. There are currently 1.9k stops with raised kerbs and 0.5k with clearways.
- **Improve CCTV on buses** on contracted services as contracts expire.
- **Improved audio/visual on buses for those with disabilities** and to help users identify which stop to alight. The Council will bid to a separate fund for smaller operators yet to be announced.

26. **Fares and ticketing:** This includes several improvements to ensure best value for customers and attract new customers:

- **Simplification of tickets** and work to standardise the ticket offer.
- **Introduce multi-operator ticketing pilots** in market towns in a phased approach starting in Newark. Currently there is only the Robin Hood ticket which is available in the Nottingham conurbation.
- **Develop a concessionary fare scheme for young people** to provide a minimum discount in those areas where there are currently varying levels of discount for young people across Notts. The level of discount could be adjusted in line with funding provided.
- **Unemployed passengers discount**: Operators have agreed to participate in the Government scheme offering discounts to those seeking work.

- **Contactless payment** (incl. mobile ticketing) on tendered services to enable the use of contactless payments. The Council is in the process of implementing contactless payment on its own bus services.
- **Further improvement to Robin Hood ticketing** to reflect changing travel behaviour and to introduce account-based ticketing.

Make improvements to bus passenger experience

27. **Co-ordination and Service quality:**

- **Improvements and standardisation of information** at stops and online to reflect the partnerships between Councils and operators.
- **Improved back office software** to improve data management and customer information
- **Marketing campaigns and ticketing incentives** to encourage bus use
- **Improved journey planning**, including fares information and online booking and payment for DRT services as part of the Rural Mobility Fund project.
- **A Passenger Charter** led by operators to standardise and improve the passenger offer.

28. **Reduce Carbon emissions** to build on the County Council's investment in 6 electric buses and the City Council's similar investment:

- **A Commitment to bid for Zero Emissions Bus Regional Areas (ZEBRA)funding** as outlined in previous Committee reports. Early discussions with operators indicate there may be potential to invest in electric and hydrogen buses in the Mansfield and Ashfield areas. This will complement the City Council bid, supported by the County Council, for further electric vehicles in the Nottingham Conurbation.
- **Incrementally improve vehicle emission standards** for contracted services to reduce CO2 and particulate emissions.

29. If the partnership achieves commercial growth through the measures outlined in paragraphs 23-28, we expect operators to reinvest some of the monies into priority areas determined by residents and members such as service enhancements, ticketing and the decarbonisation effort. This will help ensure the long-term sustainability of the proposed service improvements.

30. The proposed BSIPs are included at Appendix 1 and Appendix 2 to this report. The appendices are available via the links below – in view of the document size, hard copies will be made available separately to Committee members.

Greater Nottingham BSIP: https://www.transportnottingham.com/wp-content/uploads/2021/07/Robin-Hood-BSIP-October-2021.pdf

Nottinghamshire BSIP: https://www.nottinghamshire.gov.uk/media/4067044/nottinghamshirebusserviceimprovementplan.pdf

Costing Development and Proposals

31. Costs have been developed and estimated for each area for improvement and match funding identified from the County Council using existing budgets, bus operator contributions and other external funding.

.

32. The Council has estimated the funding required to be £98m with £42m match funding across the two BSIPs for Nottinghamshire. This is to match the ambitions of the National Bus Strategy and is a comparable ask to other County Councils.

33. As the monies are limited to develop the bus network and improve infrastructure, there will need to be a focus on those improvements that are most likely to be sustainable in the long term. Once the funding is announced the improvements outlined in this report will need to be prioritised in the EP. The improvements in the BSIPs and EPs outlined in this report are therefore subject to the funding available.

Implementation Resourcing

34. Once BSIP funding levels are known from Government, Enhanced Partnerships will need to produce timed action plans for implementation. Nottinghamshire's plans which will be subject to future Committee approval, and will include consideration of resourcing requirements, including staffing structures. Any additional staffing resources will be funded from BSIP allocations.

Other Options Considered

35. The Council could opt to not submit National Bus Strategy bidding documents. This option is not considered viable as it is very likely to lead to the deterioration of passenger transport provision in the County.

Reasons for Recommendations

36. The BSIPs form an ambitious bid to Government for National Bus Strategy funding for passenger transport improvements for Nottinghamshire residents.

37. A successful BSIP will support bus services and infrastructure improvements to make the County an attractive proposition for investment.

38. Encouraging the use of the bus helps the Council achieve its commitments to tackle climate change and improve air quality.

Public Sector Equality Duty Implications

39. Consideration will be given to our Public Sector Equality Duty in the implementation of the strands in the BSIP and an Equality Impact Assessment will be conducted where necessary to assess the impact of any changes.

Statutory and Policy Implications

40. 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.

Implications for Service Users

41. The proposals outlined in this report support existing and future bus users to access employment, training, health and leisure facilities. These actions are also intended to minimise the impact of COVID-19, aid the economic recovery, improve air quality and reduce CO2 emissions. Proposals have been identified following public consultation and will be prioritised accordingly.

Financial implications

42. The Government has asked for an indication of likely costs for the BSIP and current high-level plans have been developed within existing budgets. Once Government has announced the funding there will be a further report to Committee.

RECOMMENDATIONS

1) Committee approves the submission of National Bus Strategy bidding documents to Government in the form of Bus Service Improvement Plans.

2) Committee approves the commencement of consultation on the Enhanced Partnerships ahead of a further Committee report to consider Enhanced Partnerships in April 2022.

3) That delegated approval is given to the Corporate Director for Place, or their nominee from time to time, to prepare bids for National Bus Strategy monies and accept the monies if successful, in line with the submitted Bus Service Improvement Plans.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Gary Wood, Head of Highways and Transport / Pete Mathieson, Team Manager, Development & Partnerships

Constitutional Comments (LPW 22/10/2021)

43. The recommendations fall within the remit of the Transport and Environment Committee by virtue of its terms of reference.

Financial Comments (RWK 28/10/2021)

44. The report present details of the Council's submission of National Bus Strategy bidding documents in the form of Bus Service Improvement Plans. There are no specific financial implications arising directly from the report. Once the Government has announced its decisions on funding there will be a further report to Committee.

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.

- Transport and Environment Committee – National Bus Strategy and Transport update :15th June 2021

- **Useful links:**

- **Bus-Back-Better : national bus strategy for England**

- DfT - Latest Transport documents

- https://www.gov.uk/government/consultations/ending-the-sale-of-new-diesel-buses/ending-of-the-sale-of-new-diesel-buses

Electoral Divisions and Members Affected

- All

Bus Service Improvement Plan

for Nottinghamshire

October 2021

Developed by
Nottinghamshire Partnership
Steering Group

Nottinghamshire County Council

Nottinghamshire Partnership Steering Group

Independent Chair
Integrated Transport Planning

Local Transport Authorities
Nottinghamshire County Council

Local Bus Operators
Centrebus
CT4N
GEM Mini Travel
Kettlewell
Kinchbus
Marshalls of Sutton on Trent
Nottingham City Transport
Nottingham Coaches
Nottingham Minibuses & Coaches
PC Coaches
Sharpes of Nottingham
Sleafordian Coaches
Stagecoach East Midlands
Vectare
Travel Wright
trentbarton

Passenger Group
Sustainable Transport Nottingham

Associate Partners

Nottingham City Council

Borough & District Councils
Ashfield District Council
Bassetlaw District Council
Broxtowe Borough Council
Gedling Borough Council
Mansfield District Council
Newark & Sherwood District Council
Rushcliffe Borough Council

Train & Tram Operators
East Midlands Railway
Cross Country Trains
Tramlink Nottingham

Other Neighbouring Local Transport Authorities
Derby City Council
Derbyshire County Council
Leicester City Council
Leicestershire County Council
Lincolnshire County Council

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Introduction

This document is the first Bus Service Improvement Plan for Nottinghamshire (excluding the Greater Nottingham (Robin Hood Area). It has been prepared in consultation with bus operators, local stakeholders, and our communities, and sets out a bold ambition to ensure bus services across Nottinghamshire meet, or exceed, the ambition set out in the National Bus Strategy.

It is purposefully concise in order to present the case for change to a broad mix of stakeholders, and is supported by a technical appendix for those that seek the evidence which underpins the approach we are proposing.

It is a vitally important document and sets the scene for an Enhanced Partnership to be delivered across Nottinghamshire in 2022 as we recover from COVID.

Chapter one

Overview of the BSIP area

Nottinghamshire's Bus Service Improvement Plan (BSIP) will cover the whole of Nottinghamshire county, apart from the existing Robin Hood Ticketing Area (Greater Nottingham Robin Hood Area), as illustrated in Figure 1.1.

The reason for excluding the Greater Nottingham area of Nottinghamshire is that this forms part of the Greater Nottingham BSIP, which naturally builds on the existing Robin Hood Integrated Ticketing boundary, and reflects the strong relationship, in travel terms, with Nottingham City. This enables the Greater Nottingham conurbation to be incorporated into one plan (which is a joint plan between the City and County Council) and ensures that the logical travel to work area for urban bus services is packaged together in an improvement plan that reflects how the current bus network operates and how passengers use the bus system locally.

Hence this BSIP covers the 'the rest of Nottinghamshire county' encompassing the rural areas and market towns where buses serve wider destinations and where the population is more sparse, thus offering different opportunities and challenges to that of city-focussed transport.

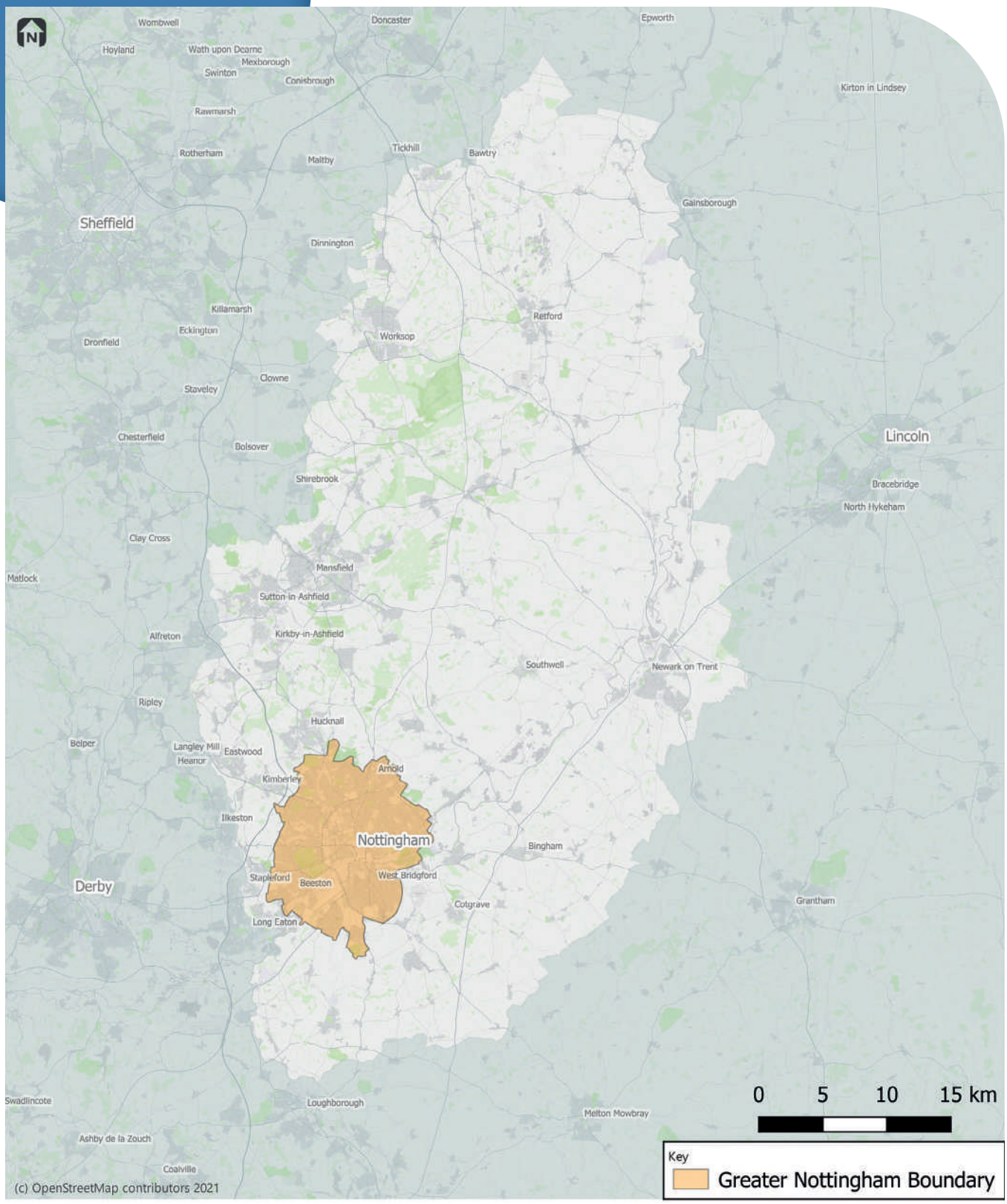

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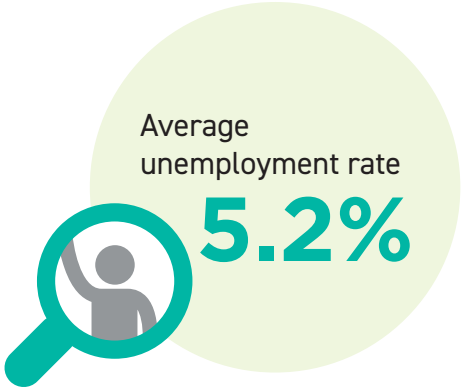
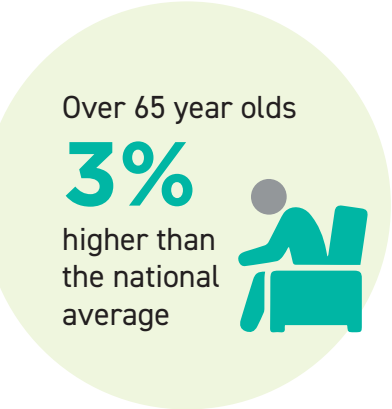
Figure 1.1
BSIP Area

The area covered by this BSIP falls wholly within Nottinghamshire County Council administrative boundaries. The importance of integration and cohesiveness within the county as a whole is recognised, and as such, Nottingham City Council has been integral to the development of the BSIP and sits on the Partnership Steering Group, ensuring compatibility and coordination with the BSIP being produced for the Greater Nottingham area. The County Council has also engaged with adjoining Local Transport Authorities (LTAs) to understand the opportunities for compatibility and co-ordination for cross boundary improvements.





Demographics

The county of Nottinghamshire ranks 9 out of 26 shire counties in England (with 1 being the most deprived). Between 2015 and 2019 it changed ranks by -2, indicating that it is in the lower half of deprived counties, and that it is falling behind other counties in recent years[1].

The average unemployment rate is 5.2% in Nottinghamshire (0.6% higher than national average), with 25-49 year olds having an unemployment rate of 6.2% (1.6% higher than the national average)[1]. It is also an aging county, where the number of people over 65 years old is 3% higher than the national average[1]. The average salary[2] in Nottinghamshire ranges between £28.6k and £37.0k across the districts compared to a national average of £38.6k.

In terms of car ownership 20.9% have no access to a car or van (4.9% lower than the national average), 43.4% have access to one car or van (1.2% higher than the national average), 28.1% have access to 2 cars or vans (3.4% higher than the national average) and 7.7% had access to three or more (0.2% lower than the national average)[1]. So in summary, car ownership is higher than the national average overall, with disparity between different areas, which sets important context for the BSIP.

Levelling Up

1. With a low Index of Multiple Deprivation (IMD) ranking, higher unemployment, and lower salaries than the national average, Nottinghamshire requires some 'Levelling Up'. The delivery of this plan and the improvements to buses it will facilitate, are key to delivering the Levelling Up agenda locally in Nottinghamshire, improving access to employment and access to wider opportunities.

1.1 A report by Onward concludes that *"Broken transport networks have a 'crippling effect' on access to jobs.*[3]*"* It shows that chronic transport connectivity puts employment opportunities out of reach and describes the "shocking transport gap" between North and South. This undermines wages, reduces regional productivity, and leads to worse social outcomes. Therefore, improving connectivity between city centres and outlying towns, will be key to the success of levelling up economic opportunity.

[1] Office of National Statistics

[2] Nottinghamshire Average salary and unemployment rates in graphs and numbers. (plumplot.co.uk)

[3] Broken transport networks having 'crippling effect' on access to jobs, Tory think-tank warns | The Independent

Development of the Bus Service Improvement Plan

Building on the long-established relationship between the LTAs and bus operators in the area, including the North Nottinghamshire Bus Quality Partnership (currently one Advanced Quality Partnership (AQP) for Mansfield and a Voluntary Quality Partnership (VQP) for Worksop), a Nottinghamshire Enhanced Partnership Plan and Schemes will be developed and implemented in April 2022 using the BSIP as a blueprint and mirroring the same geography of this plan.

This BSIP will run from 2021 to 2026 in line with the existing Nottinghamshire Local Transport Plan that runs until 2026. This BSIP will build on the existing commitments of the operators and council and look to secure additional funding from the government's £3bn transformation fund to accelerate and broaden improvements to bus services and infrastructure to ensure we achieve our objectives.

An annual review and update of the BSIP will be undertaken by the Partnership Steering Group which consists of:

- Nottinghamshire County Council (NCC)
- Nottingham City Council
- All bus operators
- Passenger representative

In developing this BSIP, the following have been engaged with, in addition to the members of the Partnership Steering Group:

- Tram, rail, and community transport operators
- Neighbouring local transport authorities
- District and Borough Councils and Parish Councils
- Business Groups and Specialist Interest Groups
- National Health Service through Integrated Care Partnership and local Public Health forums
- Further education establishments
- General public through a public and stakeholder engagement survey

Having been integral in its development, bus operators in Nottinghamshire are fully supportive of the BSIP; this is reflected in the letters of support from trentbarton; Stagecoach East Midlands; Marshalls of Sutton; Nottingham City Transport (NCT); CT4N; and Vectare in Appendix A. These operators represent 82% of the market in terms of mileage operated in the BSIP area.

Enhanced Partnership

The area will be covered by an Enhanced Partnership Scheme(s), this BSIP forming the basis of an Enhanced Partnership Plan. All bus operators are fully supportive of, and engaged with, the Enhanced Partnership, and a notice of intent to form an Enhanced Partnership was published by Nottinghamshire County Council on 22nd June 2021.

Aims and objectives of the BSIP

The partners have agreed, and are fully behind, the vision and objectives set for the BSIP. These are set out below.

Vision:
Buses in Nottinghamshire to be a mode of choice for many travel needs, having a positive impact on people's lives and the places they live.

Overall aim:
To build a sustainable, efficient, and growing bus network that meets peoples travel needs and expectations.

Objectives:

1. Customer-informed approach to bus service provision to provide a comprehensive, simple network that is easy to understand and use.
2. Provide robust measures and infrastructure to support bus efficiency, reliability and improve journey times by bus, making the bus an attractive proposition compared to the car.
3. Provide a network which is affordable and offers good value for money.
4. Develop a network which is integrated and offers more opportunities to travel for more residents of Nottinghamshire to access work, education, health, and leisure destinations.
5. Provide a network and associated infrastructure which is attractive, comfortable, safe, and accessible to all.
6. Work with partners to provide a coordinated approach to bus service delivery.
7. Grow patronage and improve passenger satisfaction
8. Contribute to the council and government's ambitions for decarbonisation and improving local air quality.
9. Contribute towards the governments 'Levelling up' agenda.

Below we show how this vision might work in practice giving some hypothetical examples of what it might mean for residents of Nottinghamshire with differing needs and requirements.

Commuter

I work shifts at a distribution centre in north Nottinghamshire, and despite having to start and finish early in the morning and late at night for some shifts, I can still use my local bus service to commute to work without any problems. I feel comfortable waiting for the bus no matter the time of day due to the high-quality bus stop infrastructure, which includes good lighting, seating, and shelter.

There's also real time information, which tells me when the bus is on its way and gives me confidence that I'll arrive at work on time for my shift. The time it takes for me to travel to work has also decreased because buses have priority over other traffic, so the services are always reliable. I have recently been considering moving to a different job, and the myriad of bus services that are available, both directly and through good connections, will open a lot of career opportunities for me.

Young Person

I found out about the bus through a marketing campaign and what caught my eye was the reduced fares for young people. I go to college and work part-time, so it's great that I can travel for less as it makes it much more affordable. When I was looking at my ticket options, it was easy to understand which ticket is best for me based on how often I travel and where I'm going. I could also see where I'm eligible for a discount, so I'm confident I'm getting the best value product.

I haven't bothered learning to drive because the frequency of the buses and the times they run mean they're convenient and give me much more flexibility.

The buses themselves are clean and comfortable, with charging points and Wi-Fi, and I feel safe travelling because they're all equipped with CCTV. One of the reasons I use the bus is because I like to do my bit to help the environment, and it's even better that most buses are low emission.

Rural Resident

I live in a small village in Nottinghamshire and up until recently, we haven't had a readily available bus service. However, I've found out about a new demand responsive service that's operating nearby. I hadn't come across this concept before, but the local marketing campaign showed how it all works, and there is a lot of information on the website.

The service opens up so many more opportunities for people living in the village as more buses to onward travel is available at the nearby rural mobility hub; we can safely cycle to the hub and leave our bikes in a secure location as well as catching the DRT service. We're now able to visit nearby towns hassle-free as the DRT service ties in with the timetables of other regular buses, and we can use integrated tickets which makes it easier and cheaper to travel.

Chapter two

Current bus offer to passengers

Introduction

The expectation on BSIPs is for LTAs to deliver a *fully integrated bus service, with simple multi-modal tickets, more bus priority measures, the same high-quality information for all passengers in more places, and better turn-up and go frequencies that keep running in to the evening and weekends*[4]. If we deliver on these aspects of bus provision, then the expectation is that it will drive a growth in patronage and passenger satisfaction. This chapter therefore summarises the existing evidence of public transport delivery and use across Nottinghamshire against each of the key BSIP outcomes, which in turn has then enabled us to carry out a gap analysis to identify and cost the proposed improvement themes later in this BSIP. The full set of data analysis to inform this theme is included in Appendix B.

[4] National Bus Strategy Bus Back Better

To start, what do people think about buses in Nottinghamshire?

Before exploring existing service delivery, infrastructure, and usage, it is critical to gain an understanding of user and non-user needs and perceptions of local bus services in a COVID recovery & post-COVID environment. This will ultimately help to ensure any measures within the BSIP are targeted in areas which will result in the greatest uptake in usage. As such, an online survey was undertaken during July and August 2021 to gather opinions from both users and non-users of buses in Nottinghamshire as to how bus services could be improved in order to attract more passenger trips.

The data was split to only include those residents within the confines of this BSIP area and attracted 1749 responses, spanning both users (regular and irregular) and non-users of the bus. There was a broad range of respondents of varying ages, gender, ethnicity, employment status, and physical abilities, providing views from a wide perspective. Further information on the respondents, and the survey results, can be found in Appendix B.

The results show that the most common reasons for bus travel were for social activities and shopping. People choose to use the car over the bus mainly because buses aren't available at the times needed; the car is more convenient; and the car is significantly quicker than the bus. 77% of respondents who use the car said it was easy or fairly easy to park their car.

When asked what improvements would make them use the bus at all/more, the key issues identified were:

- more frequent services to more destinations (84%), with better connections between services that operate over longer hours of the day (75%);
- improved bus information (78%), including stops and shelters (78%) where information is provided;
- multi operator ticketing (72%) to make it easier to transfer between services, along with lower fares (72%) (or at least are more cost effective than comparable car journeys) and contactless payment (71%); and
- reduced delays (71%) and faster and more reliable journey times, that are more competitive with the private car (69%).

Additionally, surveys undertaken by Transport Focus also show that satisfaction across a range of factors is already higher than the national average in Nottinghamshire, and this has consistently been the case over the last 5 years (currently standing at overall satisfaction of 94% against a national average of 85%). Within these surveys, passenger satisfaction for value for money is also high in Nottinghamshire (71% compared to an average of 64%).

Having understood the current views of users and non-user, the rest of this chapter explores aspects of the current Nottinghamshire bus network against each of the stated BSIP national outcomes.

77%

of respondents who use the car said it was easy or fairly easy to park

94%

overall customer satisfaction

Bus Service Improvement Plan (BSIP) Survey

Overview

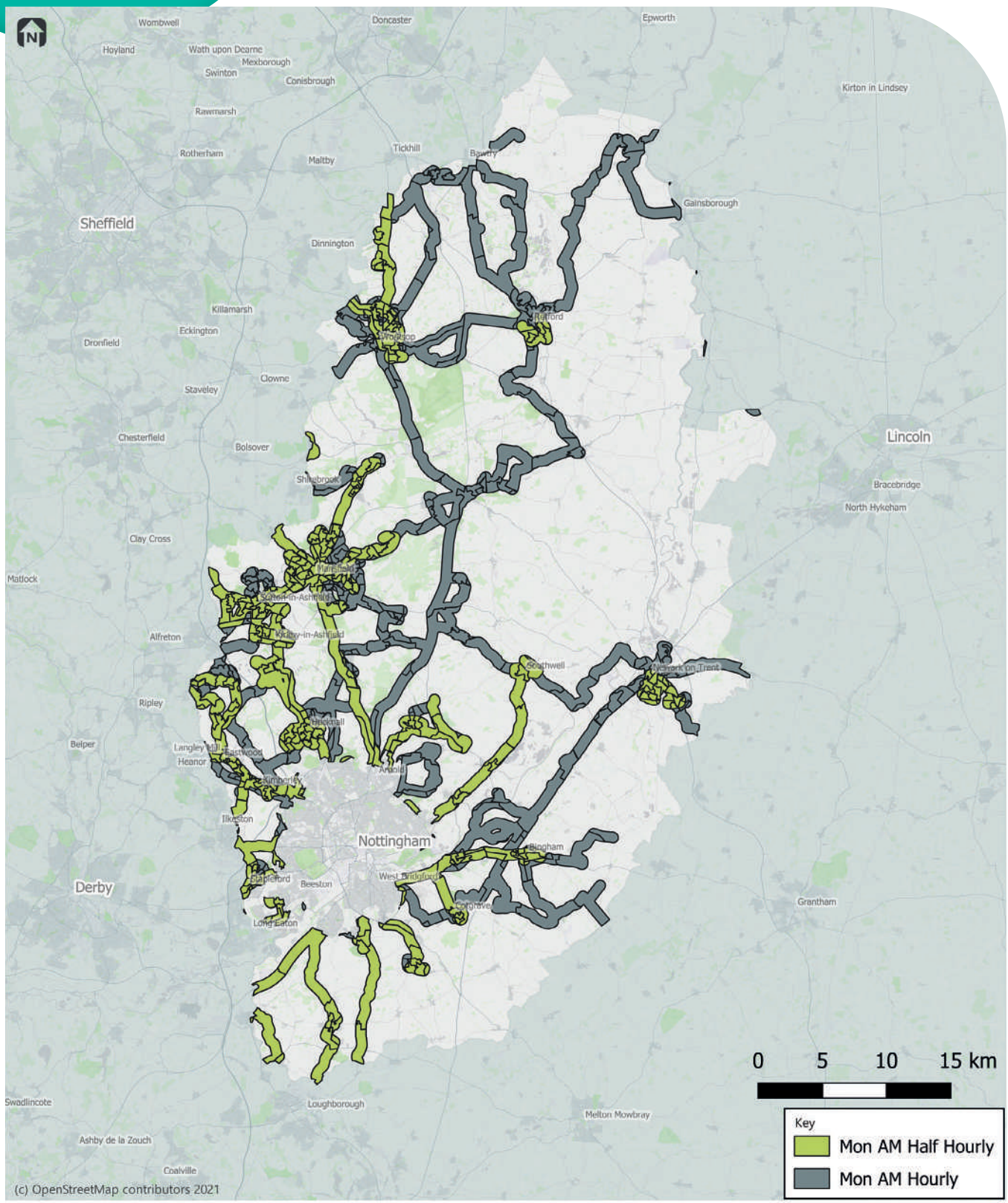
We'll soon be drafting a Bus Service Improvement Plans (BSIP) for Nottinghamshire and Nottingham, in collaboration with the local bus operators. This stems from the government's recently published National Bus Strategy (called 'Bus Back Better'), which requires all English local transport authorities to work with bus operators to come up with bold plans for improving their local bus services and encouraging more people to use them. Government has pledged £3 billion in funding across the country to help deliver these plans, and Nottinghamshire and Nottingham are aiming to secure a fair share of that funding.

As an important input to the plan, we want to find out what people think would improve local bus services and what would make them use local buses more. We are keen to hear from people who already use buses and from those who currently don't. We also want to hear from public, private and voluntary organisations who have an interest in making our bus services work better.

Your views will help us shape our plan, so thank you for taking the time to complete the survey.

BSIP Theme 1:

Better turn-up and go frequencies that keep running in to the evening and weekends



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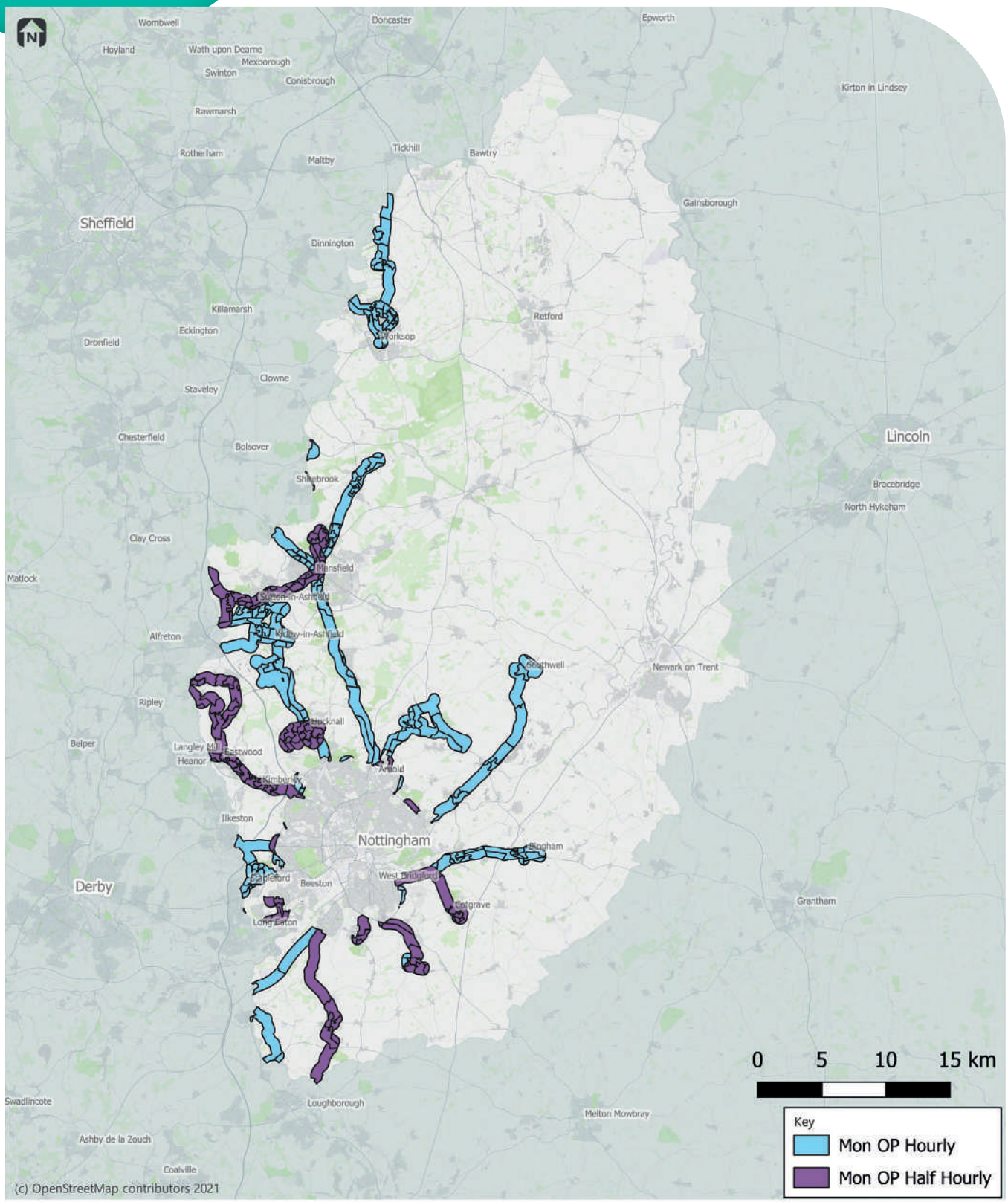
The map above shows services with an hourly or half-hourly frequency or more witnessed during the weekday morning peak (excluding DRT).

Followed by the map below which shows the situation during the evening period.



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The percentage of population within 400m access to services operating combined frequencies along common sections of road of hourly and half hourly at different times of day and days of the week is set out in the table below.

	% population with access							
	Morning Peak (AM) (7-9AM)		Between Peak (BP) (9AM-4PM)		Evening Peak (EP) (4-6PM)		Off Peak (OP) (6PM-12PM)	
	Hourly	Half Hourly	Hourly	Half Hourly	Hourly	Half Hourly	Hourly	Half Hourly
Weekday	64%	55%	62%	52%	64%	52%	38%	23%
Saturday	61%	51%	62%	52%	64%	52%	38%	23%
Sunday	19%	8%	44%	24%	44%	26%	26%	17%

In the daytime, around 64% of the population is within 400m of an hourly service; around 52% has access to a 30-minute frequency service. Access to services decreases significantly in the evenings and on Sundays. There are limited Demand Responsive Transport (DRT) services in the county at present.

BSIP Theme 2:

More bus priority measures

There are currently 1.2km of bus lanes in the BSIP area, focussed entirely on Mansfield and just outside Greater Nottingham – further details of these, including the length of each lane, can be found in Appendix B. Each of these sections of bus lanes has encountered challenges of infringements by private cars, and some are only operating during restricted hours.

In addition, there are a number of bus gates planned for implementation, namely, Sharphill Wood Bus Gate; Fernwood, Newark Bus Gate; and Lindhurst Bus Gate.

Nottinghamshire County and Nottingham City Councils, in partnership with Nottingham City Transport and trentbarton, were early adopters of Traffic Light Priority (TLP), deploying fixed units at six Scoot junctions in 2011 that communicated with onboard radios and delivered a material improvement in bus reliability. Investment in 71 junctions followed, giving the region one of the largest TLP networks outside of London. Seeking to extend the benefit of TLP to other bus operators, Transforming Cities has delivered a centralised TLP system that will not only roll out TLP to more junctions at lower cost, but also deliver the benefits to buses operating in Derby and Derbyshire as part of a D2N2 regional system.

BSIP Theme 3:

Simple multi-modal tickets

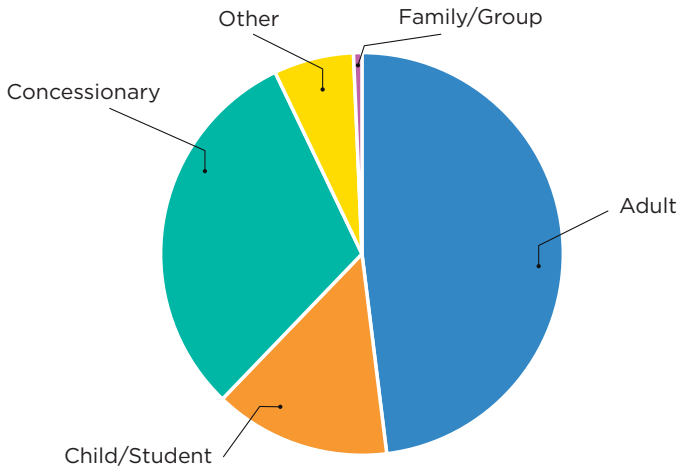
A report by TAS Partnership, setting out the findings of a national fares survey undertaken in 2019 shows that the average single fare in Great Britain is £2.48 (£2.45 in urban East Midlands; £2.62 in rural East Midlands); average day fare is £5.21 (£5.92 in urban East Midlands; £6.93 in rural East Midlands); and average weekly fare is £18.03 (£21.49 in urban East Midlands; £23.48 in rural East Midlands).

In Nottinghamshire, single fares vary considerably, which is understandable given the size of the county and the varying lengths of route, ranging from £1.20-£5.50. Similarly, day fares differ depending on the size of zone it covers; town day tickets are around £3.80; network-wide tickets around £7.00. These are broadly in line with the national and regional average.

The average commercial fare of the two largest operators, weighted by the number of passengers carried, is £2.27.

A range of tickets are available by different operators, focussed on attracting different markets according to the types of service they operate. There are many different products available in the county, catering for different demographics, travelling at different frequencies; 29 different day tickets; 9 different weekly tickets; and 34 different season tickets. As illustrated in the graph below, almost half of tickets sold are to adults, and around a third are English National Concessionary Travel Scheme (ENCTS) passholders.

Passenger Ticket Type Breakdown for Nottinghamshire
(excluding Greater Nottingham and out of County, based on the % split of routes)



Tickets are not consistent across operators, for instance, different operators offer different tickets for children and young people, defining different ages and different discounts. Under 19 ticket discounts range from 23% - 50% off the cost of an adult equivalent ticket; student ticket discounts range from 10% - 20% off the cost of an adult equivalent ticket. Some day tickets are available for 24 hours from purchase, others available for the day of purchase only.

Tickets are available for purchase on-bus; on-line; and via apps for the main operators (trentbarton; Stagecoach; NCT; and CT4N). Contactless payment is available on the majority of bus services, but at present is not universally available. However, although available, there are some restrictions to the use of contactless, where some operators restrict the type of ticket which can be purchased via contactless, others have a daily spending cap on contactless payments.

There is currently no multi-operator ticket or daily/weekly capping available in the county, apart from in the Greater Nottingham (Robin Hood) area, which is covered under a different BSIP. There is a ticket within Nottinghamshire that does enable transfer between two different operators - Hucknall connect bus/tram ticket - but this does not include rail and is an isolated example. The fares structures are largely aligned between operators, covering similar areas for zonal tickets.

Nottinghamshire County Council, as the local authority partner, is actively involved in a project with Integrated Transport Smartcard Organisation (ITSO), the Department for Transport and major industry suppliers to undertake development and testing of putting English National Concessionary Travel Scheme (ENCTS) travel rights on mobile platforms. The successful delivery of this proof of concept project will lead to a vastly improved modern ticketing offer to the residents of Nottinghamshire both for ENCTS and future ticketing initiatives.

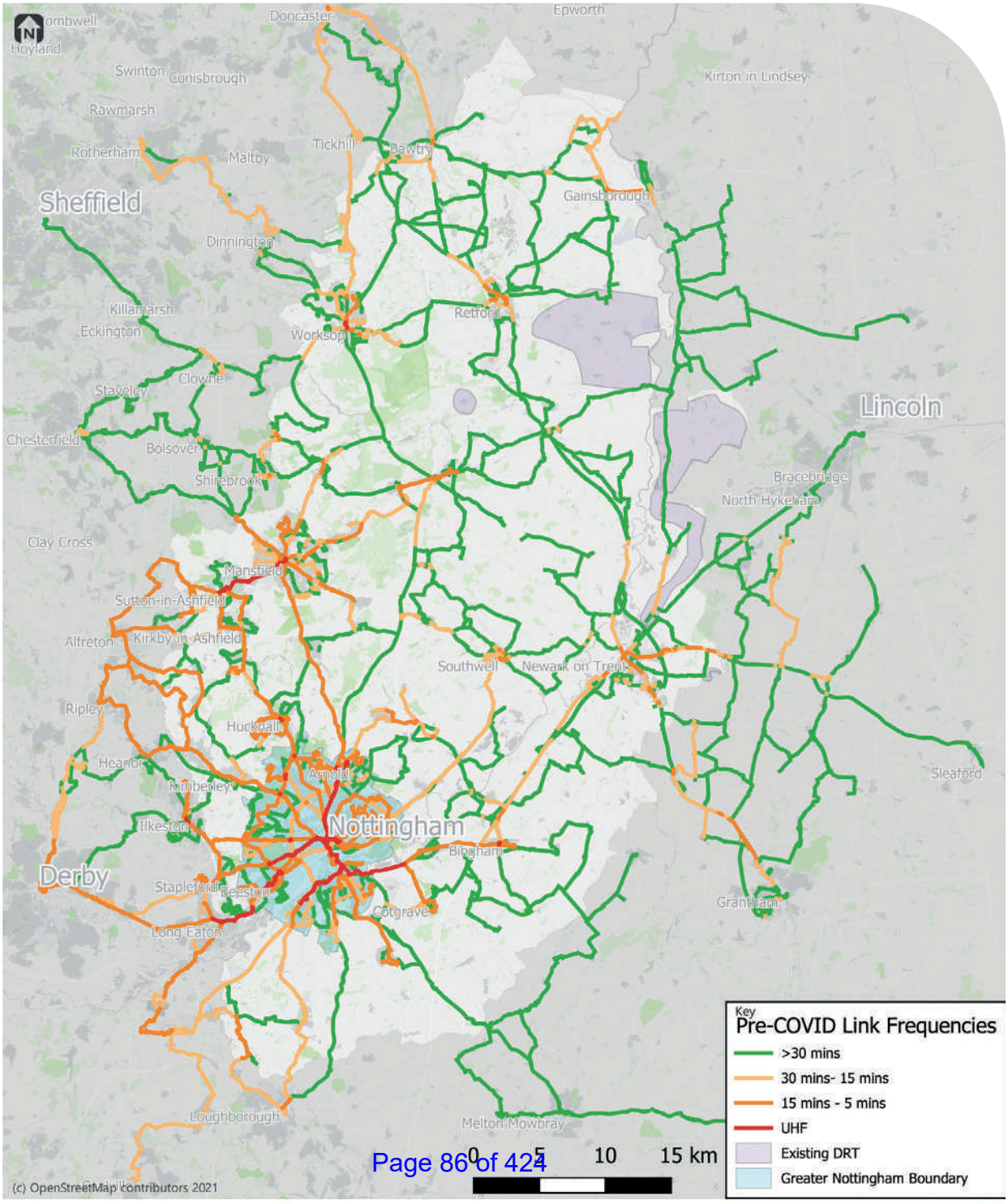
Tickets are not consistent across operators

Student ticket discounts range upto **20%** off adult ticket

BSIP Theme 4:

Fully integrated and inclusive bus service

The two main operators in the BSIP area are trentbarton (46% of passengers carried; 38% of mileage operated) and Stagecoach (40% of passengers; 31% of mileage operated). Marshalls of Sutton operate 7% of mileage in the area, and NCT 5%. The rest of the mileage is made up of 25 other operators operating cross-border journeys, or small contracted services. The map below shows the extent of the network, highlighting the hourly link frequency in the morning (AM) peak, showing the combined frequency of bus services along each road, regardless of service or operator.



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These services complement the rail and tram network, and there is some degree of coordination of services at key interchange points (for example Hucknall rail, tram, and bus interchange), and between other modes such as cycling and walking, but there is currently limited network coordination between bus services and between buses and trains generally across the rural network.

There are three small DRT services in the more rural areas of the county; journeys must be pre-booked by phone giving at least 2 hours' notice, and early morning booked the day before. In addition, Stagecoach recently piloted an NHS DRT Shuttle bus in Mansfield, responding to the COVID pandemic and the need to provide transport to hospital staff. This has proved a success as a proof of concept and has helped inform the County Council approach to DRT provision.

Additionally, there are a range of community transport services (minibus and voluntary car schemes) in Nottinghamshire including:

- Bassetlaw Action Centre
- Collingham Village Care
- Tuxford Dial a Trip
- Eastwood Volunteer Bureau
- Newark and Sherwood CVS
- CT4N Charitable Trust
- Our Centre
- Ravenshead CT
- Rushcliffe CVS
- Gedling Voluntary Transport Scheme
- Soar Valley Bus
- The Helpful Bureau
- Erewash CT
- East Leake Car Scheme
- My Journey (Mansfield Woodhouse)
- Blidworth on the Move

These provide cars and minibuses for eligible people to access health-related, shopping, and social appointments. This work is almost exclusively undertaken by dedicated volunteers and the service they provide compliments the public transport network and is highly valued by those who use the services. Whilst being a valuable offer, they are dependent on the availability of volunteers and resources to co-ordinate such schemes. As such, access is variable, and they tend only to serve those who are unable to use public transport and pre-registered users. There has been a shrinkage of community transport over the years due to funding constraints, reduced volunteer drivers, and consolidation.

Community transport currently operates completely separate to the wider public transport network; there is no form of integration, be it between services or in relation to information and marketing. Community transport in Nottinghamshire is very traditional in nature, catering for those unable to use public transport. There are currently four operators providing bus services under a S22 licence.

£176k

per year to support Community Transport

There is a small degree of integration with rail in some areas of the county; for instance, there is currently a North Notts and Lincs Community Rail Partnership which covers Retford and Worksop. Although some steps have been made to integrate bus and rail, this could be improved.

The County Council does provide financial support for the sector of £176k per annum and holds quarterly meetings to co-ordinate activities and share best practice. This group became a Local Resilience Forum Transport sub-group in response to the COVID pandemic and helped the NHS CCG's deliver the vaccination programme.

When it comes to inclusivity, much is done in the county to assist those who find it difficult to use public transport - raised kerbs at bus stops; audio/visual announcements on buses; additional wheelchair spaces on buses; online information showing how typically busy journeys are; different media providing real-time updates; driver training; paying for a taxi for a wheelchair user if the wheelchair space is already occupied; and providing one-to-one training for wheelchair and mobility scooter users. Whilst these are good examples offered by different operators, there is no universal offer across all operators, and no joined-up end-to-end solution to give disabled users the confidence that they can make their entire journey with ease.

BSIP Theme 5:

High-quality information and infrastructure for all passengers in more places

Operators in Nottinghamshire provide information through their own websites, social media, and apps including: Journey planning; Route maps; Timetables; Real-time information; Service disruption updates; and Journey capacity.

NCC has its own website[5], where all bus-related information is located, including links to other operators' information and journey planning software. NCC has a contact number for customer services who can direct callers to the information they require. Although the council has social media platforms, these are only used to alert passengers to major service disruptions or diversions for contracted services only.

NCC currently produces 14 different paper timetables, printing 2.5k per timetable at a time, which are widely distributed to outlets across the county (e.g. libraries, bus stations, local centres etc)

NCC also supplies & installs all at-stop timetables for contracted services; these are designed and printed by NCC and installed by a third-party contractor. Operators provide and install information at bus stops for their own individual services, the exception being within the Mansfield AQP and throughout the Bassetlaw district network, where NCC designs, prints & installs timetables for all services, due to the heavily subsidised nature of the bus network in this particular area.

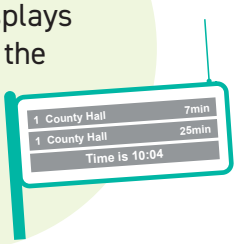
Marketing of services is approached by the council and operators in different ways and to different degrees. Although there are some good examples of marketing initiatives, such as targeted marketing/ promotion campaigns including ticketing offers for specific services and users (commuters, young people etc), there is no county-wide approach to marketing at present, which will be particularly important for the post COVID recovery process.

In terms of infrastructure, there is good coverage of stops and shelters with 3,615 of 3,630 recognised bus stops marked with a pole, 1,245 with a shelter, and 1,610 with a raised boarding kerb. Despite good coverage of bus shelters, these can be of poor quality, even along key corridors. In addition, raised kerbs are not widely available. Whilst there are some high-quality bus stops in the county, yet more consistency is required to produce identifiable high-quality corridors.

Real time information (RTI) is less available with only 450 displays, focussing on the main urban areas and along some key routes out of these areas.

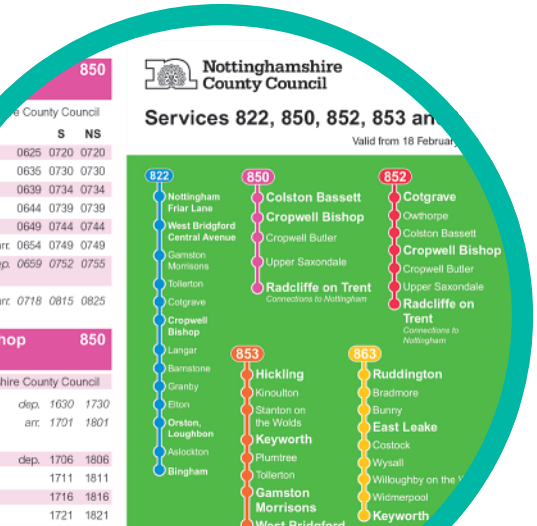
450

Real time displays focussing on the main urban areas



1,245

bus shelters

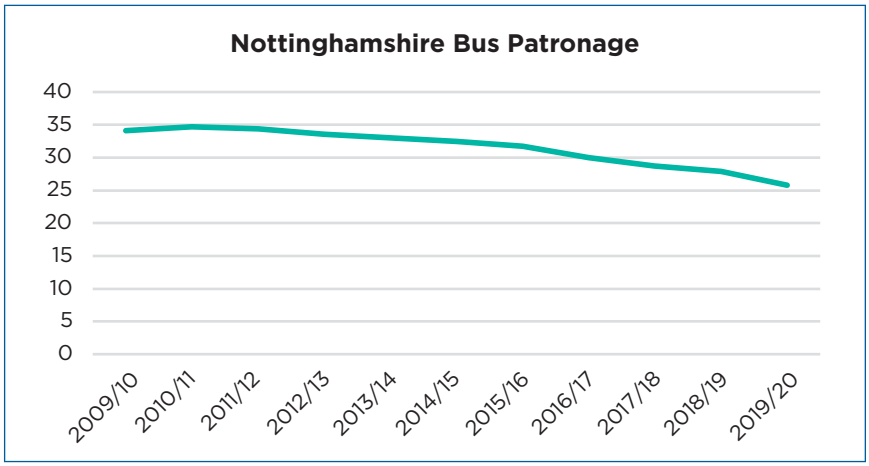


[5] Public transport | Nottinghamshire County Council

BSIP Theme 6:

Growing patronage

As witnessed throughout much of England, patronage in Nottinghamshire (excluding Nottingham city) has decreased over time, as illustrated in the graph below[6].



Within Nottinghamshire, patronage decreased by 18% between 2009/10 and 2018/19, whilst England saw a decrease in patronage of 7% during the same period. However, it should be noted that these figures include the Greater Nottingham area outside of the city and is therefore impacted by the growing network of tram services which saw some transference of passengers from the bus to the tram.

The same trend is seen in the data when exploring trips per head of population. The higher decrease is a consequence of the large rural nature of the county and the exclusion of city patronage. The decline in patronage (and per person trips) in Nottinghamshire is less than comparable to East Midlands Shire authorities (like for like), and much less than comparable wider Midlands Shire Counties. Further detail can be found in Appendix B.

Nottinghamshire (excluding Nottingham) also has a higher than average proportion of ENCTS passengers.

These figures, whilst showing a decline, are testament to the commitment of Nottinghamshire County Council and the bus operators to improve the bus service offer despite the challenges faced by the rural nature of the county (when compared to comparator locations).

[6] Local bus passenger journeys (BUS01) - GOV.UK (www.gov.uk)

As witnessed across the UK, the COVID pandemic and associated government guidance and social distancing has had a large impact on bus patronage. Within this BSIP area, patronage during 2020/21 was 28% of patronage witnessed in 2019/20. Commuter and ENCTS journeys by bus have decreased significantly and are still significantly less than pre-pandemic, indeed with more flexible working patterns likely, and the discovery of accessing services more locally or via on-line services, as well as the safety concerns associated with travel by bus (through public health messaging), it will take some time and significant change to return patronage to pre-pandemic levels. As of September 2021, patronage in Nottinghamshire is around 75% of pre-pandemic levels, with ENTCS journeys lagging a further 10% behind at 65%.

BSIP Theme 7:

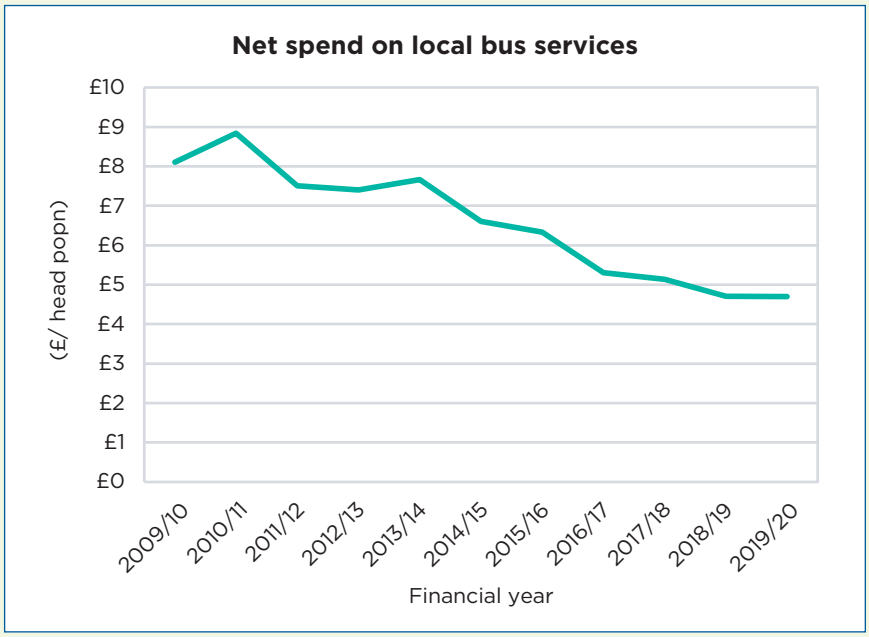
Financial support for bus services

In 2021/22, Nottinghamshire County Council is providing **£4.135m** of financial support for bus services in the county, subsidising 74 routes (recognising some of these operate into the Greater Nottingham area covered by a separate BSIP) totalling 1.1 million miles per annum. A list of the routes and associated route mileage supported is in Appendix B. This equates to **£4.96** per head of population (based on the latest population estimates produced by the Office for National Statistics – mid-year 2020).

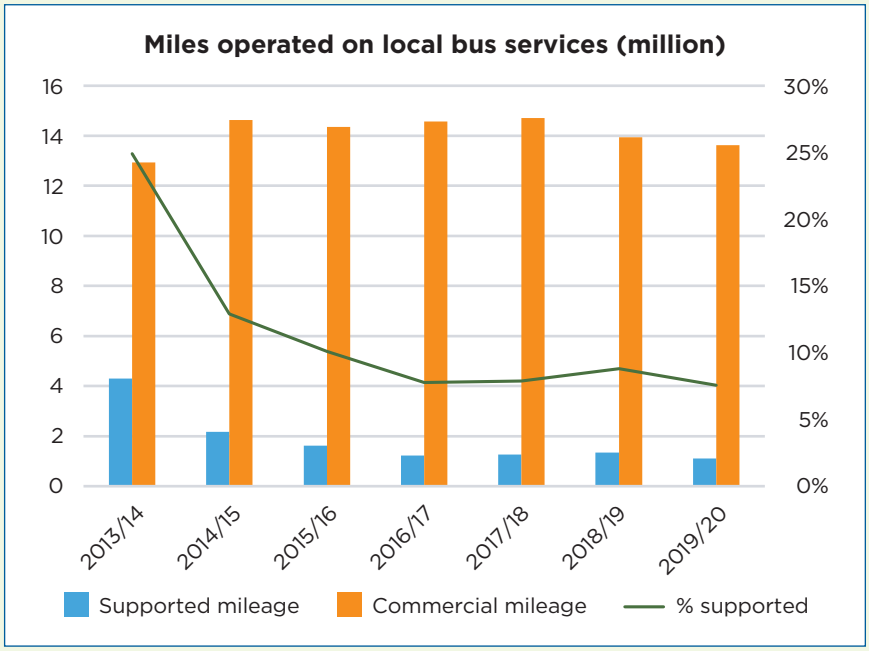
This is high compared to neighbouring authority, Leicestershire, which is also rural in nature and excludes the large city conurbation, who provides £2.3m of financial support, £3.22 per head of population[7]. Lincolnshire provides £5.3m; £6.97/head of local bus support[7].

Statutory financial demands including ENCTS; Special Education Needs and Disabilities (SEND) transport; and mainstream school transport have increased over time – between 2009/10 and 2017/18 the cost of ENCTS per concession issued has increased by 11%; SEND expenditure per pupil carried by 57%; and mainstream school transport expenditure per pupil carried by 79%. This has resulted in a decreasing level of funding remaining for supported local bus services, which has affected the level of services and number of miles operated over the years.

[7] ATCO survey 2021



In spite of the increasing statutory demands on local authority funding, Nottinghamshire County Council is committed to supporting local bus services and has maintained the level of support over recent years, providing support to around 8% of the network consistently since 2016/17, as illustrated below.



BSIP Theme 8:

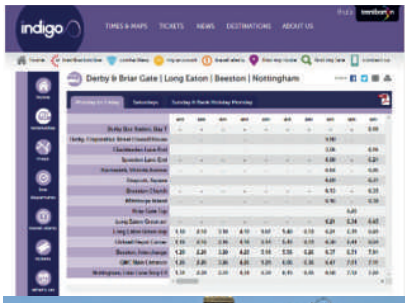
Other factors that affect bus use

1. **Parking provision**

Car parking is plentiful in the county, but responsibility for the majority of off-street town centre car parking lies with District/ Borough Council partners. Off-street car parking charges vary from place to place, as indicated in the table in Appendix B. There is a mixed picture throughout the county, and a different picture within and between districts. Charges look to be reflective of local issues such as responding to people using the car parks to park all day, or trying to build the local economy with cheaper parking. Of the 44 off-street car parks surveyed across the county, 44% of car parks offered a daily charge which was more than the cost of a day ticket on bus in that area.

2. **Branding**

Bus operators in the county have strong brands, in fact the main operators are pioneers of branding, being proactive in creating brands that passengers know and trust. Some operators build brands targeted at different markets, and flowing through to service livery. For instance, trentbarton has different liveries for different services, as illustrated below; the same brand is shown on maps and timetables.



In a similar way, Stagecoach adopted service-specific branding on some key services, for example, the Pronto service.

All Nottinghamshire County Council subsidised bus services fall under the brand of Nottsbus. This flows through all on-line and printed content as well as on the vehicle livery.

Nottsbus Connect
Connecting your community

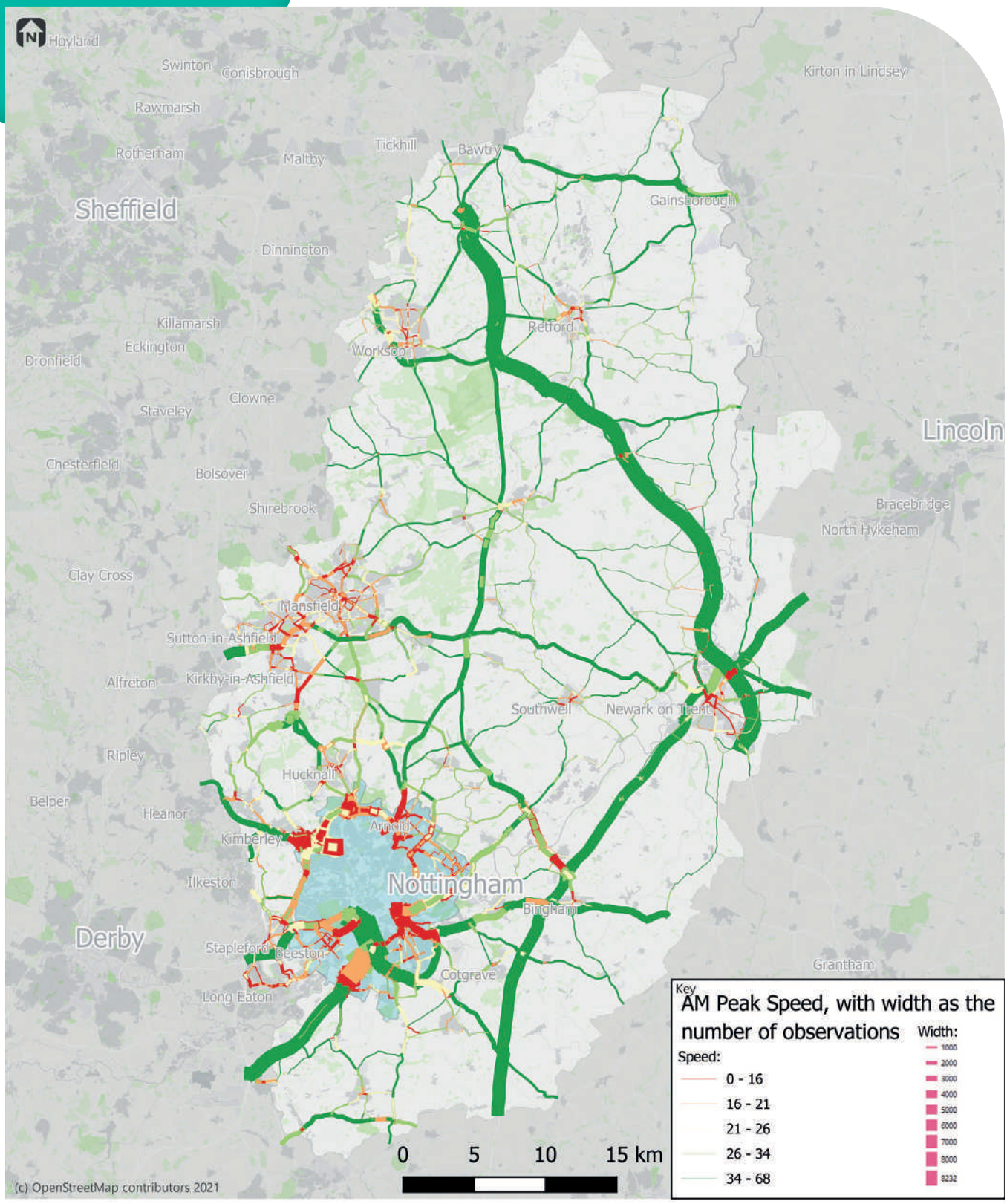
Whilst not a unified branding across the network, or reflecting the county particularly, this shows that those taking forward the BSIP have an excellent understanding of their market and how to create an excellent brand and flow this through all media and information channels for consistency and simplicity for the user.

Bus users recognise the current branding and their experience of using the bus is improved as a result. However, it does not necessarily aid new users who don't know what the individual brand means, particularly if they do not reflect the destinations they serve.

3. Average speed of service running times

The following map shows the average traffic speed, and the traffic levels, on key links in Nottinghamshire; and the areas where operators have reported that their services encounter reliability problems. TrafficMaster data (provided by the DfT) indicates that journey time delay is often higher at localised pinchpoints on routes into the main town centres, with several occurring on routes into Mansfield.

Although traffic levels dropped during the height of the COVID pandemic, the level of traffic in the area is almost back to pre-COVID levels; NCC traffic counters show that, for w/c 20th September 2021, 24-hour weekday traffic volumes are at 96% of pre pandemic levels (w/c 2nd March 2020). The DfT's data for the same period shows traffic volumes at 98% of pre-COVID levels, suggesting Nottinghamshire is displaying trends comparable to the national picture.



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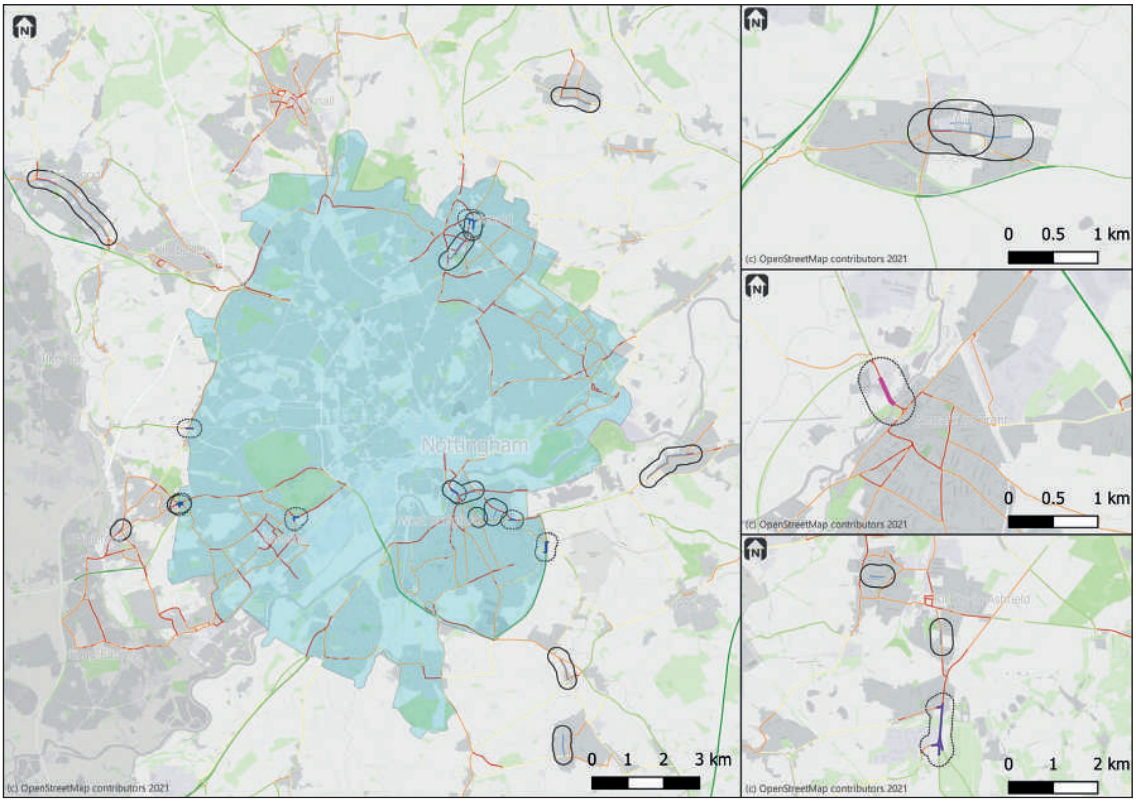
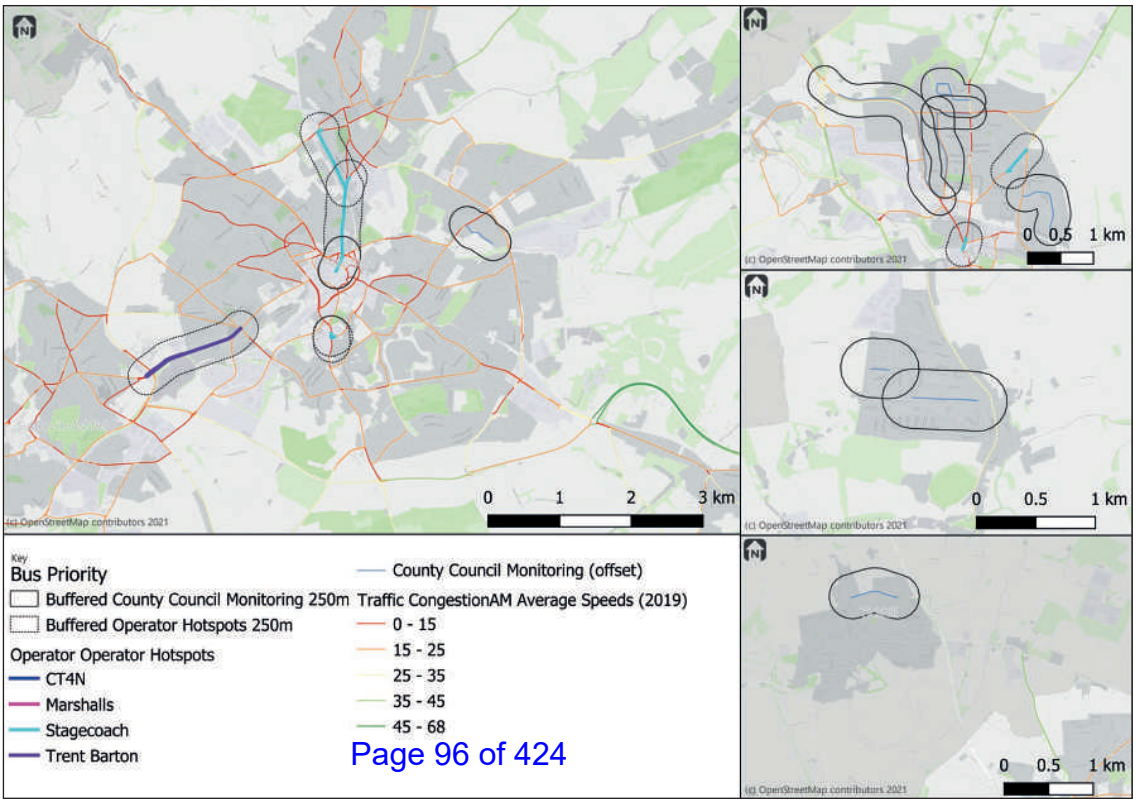
The maps below show the main pinch-points that bus operators have reported as locations where their services have experienced delay. The Council is working with operators to establish the provision of a consistent data set to help identify the scale of the issues reported which will then be used to help prioritise where infrastructure improvements (or other programmes) to address pinchpoints will be delivered as part of the BSIP delivery plan.

Bingham, Newark, Kirkby-in-Ashfield



Mansfield, Worksop, North Carlton, Tickhill



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Journey time has increased by

18%

on service **rainbow one**

The threes running time increased by

26%

since 2009

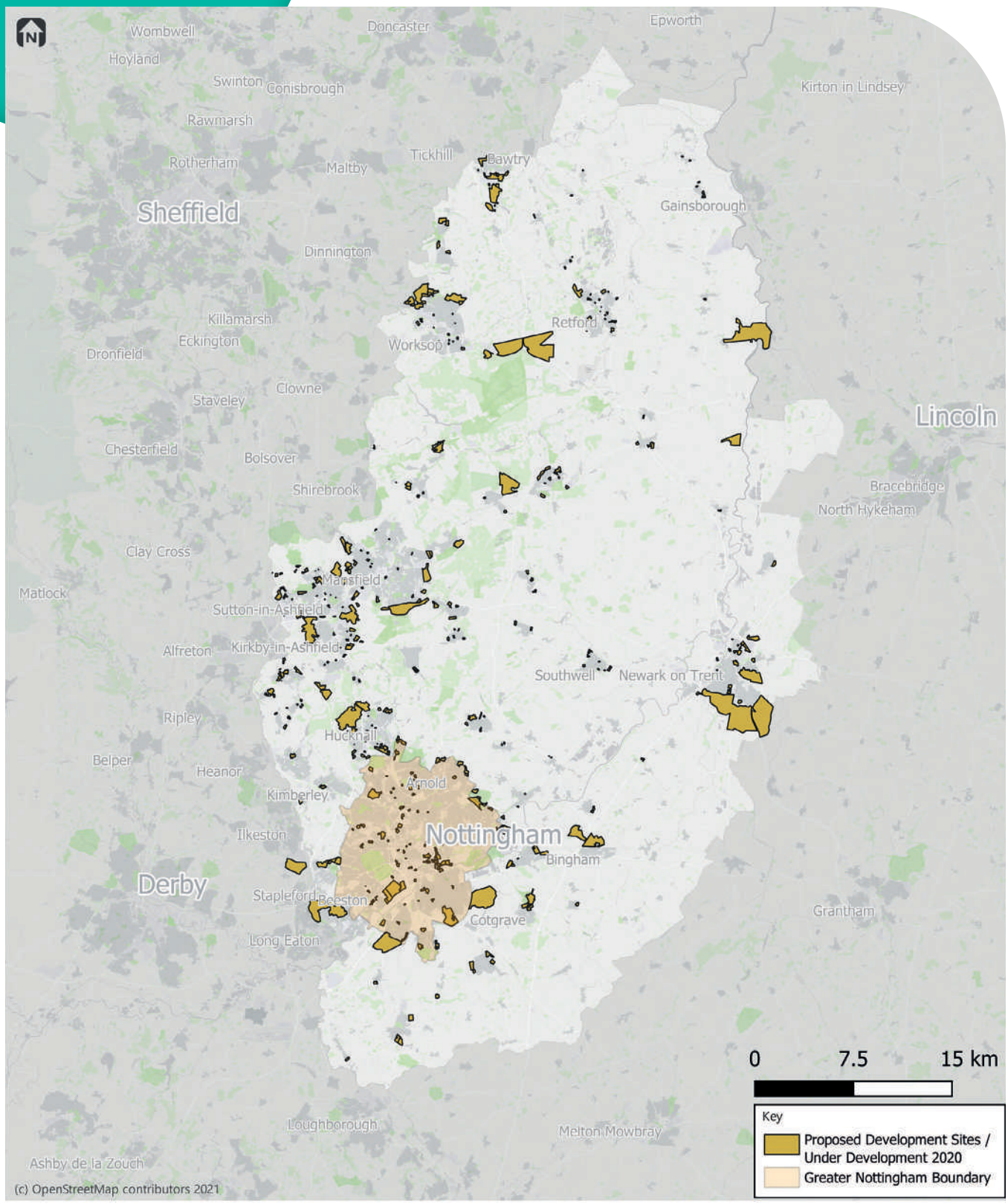
Between 2009 and 2019, the average journey time delay during the morning peak has increased on the routes into the market towns within the BSIP area by between 4% (in Worksop) and 8% (in Mansfield); which will have had a negative impact on the operation of bus services. Operators, however, have identified much higher increases in operating times of some of their services resulting in the need for additional vehicles to be utilised to maintain the existing frequency; and the Council will continue to work with operators to identify the additional causes of these running time increases. For instance, operators have reported that:

- The running time for the threes service along the A60 increased by 26% since 2009, and requires an additional vehicle to maintain the timetable.
- The journey time on service rainbow one increased by 18%, and current punctuality is 61.8%. An additional 6 vehicles were required to maintain reliability on this service, costing approximately £900k per year to operate.
- Running times have been extended by 10 minutes on journeys into Gainsborough for Bassetlaw Services 95, 97, 98, 99.
- The running time on Newark Service 3 has been extended by 10 minutes on the cycle, plus an additional vehicle has been added to the service.
- An additional bus on the Pronto service is required in the afternoon peak at Mansfield to maintain reliability as buses regularly run late.
- Additional resource has been added to services 21 and 25 to help maintain reliability.

In addition to the existing traffic levels, more trips will potentially be added to the network resulting from the high level of development planned in the BSIP area, the location and size of which is illustrated in the following map. Although developer contribution monies are, and will continue to be, used to mitigate this impact, wider measures will be required to promote behaviour change and deliver infrastructure improvements (including bus priority measures) in order to help deliver modal transfer, improved bus reliability and improved journey times.

A highway permit system is in place to help ensure all work on or below roads are planned and coordinated to minimise disruption. As part of the Council's network management strategy, the objectives of the permit system are to help the Council achieve:

- improved journey times and reliability for all road users;
- reduced congestion caused by road works;
- improved information available on works, including advanced warning and duration;
- improved safety for those undertaking works and travelling through works; and
- reduced damage caused to the road.



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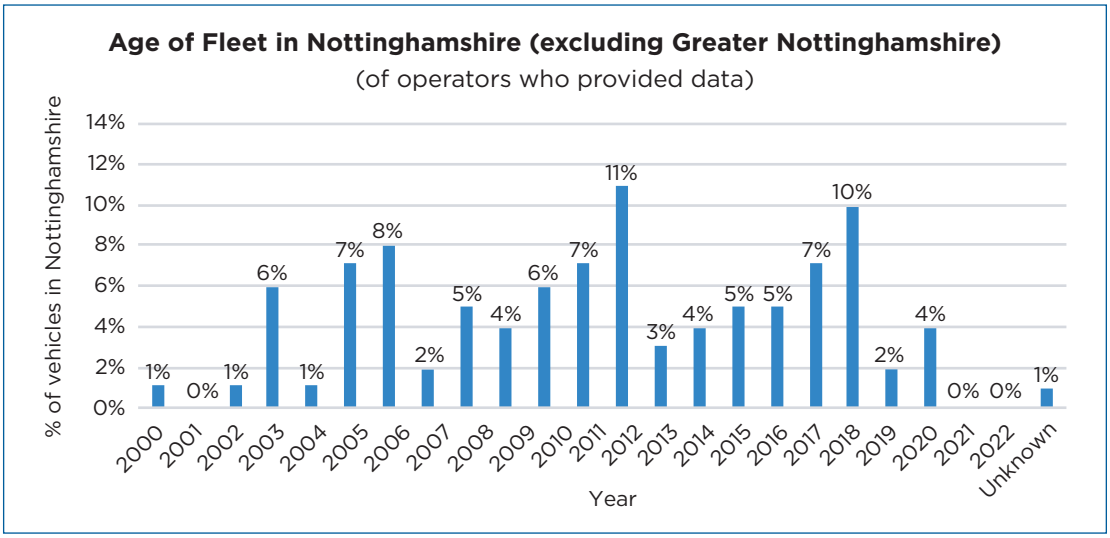
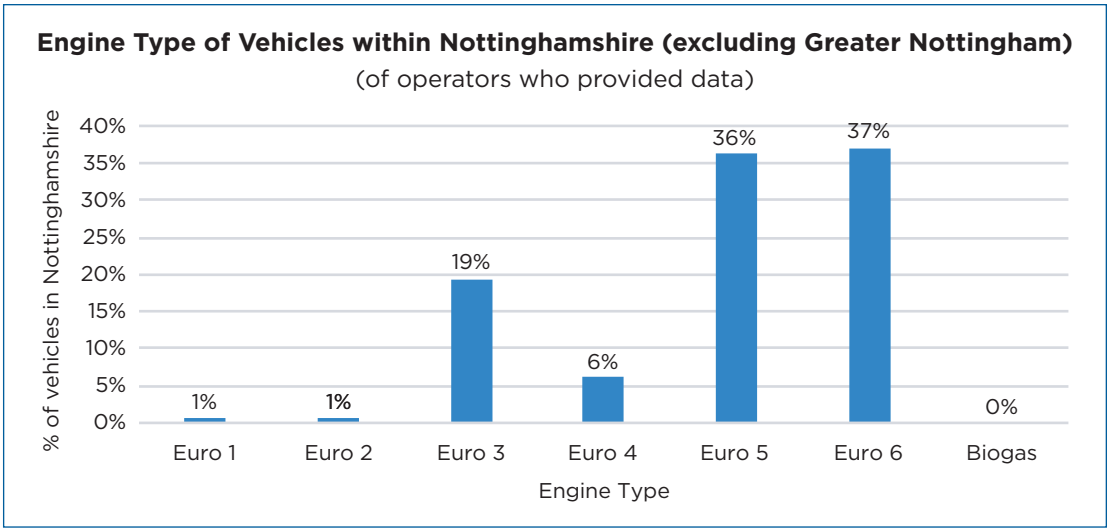
4. Bus fleet

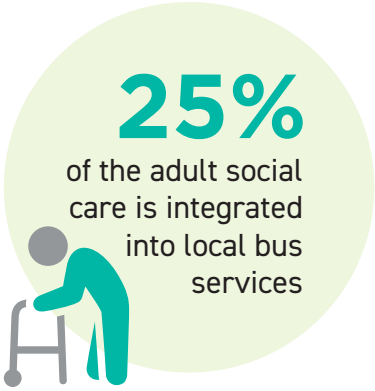
The average age of the commercial fleet operating in Nottinghamshire is 10-11 years old, the split of which is shown below.



37% of buses have Euro VI diesel engines. The breakdown is shown below (from a total of 376 buses operated by commercial operators).



In the last five years, bus operators have invested in excess of £10 million in new Euro VI buses. In addition, Nottinghamshire County Council has invested in two electric buses and a further four electric buses have been procured which will come into service shortly.



5. Local Authority Technical Support and skills

Since 2007, NCC has operated an integrated transport unit, which jointly manages transport for adult and child social care, people with special educational needs, and school transport. Having its own fleet of services also provides savings and enables an integrated approach to transport provision; 25% of the adult social care is integrated into local bus services to gain economies of scale. The structure of the teams working on bus-related activities in the council, is set our in Appendix B.

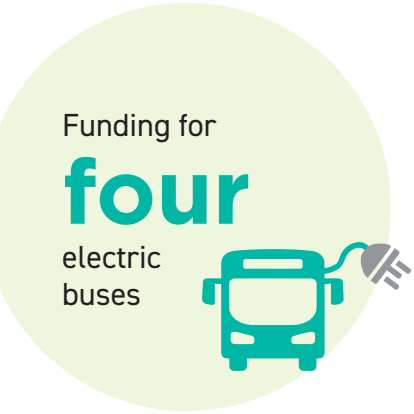
6. Investment in the Network

Since 2007, NCC delivered in excess of £29m in direct passenger transport infrastructure schemes across Nottinghamshire (including Greater Nottingham), constructing three staffed bus stations and two on-street interchanges, introducing enforcement of four bus lanes, installing over 4,000 poles and timetable cases, in excess of 500 bus shelters, 800 real time information displays and making 1,500 accessibility improvements at bus stops using raised boarding kerbs and bus stop clearways.

In that time two statutory Advanced Quality Partnerships and one Voluntary Quality Partnerships have been established in Nottinghamshire. This shows the commitment from both NCC and the operators to improve the offer to passengers and slow the decline in patronage through measures including new interchanges; bus priority; infrastructure; electronic information; enforcement; supplemented with commitments from operators to take steps to improve reliability; reduce timetable changes; undertake driver training; and improved vehicle and general quality standards.

In recent years the authority has been successful in securing significant grant funding to improve and green the bus vehicle fleet, and enhance the user experience including:

- Implementation of demand responsive transport services through £1.5m of Rural Mobility Funding matched with £4m of local funding.
- Securing £9.7m in planning contributions: £7.2m for bus services, £2m for infrastructure and £0.5m for travel planning and ticket incentives, to mitigate the impact of new developments.
- Over £380k in traffic signal priority at 77 key junctions.
- Retrofitting of 72 buses with an exhaust after treatment technology which reduces tailpipe emissions to better than Euro VI standards through the Clean Bus Technology Fund. The scheme has provided £940k towards the cost of the retrofits.



- Funding for two electric buses which operate the 510 & 511 bus routes in the Broxtowe Borough, and associated charging infrastructure through the Low Emission Bus Scheme. The LEBS scheme provided £365k towards the cost of the scheme with £314k of NCC match funding.
- Funding for four electric buses which are due to operate bus routes in the Mansfield and Rushcliffe areas of Nottinghamshire, and associated charging infrastructure through the Ultra-Low Emission Bus Scheme. The ULEBS scheme provided £908k towards the cost of the scheme with up to £544k of NCC match funding.

In addition, the two main bus operators in recent years have invested in new fully accessible vehicles with audio visual passenger information to the value of almost £10 million; £2.5 million on ticket machine investment & ongoing support; and £1.3 million on information and marketing.

Supporting Policies

Nottinghamshire's **Local Transport Plan** details how transport improvements will be delivered in the county for the fifteen year period 2011-2026. It is reviewed every five years, and is in its third iteration. It aims to:

- provide a reliable, resilient transport system which supports a thriving economy and growth whilst encouraging sustainable and healthy travel.
- improve access to key services, particularly enabling employment and training opportunities.
- minimise the impacts of transport on people's lives, maximise opportunities to improve the environment and help tackle carbon emissions.

The objectives of LTP3 are entirely supportive to the aims and objectives of the BSIP. LTP3 is supported by other strategies, such as the **Integrated Passenger Transport Strategy**, which together aim to meet the above objectives.

The emerging Council Plan of the new administration will also reflect many of the aims and objectives of the BSIP and the **Air Quality Strategy for Nottingham & Nottinghamshire 2020-2030** is also closely aligned to the BSIP's objectives.

Conclusion: Barriers and opportunities

This chapter has sought to pull together data and insight that helps to inform the current state of the bus network across the BSIP area, and drawn out the strengths, weaknesses, opportunities, and challenges against each of the different BSIP themes; these are set out in Figure 2.1.

In addition to those set out in the table there are more, wider, strengths relating to the delivery of the BSIP:

- Long-standing partnership working between operators and NCC.
- Strong commitment by all partners to deliver the vision.
- Ability for NCC to work collaboratively to enable economies of scale.
- History of success in developing and growing the network resulting in lower than average declines in patronage.
- Success in obtaining funding for schemes related to the BSIP, i.e. Rural Mobility Fund.
- Significant investment in the network already, and ongoing investment in the network and associated improvements.
- Strong relationship with District/Borough Councils regarding planning and place.
- Securing planning contributions for bus services and bus infrastructure.

However, the uncertainty of the post-COVID market; budget challenges for local government; and the capacity to deliver change, remain challenges.

This insight has been used to inform the proposed measures, such that they are targeted in the areas of greatest need / most impact.

Figure 2.1
SWOC Analysis of BSIP Themes

BSIP Area	Strengths	Weaknesses	Opportunities	Challenges
BSIP Theme 1: More frequent and comprehensive network	• some strong commercial routes • several operators offering competition • commitment from NCC to fund bus services • high level of financial support per head of population	• limited frequency • limited coverage in the evening and Sundays • limited access in rural areas • people not always able to travel when they need to • limited DRT solutions	• funding secured to pilot DRT in rural areas. • kickstarting service improvements to cater for a wider demographic and offer wider opportunities • good data and knowledge of the local market to help plan improvements effectively • good working relationships with operators • survey respondents said they would use the buses more if they were more frequent (84%), went to more destinations (79%), and operated longer hours (72%)	• rural county with dispersed population - makes it difficult to reach everyone; difficult to carry volume of passengers required for commerciality • ability to recruit and retain the drivers required to deliver more services, particularly with HGV shortages and unsocial hours • travel patterns have changed post-COVID, and pre-COVID patronage unlikely to return without additional interventions. • capacity of the Council to deliver improvements
BSIP Theme 2: Bus reliability	• 3.1km of bus lanes • some bus lane and bus stop enforcement • bus gates planned for implementation • one of the largest TLP networks outside of London	• some bus lanes under restricted hours • contravention of bus priority measures currently in place • localised pinch points on the routes into towns, particularly around Mansfield • reliability of services along key corridors • additional investment needed from operators to maintain reliability • parking is cheap and plentiful in many areas – 77% of survey respondents found it easy to park their car	• can benefit from centralised TLP scheme funded by TCF • interventions will quicken journey times and reduce Peak Vehicle Requirement (PVR) enabling further investment in the network • willingness of Districts/ Boroughs to work in partnership and consider the bus in decisions relating to parking and developments. • survey respondents said they would use the buses more if there were reduced delays (71%), and journey times were quicker (69%)	• geography limiting infrastructure interventions on key corridors • availability and low cost of parking competing with the bus. • growing congestion through increased car traffic and new developments

BSIP Area	Strengths	Weaknesses	Opportunities	Challenges
		• off-street town centre parking planning and policy (for their estate) is controlled by Districts / Boroughs • inconsistent data collection/ provision to help identify bus service delay hotspots on the network		
BSIP Theme 3: Simple multi-modal tickets	• passengers consider fares are good value for money • contactless ticketing widely available • different products available to cater for different needs • available for purchase on-bus; on-line; and via apps	• inconsistent products and discounts across operators • no multi-operator ticket • no universal Young Persons discount • not all operators in Jobseekers scheme • daily/weekly capping not universally available • lots of different products confuse the customer	• actively involved in the development and testing of putting ENCTS travel rights on mobile platforms • software available enabling improvements to ticketing • survey respondents said they would use the buses more if multi-operator tickets were available (72%), and fares were lower (72%)	• setting fares at a level which will encourage bus use but will enable the service to be sustainable in the long-term
BSIP Theme 4: Integration and inclusion	• good relationship between bus operators • good relationship between the council, bus operators, train and tram operators • some good interventions to assist disabled users • a range of community transport operators catering for trips unable to be delivered with conventional transport	• timetable coordination between other bus operator and train/tram services generally poor • no 'full journey' solution for disabled passengers	• potential for further Park & Ride; pocket Park & Ride; interchanges; and rural mobility hubs • potential for improved links to active travel networks	• shrinkage of the third sector and availability of volunteer drivers • providing effective connections between modes when frequencies are low

BSIP Area	Strengths	Weaknesses	Opportunities	Challenges
BSIP Theme 5: High-quality information and infrastructure	• much information available on-line and through apps and social media • strong operator brands and recognition by users • some good examples of marketing initiatives • good coverage of stops and shelters • significant investment in infrastructure to date	• variable provision and quality of bus stop infrastructure • RTI not widely available • individual approaches can be confusing to the passenger • un-coordinated marketing and promotion. • limited use of social media	• one partnership brand • coordination of partner expertise in marketing and information to provide improved, coordinated, and simpler information • use of social media and social influencers to encourage bus usage. • software enabling improvements to information and ticketing. • geography enabling infrastructure improvements • survey respondents said they would use buses more if there were better bus stops and shelters (78%) and if information was easier to obtain and understand (78%)	
BSIP Theme 6: Equality of service	• strong passenger satisfaction levels • commitment from operators to provide excellent customer care • quality of vehicles not seen as a concern to passengers • QBP in place	• availability of some quality features not universally available	• developing an agreed set of quality standards through the passenger charter to gain customer confidence	• ability to recruit and retain engineers and cleaners to maintain quality standards

BSIP Area	Strengths	Weaknesses	Opportunities	Challenges
BSIP Theme 7: Decarbonisation	• commitment by operators to invest in low carbon fleet and explore alternative fuels • external funding secured for 6 electric vehicles and 72 vehicles retrofitted with technology to reduce tailpipe emissions	• older fleet in some areas, with higher emissions.	• new low-carbon technology available to make bus stop infrastructure greener • funding opportunities for greener vehicles including EV and Hydrogen	• large county with long inter-urban routes provides challenges for electric vehicles and battery charging • reduction in revenue through COVID will affect ability to invest in fleet replacement and decarbonisation

Chapter three

Headline targets

The Core Targets for measuring the success of the BSIP are set out below.

	Target	Baseline	Source	Target 22/23	23/24	24/25	25/26	30/31
Core Indicators								
Passenger Satisfaction	Overall satisfaction	94% (2019)	Transport Focus Surveys	90%	92%	94%	95%	95%
Passenger Growth	Overall growth	2019/20 10,752,331	Operator data by route	-15%	-5%	2%	5%	8%
Reliability	Overall reliability	2019/20 78.0%	Operator punctuality data	80%	82%	85%	95%	95%
Journey time	Journey length per hour	2021 15.68 mph	Timetables and route mileage	15.8	16.0	16.2	16.5	16.8
Additional Indicators								
Passenger Satisfaction	Value for money	71% (2019)	Transport Focus Surveys	72%	74%	76%	78%	80%
Passenger Satisfaction	Punctuality	71% (2019)	Transport Focus Surveys	73%	75%	82%	84%	85%
Passenger Satisfaction	PT Information	57% (2020)	NHT Surveys	60%	63%	68%	70%	75%

These targets have been set to best reflect the aims and objectives set out in Chapter One. We have defined baseline data and targets for 4 mandatory indicators, (as defined by DfT), plus an additional 3 local indicators which enable us to assess how we are performing locally against the wider aspects of bus delivery which are relevant to maintain and attract customers. The indicators, baseline data, and targets will be reviewed as part of the first BSIP refresh, when we hope to have a better understanding of the longer-term impacts of COVID on bus use. Data for each indicator will be reported six-monthly.

The following sets out how we intend to monitor each target, along with commentary as to why the indicator was chosen and previous performance:

Indicator	Methodology and commentary
Core...	
Passenger Satisfaction	Derived from annual Transport Focus Passenger Surveys, and reflects BSIP focus on meeting passenger needs. Nottinghamshire has historically performed well against this indicator (Highest = 95%; previous years' scores in Nottinghamshire were all 93%), and hence the target is to reach these exceptionally high levels of passenger satisfaction in the future. The 2019 Transport Focus survey has been used as the baseline as this represents the latest independent and representative survey undertaken. The target in year one decreases to reflect the impact of the COVID pandemic, in particular, perceived safety of travelling by bus, and increased traffic affecting bus reliability. It is unlikely that material changes from measures will be witnessed before the Transport Focus survey is undertaken in November 2022, hence it is likely that passenger satisfaction is lower than that witnessed pre-COVID. The reason for all the improvements in this BSIP is to provide a better service for the passenger and this indicator will help show the holistic impact of interventions.
Passenger Growth	Measured by reviewing operator patronage data on a route-by-route basis, which is currently submitted to the Local Transport Authorities as part of their returns to the DfT and reflects BSIP ambition to grow patronage. In addition to overall passenger growth in the BSIP area, we will also monitor patronage on a granular level – by area; corridor; service; ticket type; demographic - to understand the impact of the different specific BSIP measures, which will be used to inform the development of the BSIP in future years.
Reliability	Measured using operator punctuality data, which is the percentage of services operating to the Traffic Commissioner window of between -1 and +5 minutes of the scheduled timing point. This reflects the BSIP ambition to grow patronage through improving overall levels of reliability as a result of enhanced bus priority, enforcement, and associated supportive measures. Reliability will be measured using data from Stagecoach and trentbarton, which reflects 69% of the total mileage operated in the BSIP areas, and all key corridors and geographic areas. As the BSIP develops we will look to obtain a fully aggregated data set covering all operators. Data will be analysed on a route-by-route basis to determine the impacts of the specific interventions identified on each of the corridors set out in Chapter 4. Baseline data has been derived from a full year's worth of data (April 2019 – Mar 2020). The aspiration is to meet the Traffic Commissioner target of 95% of journeys operating within the window of between -1 and +5 minutes of the scheduled timing point. Punctuality decreased from 79% in 2018/19 to 78% in 2019/20.

Indicator	Methodology and commentary
Core...	
Journey Time	Measured using timetable data and distance between key timing points within the BSIP area to record average journey speeds on 22 services covering all areas of the county and representing 37.35% of mileage and 58.7% of patronage. This reflects the BSIP ambition to grow patronage through reducing average bus journey times as a result of enhanced bus priority, enforcement, and associated supportive measures. Data is recorded on a route-by-route basis enabling an understanding of how specific measures on different corridors, set out in Chapter 4, impact on journey time. Baseline data has been derived from analysis of timetables and route mileage as of October 2021. The target for 2025/26 constitutes a 5% decrease in journey time.
Additional...	
Value For Money Satisfaction	Derived from Transport Focus Annual Passenger Surveys. Nottinghamshire has a high baseline, and a strong track record (Highest = 77%; previous years' scores in Nottinghamshire were all 72%, 70%, 69%), hence aim is to maintain high standards and continuously improve through marketing and education alongside specific fares and ticketing initiatives (as set out in Chapter 4)
Punctuality Satisfaction	Derived from Transport Focus Annual Passenger Surveys. Nottinghamshire has previously had a strong track record but reduced somewhat in 2019 (Highest = 84%; previous years' scores in Nottinghamshire were all 82%, 83%, 82%), so ambition is to return to previous high levels by 2024/25. This will supplement the reliability targets and show whether the perceived punctuality reflects the actual punctuality. This will help inform whether new ways of information dissemination and marketing are required.
Public Transport Information Satisfaction	Derived from NHT surveys for Nottingham, using the latest survey (2020) as the baseline. This records the percentage satisfaction in the public transport information available. Nottinghamshire had a strong track record (64% in 2018 and 2019 compared to an average of 47%) but this reduced in 2020 so the ambition is to return to previous high levels and beyond by 2024/25 through improvements such as extension of RTI and coordination of information provision.

Monitoring and Evaluation

In addition to measuring the above targets, a number of other measures will be monitored which help steer BSIP implementation. It is important to monitor the impact of specific interventions in order to learn from experience and adapt to ensure maximum success. The following statistics will be monitored:

- Non-operated scheduled mileage – as a further indication of reliability issues on a route basis. This will be recorded on a monthly basis and will determine whether localised, route-based issues are being addressed, such as bus clearway enforcement and the management of roadwork permits, as well as the success of the larger schemes.
- Patronage increase by service type and ticket type – to monitor post-COVID travel and the success of schemes targeted as specific services or groups of people – e.g. evening services; Sunday services; rural services; young persons' travel; jobseeker travel; off bus tickets; and ENCTS travel.

- Multi-operator ticketing and contactless usage – to monitor the effectiveness of introducing schemes and how much inter-operator travel is occurring in the county.
- Localised surveys – to monitor satisfaction of different aspects of bus travel and help develop services further.
- Targets for responding to complaints and responding to delayed/cancelled services, as identified in the Passenger Charter – to monitor whether the quality aspects and commitments to passengers are being maintained.
- Percentage of population that have access to a frequent bus service at different times of the day and days of the week – to guide network development, particularly when new developments are built.
- Journey times at peak times compared to off-peak; and comparing quickest journey times and slowest journey times along given routes.
- Modal shift through modal share surveys will be carried out following key initiatives to determine impact on modal shift.
- Supporting the districts in any CO_2 monitoring to help measure the impact of the BSIP measures.
- Footfall in town centres; car park occupancy; traffic flow – to give an indication of the local economy and provide some context on the patronage trends witnessed on different services. This information will be provided by District/Borough Councils partners.

Engagement with partners, special interest groups, and passenger representatives, including those who were engaged with during the development of this BSIP, will continue throughout the life of the BSIP and in particular, when specific schemes are being developed, monitored, and evaluated. This will be integrated into the Governance organogram within the EP.

Chapter four

Delivery

Introduction

This chapter sets out the measures to be implemented as part of this BSIP, and how they relate to the objectives set in Chapter 1. How each of these relate to the National Bus Strategy objectives, and those set out in the BSIP, is set out in the table in Appendix C.

It is difficult to prioritise the measures set out in this BSIP as they are all intrinsically linked. The approach to enhancements will be coordinated to ensure the maximum impact is achieved. For instance, bus priority schemes will be supported with infrastructure upgrades, vehicle upgrades, and service improvements; fares and ticketing schemes will be supported by focussed marketing campaigns targeted and tailored to individual users where appropriate.

However, there will be a phased corridor approach to schemes, particularly with bus priority and upgrades; and service enhancements, **both of which will be prioritised to reflect the evidence of need, feasibility, value for money assessments and the levels of funding made available for their delivery**.

This will help deliver Superbus networks reflecting the local area and need.

Network Development

1

Objective 1

Customer-informed approach to bus service provision to provide a comprehensive, simple network that is easy to understand and use.

Key Measures:

- **Network sustainability review** – plugging key gaps in the network with most appropriate solution, as well as network simplification and obtaining efficiencies.
- **DRT** - 8 services in Bassetlaw, Rushcliffe, and Mansfield as part of the RMF pilot.
- **Bus service enhancements**, improving frequency of around 50 currently identified services to meet BSIP aspirations.
- **Visitor economy pilot scheme** including bike/bus
- **Total Transport solutions** - to integrate provision

Being a largely rural and sparsely populated area, there is a higher risk to operators who wish to grow the market. As such, the network is sparse and reliant on the county council to support services, particularly in rural areas. Only 62% of the population is within 400m access to an hourly service during a weekday; 52% to a half-hourly service. Evening access is much lower (38% to an hourly service; 23% to half-hourly) as is Sunday access (44% to an hourly service; 24% to half-hourly) In addition, the COVID-19 pandemic has hit the bus services hard and return to pre-pandemic levels is likely to be gradual, particularly as some people will not travel as they used to, thus relying on growing the market before pre-pandemic patronage returns.

It is expected that, by April 2022, the 'new norm' of travel by bus will be reached; at this moment in time it is difficult to understand what this will mean in terms of patronage, but assuming the change in travel patterns (for commuters and older people in particular) will be permanent, we anticipate that this will be approximately 75-80%, growing to an average of 85% of pre-COVID patronage during the 2022/23 financial year.

At this point, we will undertake a **network sustainability review**. It is important to reflect on the network, understand what the commercial network now looks like, assess what is socially and economically viable and identify the gaps in the network. This will inform the type of support required in the future, whether it is through tendering, de minimus or other measures; the key is to ensure that the network is appropriate and forms a good platform on which to grow and attract new passengers. Stabilising the network may include removal of long routes serving lots of different

communities and replacing them with shorter feeder/ DRT services into the core network or it may mean supporting marginal routes in their current form until the BSIP interventions grow the patronage or reduce costs in order for them to become commercially viable again.

Decisions on supporting services will be guided by the NCC criteria for sustainability which includes: primary journey purpose; IMD (Index of Multiple Deprivation); car ownership; availability of other services; cost per head; and number of passengers. When reviewing sustainability, we will be mindful of the stress on driver retention and recruitment, given possible driver shortages.

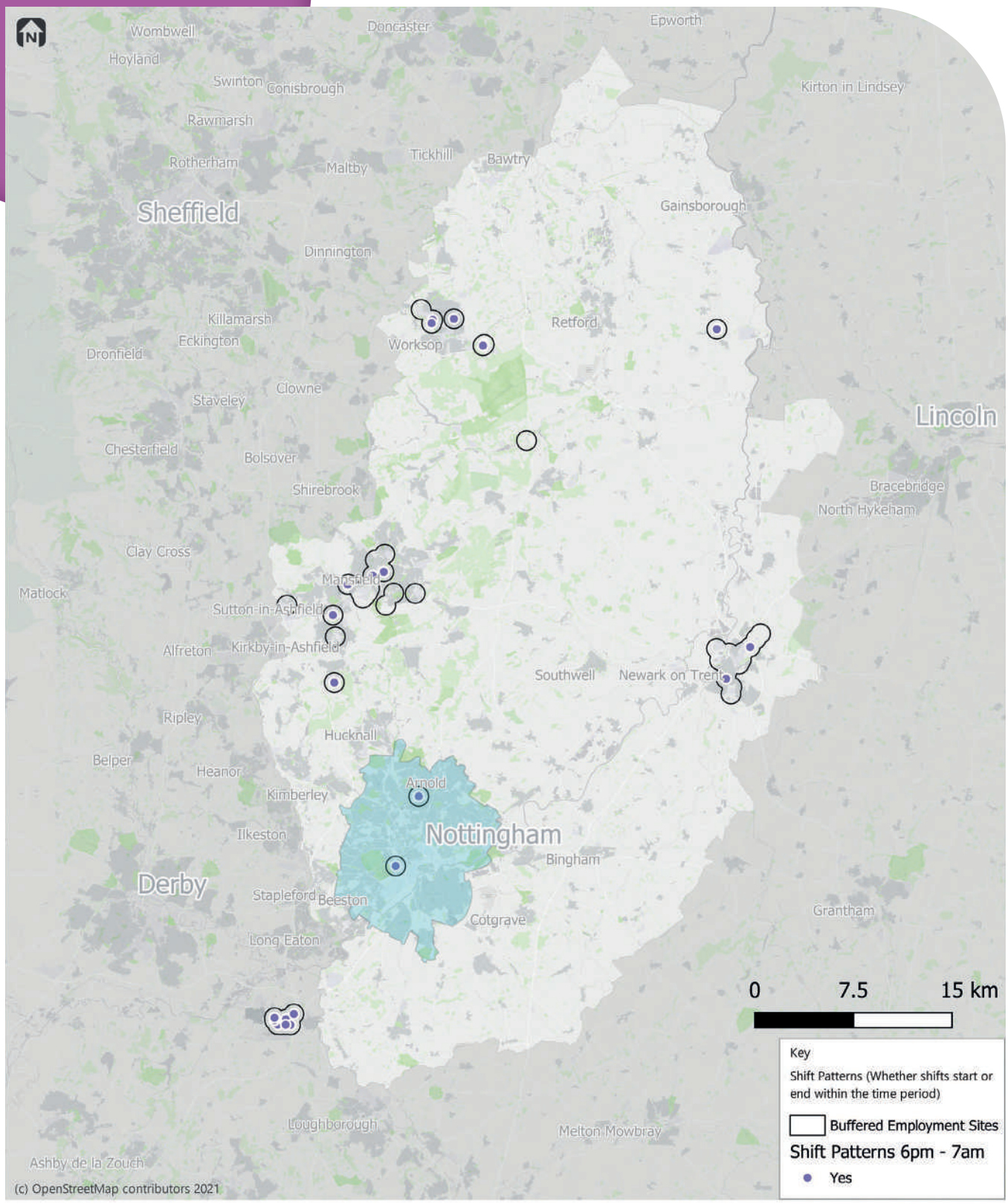
Linked to this will be **the introduction of DRT services** in rural areas to help address the poor access to bus services in such sparse settings. Rural Mobility Funding has been secured to take forward some pilot schemes:

- DRT service, with 2 vehicles, serving Rushcliffe District, and feeding to key local destinations and interchanges, including Clifton P&R; East Midlands Gateway; and Nottingham University Sutton Bonington Campus.
- DRT scheme, with 5 vehicles, in Bassetlaw and Newark & Sherwood Districts to provide access from rural areas to key centres and interchanges.
- DRT service, with 1 vehicle, serving the suburban areas of Mansfield, providing a service to the centre of Mansfield in the evening.

1,749
public survey responses

These schemes will use interactive and responsive software providing a realistic alternative to fixed routes. The 8 pilot projects will be phased in order to learn lessons and will be rolled out to additional areas if successful; the smaller scheme in Rushcliffe District will be piloted first in rural areas, commencing in 2022. The evening DRT service will be used to kickstart demand with a view to growing the market such that a conventional service can replace it. Targeted to be introduced in early 2022, the DRT service will then be rolled out to other towns if successful.

Results of the public survey, which attracted 1749 responses, and covered both users and non-users, shows that more frequent services; more destinations; inter-modal connections; and longer hours of operation were in the top 6 measures that would encourage more bus use. This suggests there is latent demand for an improved network. In addition, responses from businesses and district councils suggest there is demand for public transport to access more destinations and at different times. The following map shows the shift times of large employment sites, suggesting there is latent demand for buses, particularly in the evening.



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Once the network is stable, a series of **bus service enhancements** will be implemented, increasing the availability and frequency of around 50 currently identified services according to local demand, whilst providing a simplified network which is easy to understand. This will be done in a phased approach, relevant to funding and passenger uptake, but will start with the areas that have a lesser frequent service but a significant level of latent demand.

"I can now use the bus to get to work"

The focus on service improvements initially will be to improve access to identified employment sites, including Oakham Business Park; the Clipper site in Ollerton; Oak Tree, Mansfield; Manton Wood, Newark Business Park and a number of sites in Ashfield; all which have been identified through the engagement undertaken in developing this BSIP. Evening frequencies will be improved to allow evening access to these employment sites as well as to key destinations on the core network.

Following this, Sunday services will be introduced as will the frequency in and to other towns, including Mansfield, Newark, Worksop, and Retford, again depending on the success of other measures in growing patronage and enabling further investment in the network.

The table below sets out the aspiration for the frequency of different types of service on different days of the week. Whilst ideally, the aspiration for services in rural areas would match that for areas of higher population, this would never be commercial and would be very expensive to sustain. Therefore, the frequency aspiration is less for services in these areas, however, implementing DRT services, as outlined above, will react to the demand, and provide the frequency of service according to demand.

	Weekday	Saturday	Sunday	Evenings*	Comments
City/large town service	15 mins	15 mins	15 mins	15 mins	Serving a city or town with a population of 100,000 or more, i.e. Mansfield.
Core inter-urban service	15 mins	15 mins	30 mins	30 mins	Connecting minimum of two towns with populations of 50,000 or more.
Rural town/ market town service	30 mins	30 mins	60 mins	60 mins	Serving a town with a population of less than 100,000.
Rural town/ market town to rural villages/ hamlets service	30 mins	30 mins	60 mins	60 mins	Connecting a town with a population of less than 100,000 with rural communities.
Urban DRT	30 mins	30 mins	60 mins	60 mins	Demand responsive transport serving towns with populations of 50,000 or more.
Rural DRT	60 mins	60 mins	60 mins	60 mins	Demand responsive transport serving rural villages/hamlets and isolated dwellings.
*until 2200 Monday - Wednesday; until 0000 Thursday - Saturday					

Many of these improvements will be subject to funding and priorities being agreed during the EP Scheme implementation process.

If these aspirations were met, the number of people living within 400m of an hourly or half-hourly service will increase significantly:

- On a week day, the percentage within access to an hourly service will increase from 62% to 75% (from 52% to 71% to a half-hourly service).
- In the evening the percentage within access to an hourly service will increase from 38% to 75% (from 23% to 57% to a half-hourly service).
- On Sundays the percentage within access to an hourly service will increase from 44% to 75% (from 24% to 57% to a half-hourly service).

The area has a number of attractions for visitors, including the Sherwood Forest. Whilst near to the main bus network, these visitor attractions attract a high number of car users. A **visitor economy pilot scheme (incl. Bike/bus)** will therefore be introduced to explore the impact of introducing a service dedicated to serving Sherwood Forest in the summer and linking in with the wider network. This service will operate with 2 vehicles on a 30-minute frequency, serving Sherwood Forest Visitors Centre; Clumber Park; and Rufford Abbey Country Park, and connecting with core services at Edwinstowe and Ollerton. As part of the Tourism Strategy, the service will link into the soon to be launched "Connected Forest" experience which will use 5G to enable virtual and augmented reality content to help bring stories associated with Robin Hood and the ancient woodland to life in a new way.

It is important that, throughout the development of the network and implementation of other schemes, other measures are implemented to gain the most effective and efficient solution. This includes:

- **Timetable review** - regular review of timetables with a view to reducing running times, as there are different approaches to timetable building between operators.
- **Total transport concept** - work with partners in other sectors to explore efficiencies in transport provision, including NCC fleet operations; further and higher education; local businesses; and NHS non-emergency passenger transport (NEPTS) and NHS trusts. There are currently 16 dedicated college buses contracted privately by West Notts College valued at £700k pa; as part of BSIP dialogue with partners, NCC are in advanced discussions with the College to support integration of these services with the commercial network from 2022/23. Preliminary discussions are also being held with the NHS to incorporate the Doncaster Royal Infirmary Shuttle Bus from Worksop into the commercial network from 2023/24.

75%
will have access to an hourly evening service

Operate **two** Sherwood Forest tourist service every 30mins

- **New developments** - work with local planning authorities and planners to ensure bus services and associated infrastructure is a priority, and integrated with other transport networks at new developments (such as Berry Hill, Lindhurst; Fernwood, Newark; and Vesuvius, Worksop) and secure developer contributions for such measures; as well as the development/monitoring of travel plans and, where possible, facilitate the promotion/ticketing packages.
- **Parking review** - work with Districts/Boroughs to ensure consideration is given to the impact on buses when reviews are undertaken on the level and cost of off-street town centre parking, given parking is currently plentiful and cheap across the county, as described in Chapter 2.

District Councils have agreed to signing a memorandum of understanding in relation to the last two points; this draft document, based on the principles already agreed, can be found in Appendix D.

Finally, the Enhanced Partnership will explore the opportunity for Nottinghamshire County Council to gain **Traffic Commissioner powers** to enable further local traffic enforcement and determine whether this would be an appropriate measure to take forward.

Bus Priority

Objective 2

Provide robust measures and infrastructure to support bus efficiency, reliability and improve journey times by bus, making the bus an attractive proposition compared to the car.

Key Measures:

- **Corridor-based bus priority schemes** – covering sections of A60; A38; A52; and A611. Supported by other measures to form **Superbus** corridors.
- **Centralised traffic light priority** - to cover the entire bus network, upgrading around 70 currently identified junctions.
- **Tackling network disruptio**n – through junction/bus stop clearway protection; junction realignment; bus priority enforcement; loading restrictions; and review of the permit system.
- **Adopt new Traffic Management powers** to support bus punctuality.

2

Bus reliability and punctuality is a growing issue in Nottinghamshire with operators, over the years, increasing their timetabled journey times, and in some cases introducing additional vehicles into the service just to maintain reliability (examples reported by operators are included in Chapter 2). Not only does this provide an unreliable and longer journey time for the passenger, but it increases operational costs, preventing further investment in additional services or journeys. Although operators have provided additional investment to maintain reliability, this has not addressed the issue completely, with passenger satisfaction in punctuality falling in recent years and a high percentage of survey respondents (71%) saying they would use the bus more if delays were reduced.

To help make the difference required to improve reliability, improve journey times for bus passengers, and encourage modal shift from the car to the bus by providing an easier route for the bus than that of the car, significant bus priority measures will be considered.

Drawing on the available journey time delay information, and where there is a higher concentration of bus services, a number of corridors have been identified that would potentially benefit from **bus priority interventions**:

- A60 Nottingham Road, Mansfield Bus Priority: extension of bus priority along A60 between A611 and Portland Street and A6009 and A6075.
- A38 Bus Priority including bus rapid transit light: bus priority along A38 - junction with Rosemary Street to Kings Mill Road & along B6023 Mansfield Road - junction with Kings Mill Road to Outram Street.
- A52, Gamston Bus Priority: bus priority along A52 between Nottingham Road, Radcliffe on Trent & A6011 subject to discussion with National Highways: includes feasibility into park & ride.
- A611, Bus Rapid Transit Bus Priority Light: deliver bus rapid transit light scheme to enhance bus priority along A611 from A608 to B6021.

Improvements along these corridors will be investigated further in a phased approach (depending on the level of funding available and the impact the schemes will have on reliability and journey time) to determine what measures may be deliverable and offer value for money. However, journey time delay data, services affected, and complexity for delivery, suggest phasing in the order listed above.

Furthermore, **centralised traffic light priority** will be extended beyond the existing limited roll out to up to 70 junctions to cover the entire bus network and ensure whole-route reliability.

In return Nottinghamshire's bus operators will maintain their historic levels of investment in state of the art, low emission buses, meeting accessibility requirements, providing contactless payment, high spec audio visual passenger information and a world class passenger experience. These measures, linked with bus stop and information upgrades, will form **Superbus** corridors, combining a range of improvements to have maximum impact on the passenger experience, and increase ridership.

As part of our discussions with all neighbouring LTAs, we have developed cross boundary improvements with Derbyshire County Council for the A619 and A632 corridors, and when detailed plans are formed, in accordance with our LTA MoU and excellent working relationships, we will work together to co-ordinate initiatives where this is to the benefit of our customers.

In conjunction with exploring the potential bus priority interventions on the corridors outlined above, the feasibility of implementing Bus Rapid Transit will be explored along corridors that data highlights that buses experience high levels of delay due to congestion; and/or where new developments of significant size can support it.

In addition, a number of 'softer' measures will be taken forward to alleviate problems on the network that cause delays:

- **Pinchpoint Busting Measures (Quick wins)** – series of minor schemes to deal with pinchpoints identified in partnership with bus operators as part of the BSIP preparation. These schemes will include junction protection; protection of bus stop clearways through traffic regulation orders; and junction realignment. Such schemes will be prioritised based on the level of delay and the anticipated benefits from their delivery.
- **Bus priority enforcement improvements** – to combat the contravention of current and future bus priority measures, NCC will extend existing working hours of foot patrols and camera cars to increase enforcement of bus stop clearways and introduce four new cameras to enforce all bus lanes. The operator reporting mechanism will also be reviewed and refined to enable swift intervention of enforcement.
- **Loading Restrictions** – work with local businesses and stakeholder groups to review loading restrictions to minimise impact on buses.

In addition, measures will be implemented to **reduce network disruption**. A review of the current public transport emphasis of the Highway Permit system will be undertaken and NCC will work with partners to have a more coordinated approach to implementing roadworks and reducing the impact they have on bus service reliability. There will be close liaison with Nottingham City Council to ensure a coordinated approach is implemented across both this and the Greater Nottingham BSIP. The BSIP will

"My bus service has got more punctual and reliable"

help fund the maintenance of the regional real time information system, which consumes data from bus operators and pushes it out through multiple channels including an estate of 2,000 displays. The BSIP will also help fund the ongoing maintenance of the traffic light priority system which supplies bus operator data to the three Urban Traffic Control centres across the region. The BSIP will cover costs required to manage the systems and will increase capacity to maximise the effectiveness of the systems in supporting passenger transport.

The Council will also be pursuing the new Traffic Management powers to extend enforcement beyond bus lanes and bus stops.

If these measures are unsuccessful, the potential to implement **red routes** will be considered as part of a suite of measures to address journey time reliability.

Fares and Ticketing

3

Objective 3

Provide a network which is affordable and offers good value for money.

Key Measures:

- **Fare and product alignment** – to simplify the offer to passengers.
- **Multi-operator ticketing** – county-wide
- **Contactless payment** – fitting out around 20 currently identified buses currently without this capability.
- **Young persons' scheme** – reduced fares for young people.
- **Jobseekers scheme to improve access to job opportunities**
- **Plusbus scheme from all Rail stations**
- **Fares incentives aligning with other measures** – reduced Sunday, evening, and DRT fares linked to service improvements; 1-month incentives to young people; and free introductory tickets for the multi-operator scheme.
- **Limited fare rises annually**

Whilst value for money is considered good in Nottinghamshire compared to the national average, and fares are broadly in line with the national and regional average, there is a desire, from the recent survey, for lower fares and a multi-operator ticket to be implemented.

"I can now use any bus without worrying about having correct change"

A large number of ticketing products exist across operators (29 different day tickets; 9 different weekly tickets; and 34 different season tickets) which can be confusing for the passenger. Furthermore, inconsistencies arise across products, for example the age of a child ticket and youth ticket; the discount applied to various tickets; and the number of hours/days assigned to day/week/season tickets.

Therefore, a **fare and product alignment** will be undertaken within the confines of Competition Law, to reduce the number of products and align common rules so passengers know the parameters of common products will be the same regardless of the operator.

An important objective of the national bus strategy, and the desire of local people in Nottinghamshire (as set out in the survey results in Chapter 2), is to introduce a **multi-operator ticket**. This will be available in several forms, allowing purchase by cash or card. It will commence as a simple e-purse solution, moving towards and account-based system in the long term. To enable a quick and easier implementation, the scheme will be piloted in a specific area, namely Newark, before extending to other market towns. The project will also include work to enable a multi-operator scheme to be accessed from satellite towns of Nottingham into Nottingham and onward within the conurbation. It is important to recognise the development of technology (including the DfT-led back-office system) to assist in ticket inter-operability, and not to rush ahead implementing hardware and software which will become redundant in a short period of time.

Having the option for **contactless payment** will make it easier and a more attractive option to purchase tickets, as well as enable the use of additional products. As such, contactless payment technology will be rolled out to up to 20 currently identified buses without this capability, to enable contactless payment on all bus services operating in Nottinghamshire. NCC will make this a condition of contract for tendered services and will be phased in as current contracts expire. As well as capital investment, this will include adopting a consistent approach to contactless payments, (e.g. spending limit; all tickets etc).

Under **21** young person ticket

Tickets for young people are very inconsistent across different operators and different parts of the county. Young people are the future travellers, and it is important to encourage them to use the bus early on before they consider travelling by car. As well as currently travelling for education, they are more likely to take advantage of the evening and weekend economy, and travel for work in the future. A **young persons' scheme** will be introduced which will bring some consistency across the network and provide attractive discounts. The overall aim will be to match the Greater Nottingham scheme discount for young people aged 21 and under. The discounts will be phased so as to ensure sustainability in the longer-term, preventing a hike in fares after financial support ends, and which will create a sustainable change.

"I can travel on multiple buses without buying a different ticket"

In addition, a number of **specific fares-led schemes** will be introduced, in line with other measures to encourage people to use the bus. This will include:

- **reduced evening fares** for all for a month – in line with the enhancements to evening services.
- **reduced Sunday fares** for all for a month – in line with the enhancements to Sunday services.
- **reduced DRT fares** for all for a month – in line with the implementation of DRT services.
- **Young person travel incentive** – flat fare of £1 return travel for young people for a month for enhanced services.
- **Young person evening travel incentive** – flat fare of £1 return travel for young people in the evenings and weekends for enhanced services.
- **Introductory offer to the Multi Operator Ticketing (MOT) scheme** – 10,000 free tickets to stimulate take up.

These initiatives will be assessed and evaluated to understand the impact of the different incentives to help guide future decisions on the level of fares and ticketing initiatives. These will be monitored every six months in line with the monitoring of the BSIP, and changes to the BSIP measures made accordingly.

Bus operators have agreed there will be no more than two companywide price rises per annum, unless in exceptional circumstances, to minimise changes and help the bus recovery over the life of the BSIP.

Finally, the government's **Jobseekers Scheme** will be implemented across all operators in the county, and the **Plusbus** scheme providing lower fares on buses when purchasing a rail ticket will be brokered with the rail industry/Plusbus. A scheme for supported children will also be explored.

These initiatives will align with bus promotion and marketing activities outlined under the 'Coordination' sub-heading on page 60.

Integration

4

Objective 4
Develop a network which is integrated and offers more opportunities to travel for more residents of Nottinghamshire to access work, education, health, and leisure destinations.

Key Measures:

- **Inter-modal connections** – working with train, tram, and community transport operators.
- **Integration with walking and cycling** – building on Active Travel Fund.
- **Timetable alignment** – allowing guaranteed connections.
- **Interchange investment programme and rural mobility hubs**
- **Passenger Transport Support Hub**
- **Pocket Park & Ride expansion**

Having an integrated network where routes feed into a core network (both public transport and wider active travel transport networks) is important to enable access to more destinations, reduce journey times, as well as being more efficient, and reducing operating costs. This is even more important in a large rural area with a dispersed population. Of the respondents completing the survey relevant to this BSIP area, 79% would use the bus more if they were able to access more destinations; 75% if there were more inter-modal connections.

To support **inter-modal connections**, the Enhanced Partnership will work in partnership with train and tram operators over timetable integration; integrated information provision; and extension of Plusbus as well as delivery of integrated ticketing. An MoU has been agreed and bus operators will be included in the Community Rail Partnership meetings. Similarly, there will be an MoU with the Community Transport sector to promote integration and comparable standards for S22 services. Example MoUs can be found in Appendix D.

Building on planned cycling and walking improvements across the county (including potential **Active Travel Fund** proposals), network and interchange developments will seek to improve bus integration with cycling and walking, including cycle parking focusing on last mile and collaboration with multi modal Town Investment Plan project. The BSIP will fund adaptations to 2 vehicles serving Sherwood Forest to pilot the impact on enabling bicycles to be carried on buses with a view to rolling out to all buses on relevant services.

As part of the network review and implementation of DRT and new/enhanced services, current and new timetables will be re-worked and **timetables aligned** to allow guaranteed connections (connection protection) at key interchange points, including with rail services. Supporting this will be an **interchange investment programme**, which will include new shelters; enhanced digital passenger information; improved access and safe, more comfortable waiting areas. A programme of upgrades has already commenced with the introduction of four journey planning kiosks and 15 departure screens at Newark, Retford, and Sutton Bus Stations; however, this investment will be accelerated through the life of the BSIP to ensure all interchanges are brought up to standard.

To support the larger interchanges, consideration will be given to **rural mobility hubs**, using the **Midland Connect toolkit** (in Appendix E) to investigate locations to connect DRT, bus, bike, and potentially other modes, and determine the feasibility for these. A recent study has been undertaken to investigate potential locations in Ollerton and Tuxford and these will be implemented. Further mobility hubs will be investigated during the course of the BSIP; initial review suggests Bingham, Cotgrave and East Leake as potential hubs. As part of the Towns Fund work and in partnership with Ashfield District Council, a transport hub will be created at Kirkby Railway Station. There are also plans for a hub at Sutton Parkway, and potential future stations at Pinxton/Selston and Kings Mill Reservoir, further facilitating bus/rail interchange. In addition, the County Council will work with Newark & Sherwood District Council to introduce a bike hire scheme in Newark Town Centre operating from various locations including Newark Bus Station.

It is important to recognise that, whilst every endeavour will be made to enable access to the conventional network by sustainable modes, there will be those who will not be able to access the network this way. Rather than drive to the destination, car mileage can be reduced by introducing **Park & Ride** schemes. A review of the network will be undertaken to identify potential Park & Ride sites and feasibility studies carried out. In addition, 5 new **pocket Park & Ride** sites will be implemented, adding to the 2 currently in place, liaising with local businesses and partners at sites close to bus stops with a view to the public using their car parks as a Park & Ride site. Sites on routes of high congestion will be prioritised, linking with the programme to implement bus priority along those corridors and where the business case for traditional Park & Ride does not provide a good benefit cost ratio (BCR).

Facilitating integration will be the implementation of a **Passenger Transport Support Hub**. This will virtually, and under one coordinated strategy, seek to bring together the teams across the Derby, Derbyshire, Nottingham, and Nottinghamshire (D2N2) region that currently manage the real time information system, distribute digital bus service data, and oversee the emerging centralised traffic light priority system. Building on the RTI and TLP systems currently

being delivered by Transforming Cities, and guided by the D2N2 RTI Partnership and its delivery strategy, the virtual support hub will seek to maximise the benefit of these systems. In addition, it may expand into supporting our network coordination teams and their engagement with bus operators and passengers to reduce network disruption and enhance the passenger experience. As well as being integrated and supporting other integration measures, this will reduce costs in the long-term through economies of scale.

Building on work already undertaken, there will be **universal provision of Real Time Information**. This will connect all local bus operators to the real time information estate.

Working with Network Rail, TOCs and Community Rail Partnership, NCC will make a number of improvements to information, ticketing, and bus integration. A new Community Rail Group has just been established for the Robin Hood line; NCC and operators will become members of that group.

Infrastructure

5

Objective 5

Provide a network and associated infrastructure which is attractive, comfortable, safe, and accessible to all.

Key Measures:

- **Bus stop infrastructure upgrade** – raised boarding kerbs at 750 stops; 500 new or upgraded bus shelters.
- **CCTV** – to improve real or perceived safety at all bus stops.
- **Solar power, green roofs, in all shelters** – responding to the climate agenda, extend rollout of solar at 500 shelters, green roofs at appropriate locations and trial the use of PV glass shelters.
- **RTI displays** – 500 displays focussing on interchanges; mobility hubs; locations with a population of 10,000 or more; key stops on high frequency routes; and Superbus corridors.
- **Journey planning kiosks** – 10 kiosks, focussing on interchanges and in locations with a population of 10,000 or more.

Whilst there are examples of excellent quality bus stop infrastructure, and a large coverage of bus shelters across bus stops, further work is required to reach the quality standards required by the public. Of the survey respondents, 78% said they would use the bus more if there were better quality bus stops and shelters.

"I can now access the bus more easily at my bus stop"

Concentrating initially on bus stops in locations with a population of 10,000 or more; at key stops on corridors with a combined service frequency of 30 minutes or more; and on corridors identified for investment in bus priority, **bus stop infrastructure** will be upgraded to include raised boarding kerbs at 750 stops and uncontrolled dropped crossings at bus stops as well as introducing 500 new or upgraded bus shelters (which will include solar power as standard and at appropriate locations, the use of green roofs) and real time information displays. Minimum standards will be implemented across the network, and infrastructure upgraded in a phased approach according to demand and funding. Safety at bus stops will be enhanced through the roll out of peripatetic CCTV at all stops where safety is a real or perceived issue.

750
new accessible bus stops

Considering the climate agenda and the need to reduce carbon footprint, as well as solar power and green roofs at bus stops, **PV Glass** will be trialled in 2 bus shelters. This will be a separate pilot scheme to consider the cost effectiveness and environmental impact of using PV glass in bus shelters; if a success, it will be rolled out in other locations across the network.

Access to information is a key aspect of the national bus strategy and quality, simple information which is easy to navigate is essential to encourage people to use the bus, in fact 78% of survey respondents said they would use buses more if they information was easier to obtain and understand. Whilst there is currently excellent information supplied by operators and the council in the county, through paper-based information; websites; and apps, this can be improved. In particular, the provision of information and marketing will be through a coordinated approach.

Providing journey information in real time is important to build confidence in using the bus network. Therefore, 500 **real time information** (RTI) displays will be rolled out at interchanges; mobility hubs; in locations with a population of 10,000 or more; at key stops on links which have a combined service frequency of 30 minutes or more; and on corridors identified for investment in bus priority. The BSIP will help fund the infrastructure and maintenance of the displays. Ten **journey planning kiosks** will also be rolled out, focussing on interchanges and in locations with a population of 10,000 or more.

Working in partnership with Derbyshire County Council, NCC will co-ordinate infrastructure and information improvements on the A632 and A619 corridors in 2022/23 with investment in shelters, RTI displays, bus stop clearways and raised kerbs at 18 bus stops and the introduction of centralised traffic light priority at all signalised junctions along these corridors. NCC will adopt a similar approach with investment along cross-boundary corridors identified by other neighbouring LTAs.

Coordination

6

Objective 6

Work with partners to provide a coordinated approach to bus service delivery.

Key Measures:

- **Coordination of information** – and enabling access to all information through a one stop digital channel including journey planner.
- **Adopt minimum bus stop information standards** – covering style; fares; contact information; route maps; onward journey planning; and advertising.
- **Minimised and coordinated timetable changes** – reduced to a maximum of four a year.
- **Coordinated marketing campaigns** – joint approach to encouraging people onto the bus.
- **Simplified data for D2N2 RTI system**

Recognising that there is already good provision of information by operators, this is not always coordinated. From a passenger perspective, the operator is often irrelevant, knowing how to get to where they want to go is more important. **Coordination of all operators' information** will be undertaken at bus stops, on-line, on location-based paper information, and through apps. In addition, **minimum bus stop information quality standards** (set out in Appendix F) will be established giving passengers confidence that relevant information will always be available as they wait for their bus. All information will be provided through a 'one-stop shop' using the TravelNotts branding; access to this gateway will be advertised through all information and marketing material.

There will be a phased approach to implementing minimum standards with 2 projects in 2022/23 for the Loughborough – Nottingham corridor and Newark town services. These improvements will be aligned with ticketing improvements outlined above.

Operators will **minimise and coordinate timetable changes** so a consistent approach is adopted in the county where possible; it is recognised that operators work cross-boundary, so this may not be possible is some cases, but the Partnership will liaise with neighbouring authorities to find a workable solution. It is proposed to reduce standard timetable changes from six per year to four.

During the restrictions introduced as part of government's COVID-19 safeguarding measures, people were encouraged not to travel by public transport unless absolutely necessary to do so. This has obviously had an impact on bus patronage. To encourage people back to bus-travel, it is important to educate people on the benefits of the bus, and reassure them of their safety. As such there will be a **coordinated marketing campaign** pooling resource of the operators and the council to jointly raise awareness and market bus services. Experience has shown that relating information to personal experience is effective, so the marketing campaign will focus on user personas and/or individuals' experiences and will use videos and other media to capture attention. The excellent partnerships already fostered with neighbouring authorities; district/borough/ parish councils; businesses; and special interest groups will be used to support the marketing campaign. In addition, there will be targeted marketing to sell the various projects within this BSIP i.e. ticketing promotions.

The use of multiple delivery channels will be used, including paper, web, social media and the use of 'social influencers' which have proven to be highly effective during the pandemic in influencing travel behaviour.

A **single data set for D2N2 RTI system** will be sought, migrating away from reliance on the Travel National Data Set for the D2N2 RTI system to deliver more flexible/agile data management and enhancements including dynamic destinations.

The TravelNotts website will be upgraded in a phased approach, firstly improving journey planning functionality and information on fares; followed by DRT booking/payments and multi-operator/young persons' ticketing and payments.

Service Quality

Objective 7

Grow patronage and improve passenger satisfaction.

Key Measures:

- **Vehicle upgrades** – to include audio/visual displays and USB charging points.
- **Passenger charter** – all operators to sign the charter and committing to quality standards relating to vehicles; drivers; reliability; recompense; information; inclusivity; and complaints handling.

Partners are committed to providing high service quality, demonstrated through the commitment to the AQP and VQP, and which is borne out by the excellent passenger satisfactions scores (94% compared to a national average of 86%). That said, there are always improvements to be made. There will be a phased approach to **vehicle upgrades** to reach the aspiration of all vehicles including audio/visual displays, and USB charging points as a minimum. Investment will be made on 27 NCC contracted service vehicles to reach these standards, as well as those operating on Superbus corridors, funding permitting. All new vehicles will include these as standard.

A feasibility study will be undertaken into whether wifi would be effective and of benefit to the passenger, given this was cited as the lowest rated factor to encourage bus use in the recent survey. Smaller operators will be assisted in bidding for some of the £2 million funding set aside for audible and visible on-board information as part of the government's Inclusive Transport Strategy. The council will also make it a condition of contract that buses have audio/visual facilities.

All operators will sign
sign
up to a passenger charter

All operators will sign up to a **passenger charter** and advertise this on their marketing materials; a copy of the main aspects to be included in this charter can be found in Appendix G. Linked to this, all operators will sign up and advertise the TravelNotts brand.

Within the passenger charter will be a commitment from all operators to high level vehicle cleaning standards, and improved **minimum quality standards** will be implemented/retrofitted across all vehicles in the BSIP area including those operating under tendered contracts. All local bus operators will join DVSA's Earned Recognition Scheme.

Decarbonisation Programme

8

Objective 8

Contribute to the council's ambitions for decarbonisation and improving local air quality.

Key Measures:

- **Idling cut-off** – reduce idling to 2 minutes.
- **Reduction in carbon emissions from buses** – through retrofitting 14 vehicles.
- **Council contracted services** – minimum Euro standards will increase as contracts expire.
- **ZEBRA bids** – a commitment to pursue these bids in future years.
- **CO_2 Roadside Monitors** – at known poor air quality locations where the buses are a key contributor.

Nottinghamshire County Council has a Carbon Management Plan, which is in step with the DfT Transport Decarbonisation Plan to which the measures of this BSIP supports, and is a signatory to The Nottingham Declaration on Climate Change. This Declaration commits the Council to tackling the causes and effects of climate change and to encouraging all sectors to take the opportunity to adapt to the impacts of climate change, reduce their own greenhouse gas emissions and make public their commitment to action. The committee report for the Environmental Strategy and the Climate Emergency and associated Appendix provides details on how the council will tackle the climate emergency; its aim is to achieve carbon neutrality in all its activities by 2030.

The Air Quality Strategy for Nottingham & Nottinghamshire 2020-2030 sets out how the Council and its partners plan to deliver air quality improvements – including enabling the shift to zero and low emission transport to reduce emissions.

The BSIP will be used to support measures to reduce carbon emissions (and other harmful emissions from transport), working with operators to go green by the dates set by government and when diesel buses will no longer be sold. All new vehicle purchases will be zero emission by 2030. All operators will work towards implementing a 2-minute **idling cut-off** across their fleets and will commit to investment in cleaner vehicles. 37% of buses operating in the BSIP area have Euro VI diesel engines, equating to £6 million of investment by operators in recent years. This investment will continue through a **phased reduction in carbon emissions from buses** and in 2022/23, Stagecoach will retrofit 14 vehicles to obtain Euro VI standards, which will operate on the corridors identified for bus priority investment. In addition, NCC commits to bid for future **Zero Emission Bus Regional Areas (ZEBRA)** funding opportunities which should include the introduction of a greener fleet of at least 60 electric vehicles in the Mansfield area and may also assist in transitioning towards using hydrogen as an alternative to Euro VI diesel engines for interurban services.

For NCC contracted services the Council will incrementally increase minimum Euro standards as contract expire throughout the BSIP and EP's.

The BSIP will support district and borough council partners in their work to monitor CO_2 levels and this will include funding to install real time **Roadside Monitors** which will be rolled out at known poor air quality locations where the bus is one of the contributors. This will facilitate efforts to deliver long-lasting improvements and permit the measuring of interventions such as through the introduction of zero emission buses.

Should the measures set out in this BSIP not result in a lower level of carbon emissions, implementation of **low emission zones** will be explored.

Inclusivity

Providing an inclusive network is a high priority for the partnership. As identified earlier in this report, there are many positive steps already undertaken to enable disabled users to travel by bus, however, there is currently no holistic provision across all operators and no end-to-end solution for disabled users; it is important that disabled users are able to plan their journey with the confidence that they are able to travel door to door using the bus and associated infrastructure; there will be trained people to assist them; and there is a back-up solution should something go wrong.

The measures set out in this BSIP will consider the needs of disabled people throughout, consulting with disabled users and representative groups, and Equality Impact Assessments will be carried out on all schemes.

The BSIP measures will provide the confidence to disabled users that they are able to use the bus for their journey in a number of ways:

- Information provision through a variety of media allowing journey planning – this will show locations of accessible stops with raised kerbs/bus stop clearways/bus shelters/real-time information; identify buses on each route and which have audio/visual equipment and how many wheelchair spaces; and show which journeys on each route are busiest so passengers can choose to travel on typically quieter journeys if desired.
- Vehicle upgrades – by the end of the BSIP, all vehicles will have audio/visual as well as other DDA compliant aspects, and have contactless payment for ease of use.
- Infrastructure upgrades – extending the number of accessible bus stops and considering the journey from home to the bus stop.
- Customer care – commitment from operators, confirmed through the passenger charter, to train drivers in customer care and disability awareness, and provide alternative solutions for wheelchair users should a wheelchair space be occupied on the bus.

In addition, all local bus operators will seek to join the Inclusive Transport Leaders Scheme.

Chapter five

Reporting

Each project/workstream will have its own implementation plan, with a designated project lead to coordinate and oversee progress.

The Partnership Steering Group will meet quarterly to monitor progress and take responsibility for the development and agreement of appropriate EP Schemes to gain suitable commitments to facilitate delivery of schemes/projects. This Group will receive monitoring reports and guide the implementation of the BSIP.

The Group will be chaired by an independent consultant to ensure all stakeholders' views and suggestions are equally considered, and that the needs and desires of residents are at the forefront when developing the schemes in the BSIP. This independent chair will provide an important mediation function between the local transport authorities and local bus operators as well as providing additional technical expertise and valuable insight and ideas to strengthen the outcomes of the partnership's work.

There will be a designated person responsible for overall monitoring, collection, and collation of data, to assess progress with expected outputs/outcomes and towards targets. The capacity funding will be used to increase NCC's capacity and to fund expert consultancy assistance to implement schemes identified in the BSIP. Progress and performance towards targets will be reported in a performance report published 6 monthly and available to view at www.nottinghamshire.gov.uk/busimprovementplan

The Partnership Steering Group will be responsible for overseeing the updating and revision of the BSIP annually, to reflect changing circumstances/new challenges/opportunities and responses from the public in annual satisfaction surveys, completed projects/ schemes, and new themes for improvement/ funding. This will evolve into EP governance model and will include representatives from districts, community transport, rail operators and tram operators.

A recording of actions to address any under performance and a copy of the report will be published via the TravelNotts portal.

Chapter six

Overview table

Name of authority:	Nottinghamshire County Council
Franchising or Enhanced Partnership (or both):	Enhanced Partnership
Date of publication:	31 October 2021
Date of next annual update:	April 2023
URL of published report:	www.nottinghamshire.gov.uk/busimprovementplan

Targets	2018/19	2019/20	Target for 2024/25	Description of how each will be measured (max 50 words)
Journey time	15.68 mph	15.68 mph	16.5mph	Measured using timetable data and distance between key timing points within the BSIP area to record average journey speeds on 22 services covering all areas of the county and corridors identified for improvements. These services represent 37.35% of mileage and 58.7% of patronage in the BSIP area.
Reliability	78.6%	78.0%	95%	Measured using operator punctuality data, which is the percentage of services operating to the Traffic Commissioner window of between -1 and +5 minutes of the scheduled timing point. Data obtained from Stagecoach and trentbarton, reflecting 69% of total mileage operated in the area, and all key corridors and geographic areas.
Passenger numbers	9,794,442	10,752,331	11,289,948 (+ 5%)	Measured by reviewing operator patronage data on a route-by-route basis, which is currently submitted to the Local Transport Authorities as part of their returns to the DfT, adjusted to remove the Greater Nottingham areas which fall under a separate BSIP.
Average passenger satisfaction	93%	94%	95%	'Overall Satisfaction' derived from annual Transport Focus Passenger Surveys for Nottinghamshire, undertaken in November each year.
Value for money	69%	71%	78%	'Satisfaction in Value for Money' derived from annual Transport Focus Passenger Surveys for Nottinghamshire, undertaken in November each year.
Punctuality	82%	71%	84%	'Satisfaction in Punctuality' derived from annual Transport Focus Passenger Surveys for Nottinghamshire, undertaken in November each year.
PT Information	64%	64%	70%	'Satisfaction in Public Transport Information derived from annual NHT Surveys for Nottinghamshire.

Delivery - Does your BSIP detail policies to:	Yes/No	Explanation (max 50 words)
Make improvements to bus services and planning		
More frequent and reliable services		
Review service frequency	Yes	Network sustainability review, plugging gaps in the network with most appropriate solution, as well as network simplification and obtaining efficiencies (including through total transport concept). Service enhancements, improving frequency of around 50 services to meet BSIP aspirations.
Increase bus priority measures	Yes	Four corridors identified for bus priority interventions, to be delivered in a phased manner. Centralised traffic signal priority will be extended. Network disruption tackled through junction/bus stop clearway protection; junction realignment; bus priority enforcement; loading restrictions; review of the permit system; and improved enforcement of Traffic Regulation Orders.
Increase demand responsive services	Yes	Introduction of DRT in Bassetlaw and Rushcliffe (8 vehicles in rural areas) and for an evening service in Mansfield use interactive and responsive software, through the Rural Mobility Fund. Phased delivery to incorporate lessons learned and inform future use of DRT e.g. in new developments and for tourist services.
Consideration of bus rapid transport networks	Yes	The feasibility of implementing BRT will be explored as part of bus priority feasibility. BRT will be considered along corridors that data highlights that buses experience high levels of delay due to congestion. BRT will also be considered where new significant sized developments can support the introduction.
Improvements to planning / integration with other modes		
Integrate services with other transport modes	Yes	Integrated ticketing across bus operators. New interchanges; rural mobility hubs; Park & Ride; and pocket Park & Ride to improve integration between modes and with cycling and walking. Provide a Passenger Transport Support Hub. Work with train and tram operators over integrated information and timetables.
Simplify services	Yes	Network review and enhancements will focus on simplicity and integration. Timetables will be integrated and coordinated for clockface departures and changes minimised. Network will be designed around core routes with feeder services/DRT connecting at key interchange points. Information will be coordinated and simplified and accessed through a single gateway.
Review socially necessary services	Yes	As part of the network review and understanding of post-COVID travel demand, an assessment will be made of what is socially and economically viable. This will inform the service enhancements and type of support required in the future whether it is through tendering, de minimus or other measures.
Invest in Superbus networks	Yes	Bus priority and reliability improvements; bus stop and information upgrades; RTI displays; and investment in vehicles, linked with marketing and ticketing initiatives all focused on the same corridor will be co-ordinated to maximise impact and benefits. These will form 'superbus corridors'.

Delivery - Does your BSIP detail policies to:	Yes/No	Explanation (max 50 words)
Improvements to fares and ticketing		
Lower fares	Yes	Young persons' scheme offers long-term reductions for young people. Lower fares incentives aligning with other measures include reduced Sunday, evening, and DRT fares; 1-month fares reduction to young people; and free introductory tickets for the multi-operator scheme. The jobseekers' scheme, Plusbus scheme, and multi-operator ticketing scheme offers further fares reductions.
Simplify fares	Yes	Fare and product alignment will be undertaken to reduce the number products and align with common rules regardless of operator. A multi-operator ticket, and a young persons' scheme will bring ticketing consistency and provide attractive discounts.
Integrate ticketing between operators and transport modes	Yes	Fare and product alignment will be undertaken to reduce the number products and align with common rules regardless of operator. A multi-operator ticket will allow ticket integration between operators and, and with trains through the Plusbus scheme.
Make improvements to bus passenger experience		
Higher specification buses		
Invest in improved bus specifications	Yes	Vehicle upgrades, and all new vehicles, will include audio, visual and USB. Focus initially on contracted services (a condition of tender) and vehicles on Superbus corridors. A trial for bike storage on-bus will be implemented. Ongoing investment in vehicle replacement.
Invest in accessible and inclusive bus services	Yes	Vehicle upgrades, and all new vehicles, will include audio, visual and USB. Focus initially on contracted services (a condition of tender) and vehicles on Superbus corridors. Smaller operators will be assisted in bidding for equipment required as part of the Inclusive Transport Strategy. Trial for bike storage on-bus.
Protect personal safety of bus passengers	Yes	Safety at bus stops will be enhanced through the roll out of CCTV at 30 stops where safety is a real or perceived issue. CCTV on bus will aid personal security and will follow the CCTV Code of Practice. Drivers trained to assist passengers.
Improve buses for tourists	Yes	A visitor economy pilot scheme (incl. Bike/bus) will serve Sherwood Forest Country Park, Clumber Park, and Rufford Abbey Country Park in the summer, and connecting with core services at Edwinstowe and Ollerton to link in with the wider network. It will link into the soon to be launched "Connected Forest" experience.
Invest in decarbonisation	Yes	Carbon emissions from buses to be reduced through retrofitting 14 vehicles and a 2-minute idling cut-off implemented; Council contracts to insist on minimum Euro standards as contracts expire. Bus stop infrastructure to have solar power, green roofs; PV glass to be trialled. A future ZEBRA bid will be submitted.

Delivery - Does your BSIP detail policies to:	Yes/No	Explanation (max 50 words)
Improvements to passenger engagement		
Passenger charter	Yes	All operators to sign a passenger charter which commits to quality standards relating to vehicles; drivers; reliability; recompense; information; inclusivity; and complaints handling.
Strengthen network identity	Yes	All operators will sign up and advertise the Partnership brand. Bus stop infrastructure will be upgraded to include raised boarding kerbs and uncontrolled dropped crossings at bus stops as well as new bus shelters and real time information displays, thereby providing an infrastructure brand.
Improve bus information	Yes	500 real time information displays, and 10 journey planning kiosks will be provided predominantly at interchanges, mobility hubs, and superbus corridors. Information will be coordinated enabling access to all information through one channel. Minimum bus stop information standards adopted covering style; fares; contact information; route maps; and onward journey planning.
Other		
Other		The Enhanced Partnership will explore the opportunity for Nottinghamshire County Council to gain Traffic Commissioner powers to enable local enforcement and determine whether this would be an appropriate measure to take forward. NCC will adopt new Traffic Management powers to support the bus. Working with partners in other sectors to obtain efficiencies in transport provision through total transport concept, including NCC fleet operations; further and higher education; local businesses; and NHS non-emergency passenger transport (NEPTS) and NHS trusts. Contactless payment technology will be rolled out to the remaining 17 buses without this capability making it easier and a more attractive option to purchase tickets, as well as enabling the use of additional products. The implementation of a Passenger Transport Support Hub will virtually, and under one coordinated strategy, seek to bring together the teams across the D2N2 region that currently manage the real time information system, distribute digital bus service data, and oversee the emerging centralised traffic light priority system. Bus stop infrastructure upgrades to include raised boarding kerbs at 750 stops and 600 new bus shelters. CO_2 Roadside Monitors to be implemented at known poor air quality locations where the bus is one of the contributors. There will be a coordinated marketing campaign pooling resource of the operators and the council to jointly raise awareness and market bus services. Focus on inclusivity, for whole journey confidence, including extending information provision, through a variety of media, showing locations of accessible stops with raised kerbs/bus shelters/real-time information; identify buses on each route and which have audio/visual equipment and how many wheelchair spaces; and show which journeys on each route are busiest so passengers can choose to travel on typically quieter journeys if desired.

Appendix A

Letters of Support

Sherwood Bus Garage, Mansfield Road, Sherwood, Nottingham, NG5 2JN.
Tel: 0115 986 3355 email: enquiries@ct4nottingham.co.uk

19th October 2021

Dear Sir/Madam

Support for Nottinghamshire Bus Service Improvement Plan

I write to confirm that CT4N has been fully engaged with Nottinghamshire County Council and other operators in the process of developing the Nottinghamshire Bus Service Improvement Plan (BSIP) and is fully supportive of its content.

CT4N has worked in partnership with the local authority for many years and as a result has implemented many successful schemes to enhance the bus offer for passengers such as:

- Contactless Ticket Machines
- Cohesive partnership working alongside local bus operators to ensure that travel between individual operators is seamless

CT4N operates many local bus services within the BSIP area, primarily in villages within the Rushcliffe Area of Nottinghamshire including Cotgrave and Cropwell Bishop.

Of the services within the Nottinghamshire BSIP area, CT4N operates 1.5% of the total mileage.

We look forward to continuing this partnership approach in the delivery of the BSIP.

Yours faithfully

Barry Allitt
Operations Director

FTA Member

CT4N Ltd is also registered in England and Wales as a company limited by guarantee No. 10465180

cpt

Marshalls
of Sutton on Trent Ltd
Quality Assured Coach & Bus Operator

Tel: 01636 821138
11 Main Street, Sutton-on-Trent,
Newark NG23 6PF
office@marshallscoaches.co.uk
www.marshallscoaches.co.uk

Working with the community for the community

Dear Sir/Madam

Support for Nottinghamshire Bus Service Improvement Plan

I write to confirm that Marshalls of Sutton on Trent Ltd has been fully engaged with Nottinghamshire County Council and other operators in the process of developing the Nottinghamshire Bus Service Improvement Plan (BSIP) and is fully supportive of its content. Marshalls has worked in partnership with the local authority for many years and as a result has implemented a number of successful schemes to enhance the bus offer for passengers such as commercialised previously tendered bus routes, took part in demand responsive trials, development of electronic ticketing and smartcard technologies.

Marshalls of Sutton on Trent Ltd operates 8 services within the BSIP area, our main base is Newark, we operate serves to Retford and Bingham serving large rural areas. We also operate a direct Newark to Nottingham service used by commuters, social, shopping and health care users. Marshalls constitutes 7% of the mileage operated within this BSIP area.

We look forward to continuing this partnership approach in the delivery of the BSIP.

Yours faithfully

Sally Sloan

Sally Sloan

Financial Director, Marshalls of Sutton on Trent Ltd

COACH MARQUE Quality Assured

cpt member

The Guild of BritishCoach OPERATORS

Registered Company Number: 5993272. VAT number: 509 4069 44

Nottingham City Transport

Your frequent City bus network

0115 950 60 70 www.nctx.co.uk

15th October 2021.

TO WHOM IT MAY CONCERN

Dear Sir/Madam,

Support for the Nottinghamshire Bus Service Improvement Plan

I confirm that Nottingham City Transport has been fully engaged with Nottinghamshire County Council and other local bus operators in the process of developing the Nottinghamshire Bus Service Improvement Plan (BSIP) and is fully supportive of its content.

Nottingham City Transport has worked in partnership with the local authority for many years and as a result has implemented a number of successful schemes to enhance the bus offer for passengers.

This includes the provision of low emission buses which are fully DDA compliant and feature free WIFI for customers, audio and visual next stop announcements and contactless ticketing options.

Many bus stops feature significant infrastructure including shelters with good lighting, good timetable information and real time displays.

Through the annual Transport Focus Bus User Satisfaction Surveys, it has been established that Nottinghamshire enjoys some of the highest bus user satisfaction scores in the country.

Nottingham City Transport predominantly serves the Greater Nottingham conurbation but we have three longer distance services. These link Nottingham to the villages of Gotham and East Leake in the south of the county (South Notts service 1), Nottingham to the villages of Lambley and Woodborough (services 46/47) plus Nottingham to the villages of Burton Joyce, Lowdham and town of Southwell (Pathfinder service 26) in the east of the county.

These three services constitute 5% of the bus mileage operated within this BSIP area.

We look forward to continuing this partnership approach in the delivery of the BSIP.

Yours sincerely,

David Astill
Managing Director

Lower Parliament Street | Nottingham | NG1 1GG

Please note NCT operate an automatic switchboard reception, when calling or visiting please use the extension number quoted above.

Registered in England No. 2004967

Stagecoach

Our Ref: MC/PM

Pete Mathieson
Team Manager Development and Partnerships
Nottinghamshire County Council
Place Department
County Hall
NOTTINGHAM
NG2 7QP

20th October 2021

Dear Mr Mathieson

Support for Nottinghamshire Bus Service Improvement Plan

I write to confirm that Stagecoach East Midlands has been fully engaged with Nottinghamshire County Council and other operators in the process of developing the Nottinghamshire Bus Service Improvement Plan (BSIP) and is fully supportive of its content.

Stagecoach East Midlands has worked in partnership with the local authority for many years and as a result has implemented a number of successful schemes to enhance the bus offer for passengers. This has included the Sherwood Arrow, the Bassetlaw Network, the Into Town service in Retford and more recently NHS shuttles for the Kings Mill Hospital in Mansfield during the pandemic.

Stagecoach East Midlands operates 42 services within the BSIP area. The majority of services are operated from our depots situated in Mansfield and Worksop and Stagecoach East Midlands constitutes 31% of the mileage operated within this BSIP area.

We look forward to continuing this partnership approach in the delivery of the BSIP.

Yours sincerely,

Matt Cranwell
Managing Director
cc File

Stagecoach East Midlands, Warneford House, Runcorn Road, North Hykeham, Lincoln, LN6 3QP
T: 0345 605 0 605 **stagecoachbus.com**

Registered Office: Stagecoach Services Limited, One Stockport Exchange, 20 Railway Road, Stockport, SK1 3SW. (Registered in England & Wales No. 2381778.)

trentbarton

that's

23 October 2021

Support for Nottinghamshire Bus Service Improvement Plan

I write to confirm that trentbarton has been fully engaged with Nottinghamshire County Council and other operators in the process of developing the Nottinghamshire Bus Service Improvement Plan (BSIP) and is fully supportive of its content.

trentbarton has worked in partnership with the local authority for many years and as a result has implemented a number of successful schemes to enhance the bus offer for passengers such as retrofitting of our fleet to uplift them to a Euro VI compliance and developing local Bus Quality Partnerships to raise the standards of buses across operators in these areas.

trentbarton operates over 20 brands within the BSIP area throughout the county, the vast majority of which cross into neighbouring authorities. trentbarton services constitutes just under 40% of the mileage operated within this BSIP area.

We look forward to continuing this partnership approach in the delivery of the BSIP.

Kind regards

Tom Morgan
group commercial director
trentbarton

Mansfield Road, Heanor, Derbyshire DE75 7BG
www.trentbarton.co.uk

Trent Motor Traction Company Ltd registered in England no.131912
Barton Buses Ltd registered in England no.2347412
registered office as above

the really good bus company

proud to be

VECTARE
Transport Made Simple

Date: 12-10-2021
Ref: Notts CC BSIP

Dear Sir/Madam

Confirmation of support for Nottinghamshire Bus Service Improvement Plan

This is to confirm that Vectare Ltd have been engaged with Nottinghamshire County Council in the process of developing the Nottinghamshire Bus Service Improvement Plan (BSIP) and are fully supportive of its content.

Yours sincerely

Adam Hemingway
Commercial Manager
Vectare Ltd

VECTARE /
Advanced Technology
Innovation Centre,
Loughborough University,
Loughborough,
LE11 3QF

T / 0115 777 3035
E / info@vectare.co.uk
vectare.co.uk

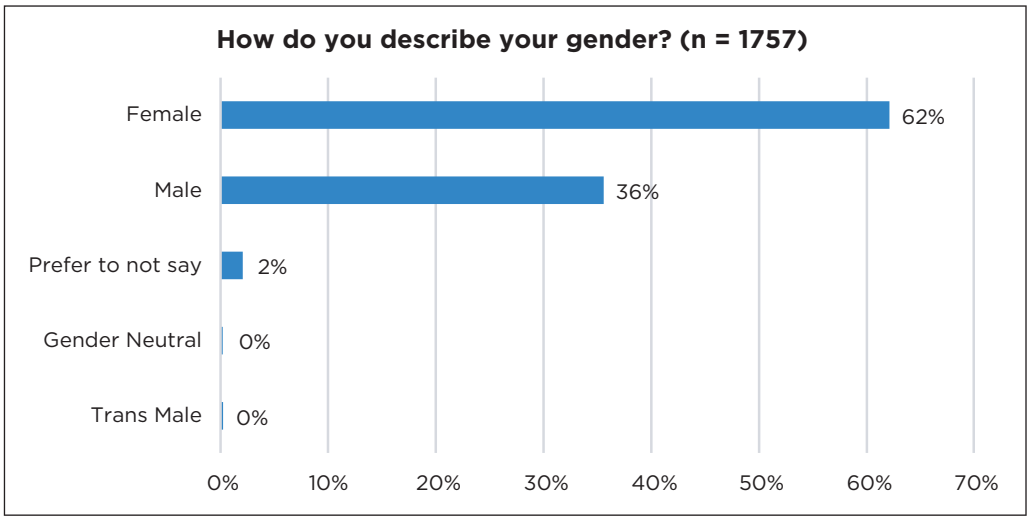
Appendix B

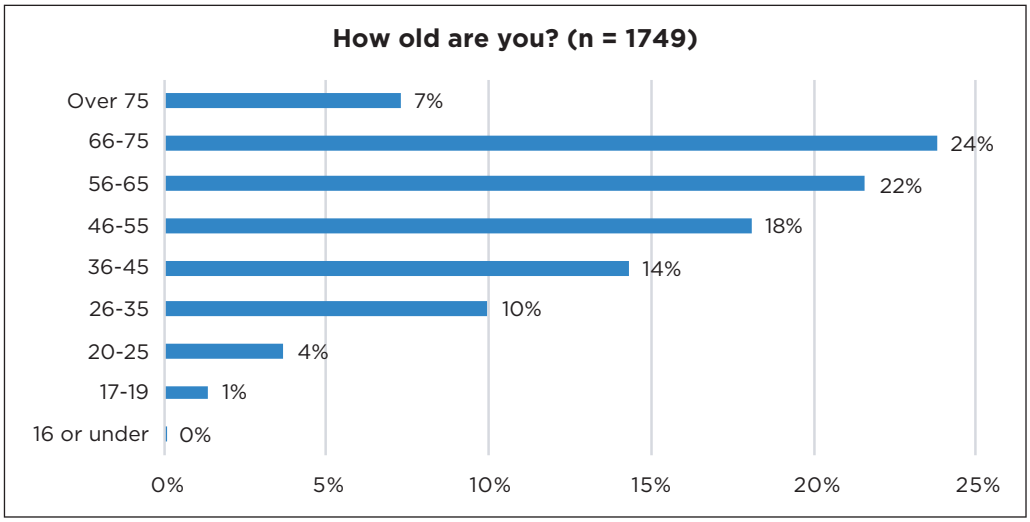
Technical Information

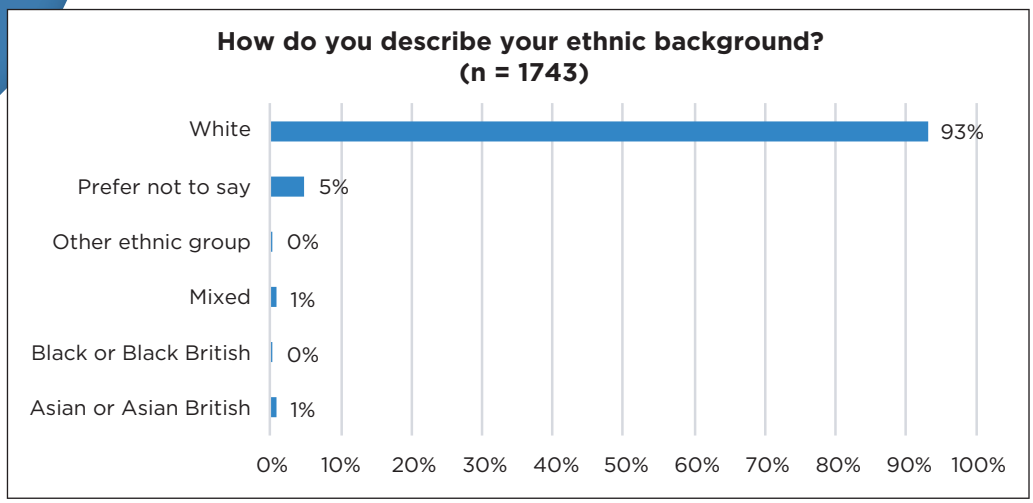
What do people think about buses in Nottinghamshire?

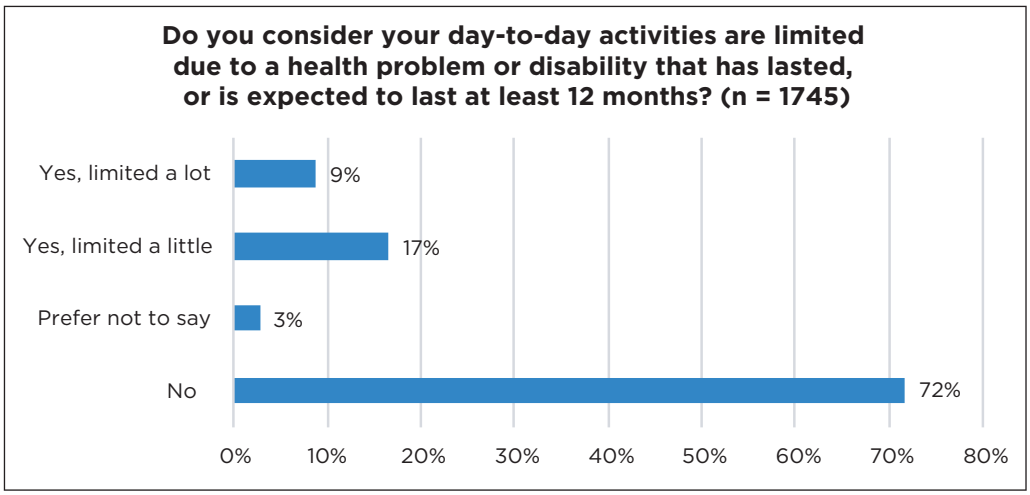
Nottinghamshire Public Engagement Survey

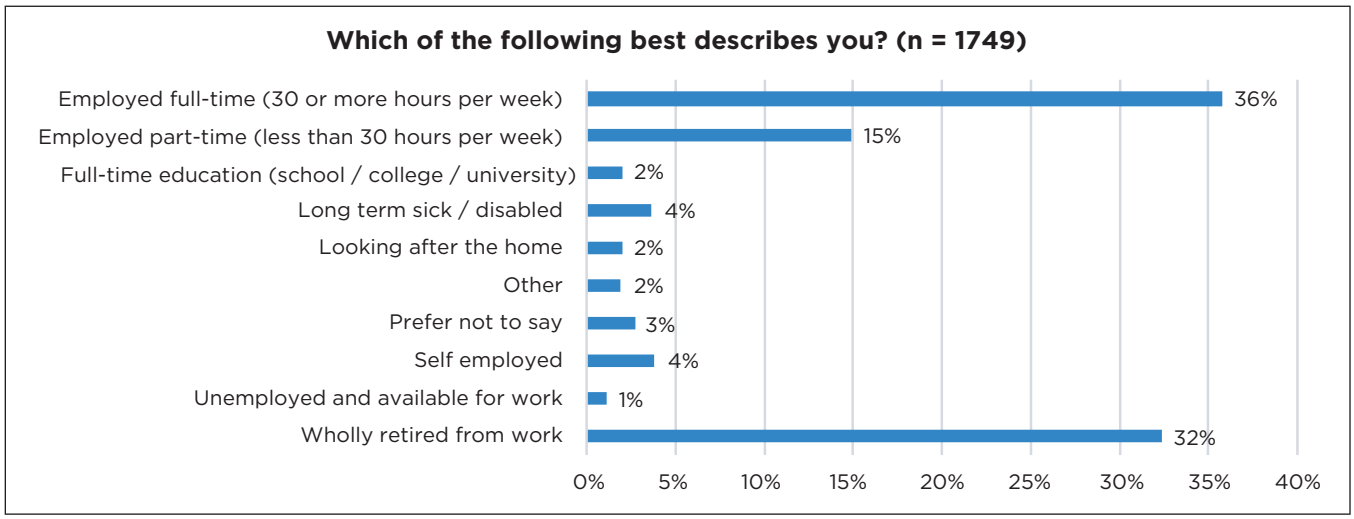
An online survey was undertaken during July and August 2021 to gather opinions from both users and non-users of buses in Nottinghamshire as to how bus services could be improved in order to attract more passenger trips. There were 1,749 responses in total; the results for which are presented below.

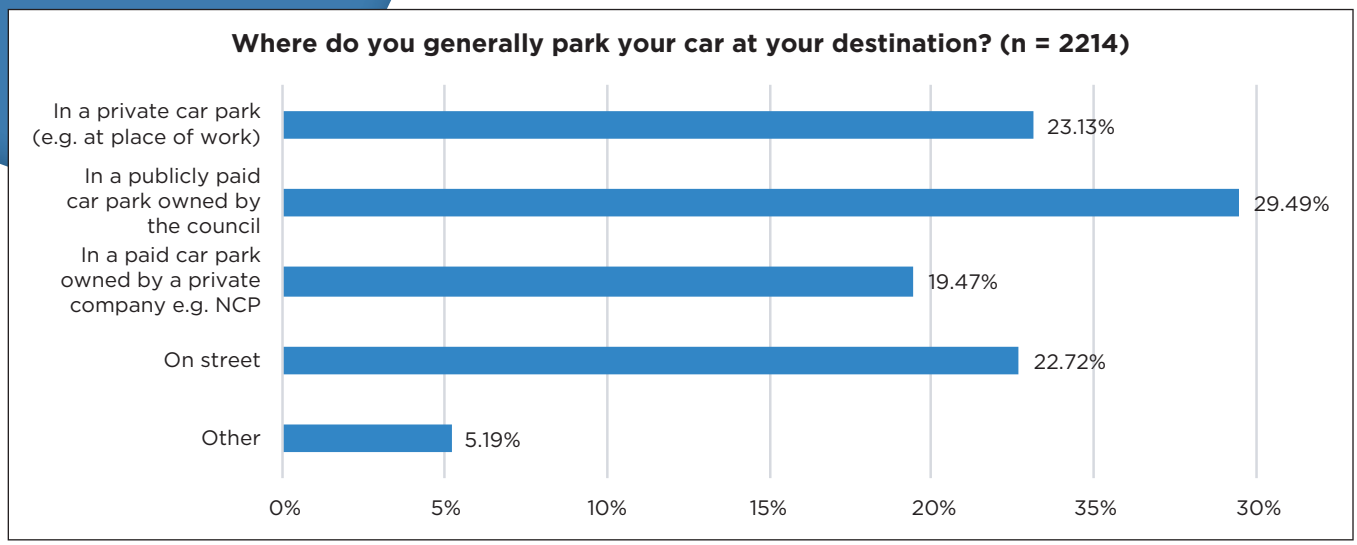


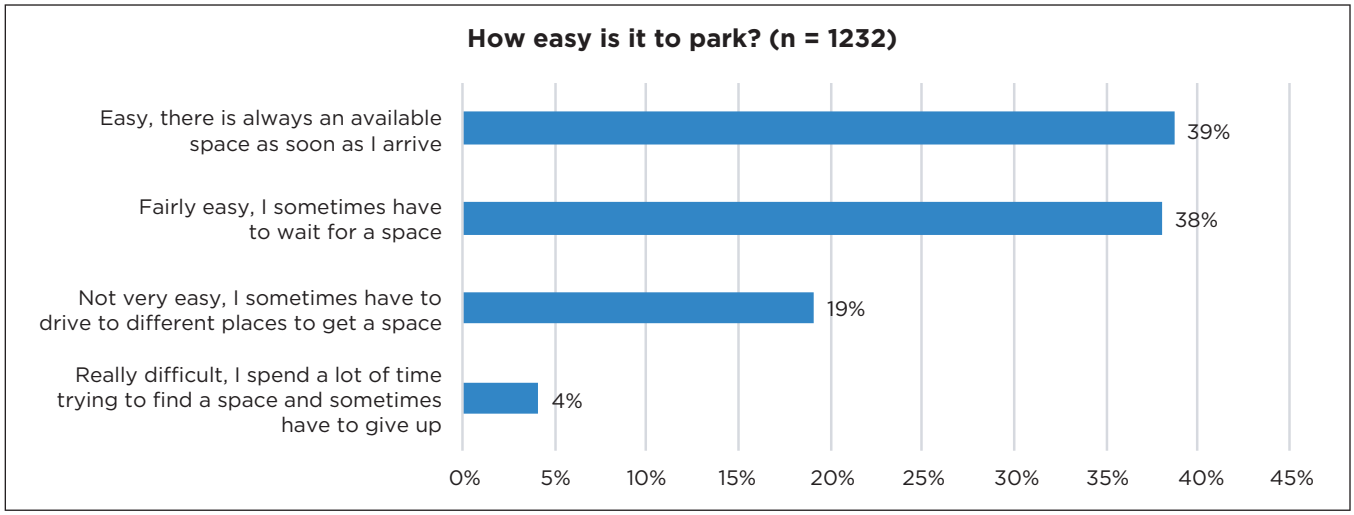


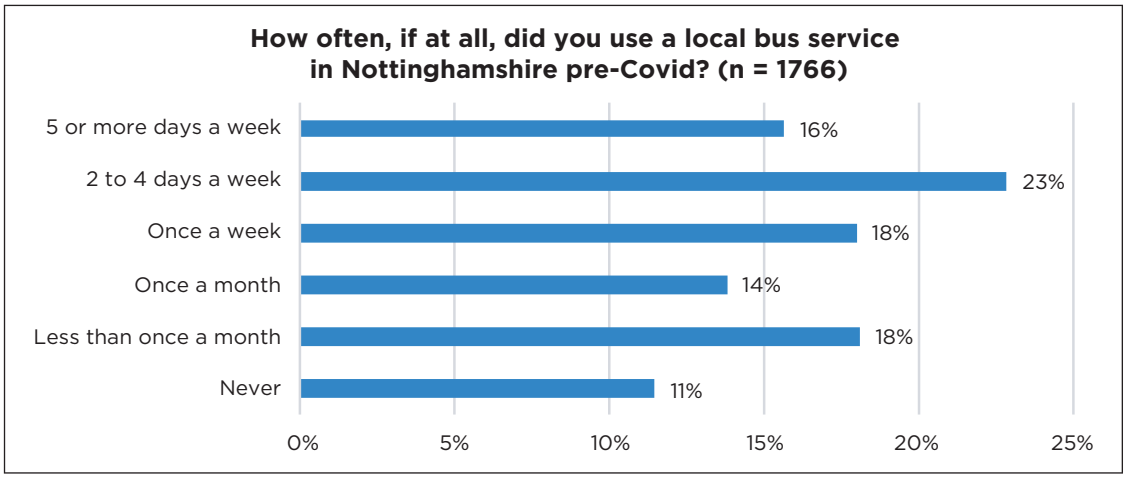

How do you describe your ethnic background?
(n = 1743)
White
93%
Prefer not to say
5%
Other ethnic group
0%
Mixed
1%
Black or Black British
0%
Asian or Asian British
1%
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%

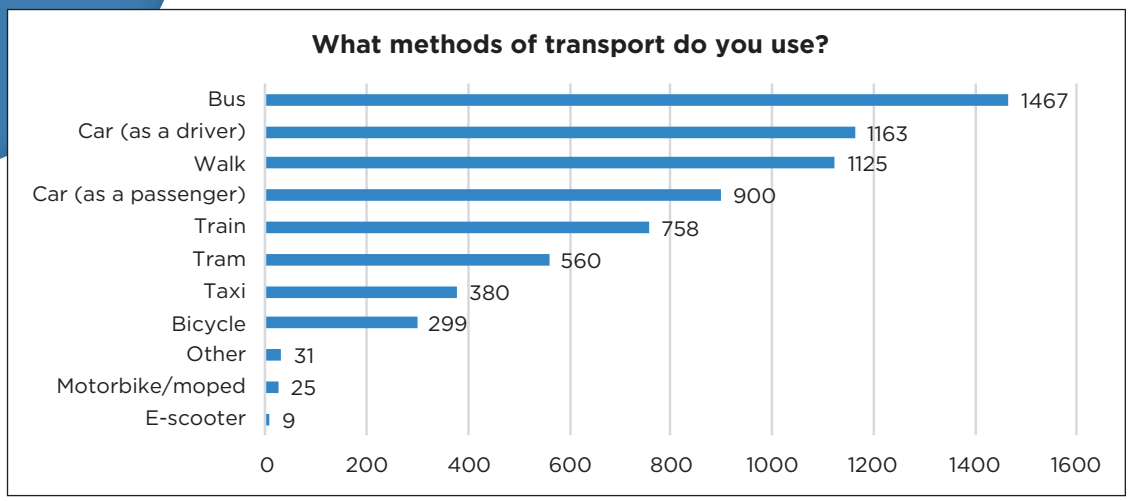

Do you consider your day-to-day activities are limited due to a health problem or disability that has lasted, or is expected to last at least 12 months? (n = 1745)
Yes, limited a lot
9%
Yes, limited a little
17%
Prefer not to say
3%
No
72%
0%
10%
20%
30%
40%
50%
60%
70%
80%

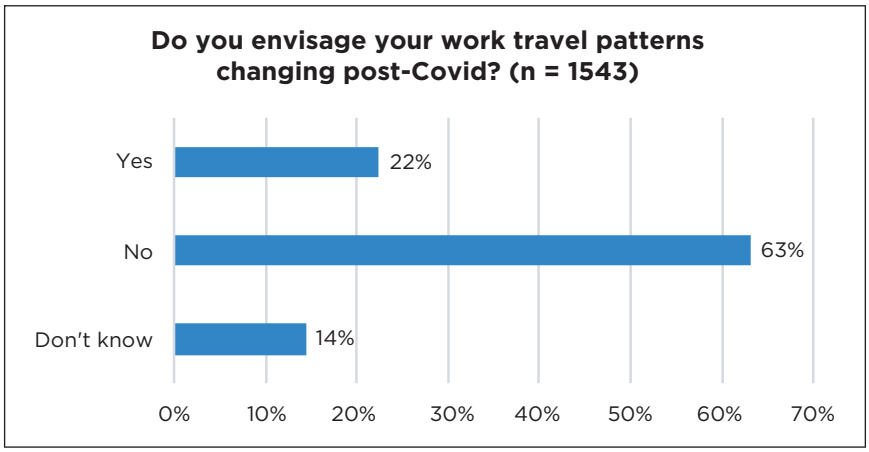

Which of the following best describes you? (n = 1749)
Employed full-time (30 or more hours per week)
36%
Employed part-time (less than 30 hours per week)
15%
Full-time education (school / college / university)
2%
Long term sick / disabled
4%
Looking after the home
2%
Other
2%
Prefer not to say
3%
Self employed
4%
Unemployed and available for work
1%
Wholly retired from work
32%
0%
5%
10%
15%
20%
25%
30%
35%
40%

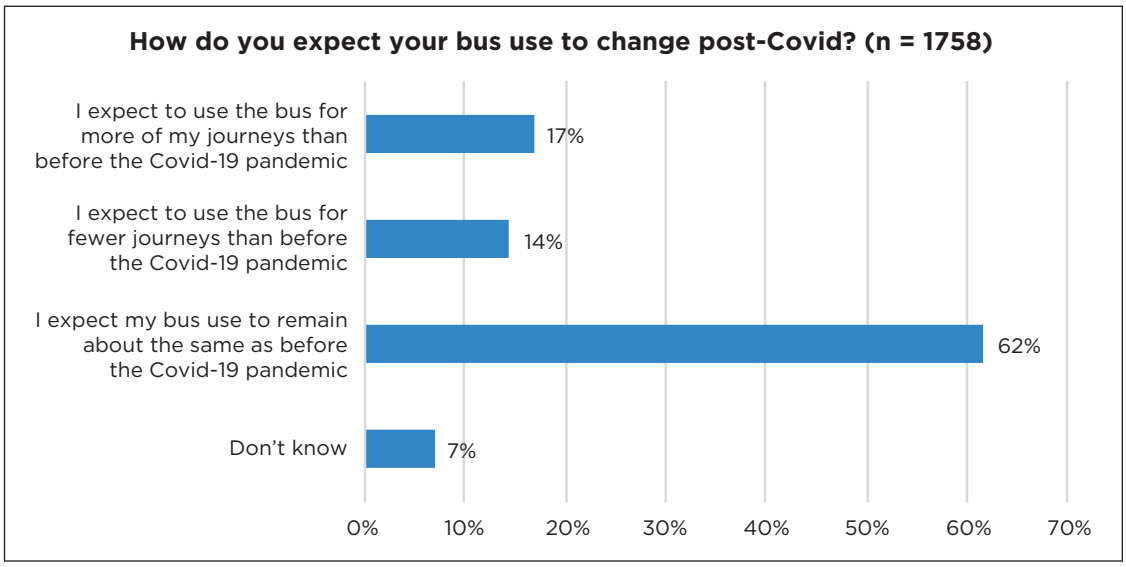

Where do you generally park your car at your destination? (n = 2214)
In a private car park (e.g. at place of work)
23.13%
In a publicly paid car park owned by the council
29.49%
In a paid car park owned by a private company e.g. NCP
19.47%
On street
22.72%
Other
5.19%
0%
5%
10%
15%
20%
35%
30%

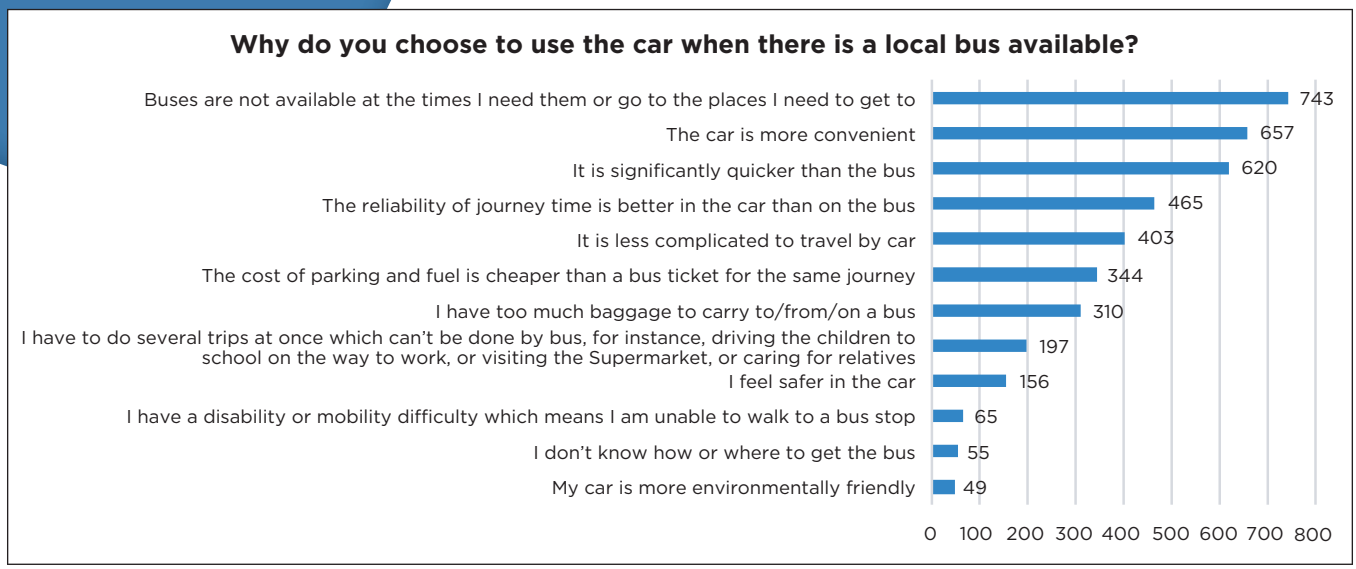

How easy is it to park? (n = 1232)
Easy, there is always an available space as soon as I arrive
39%
Fairly easy, I sometimes have to wait for a space
38%
Not very easy, I sometimes have to drive to different places to get a space
19%
Really difficult, I spend a lot of time trying to find a space and sometimes have to give up
4%
0%
5%
10%
15%
20%
25%
30%
35%
40%
45%

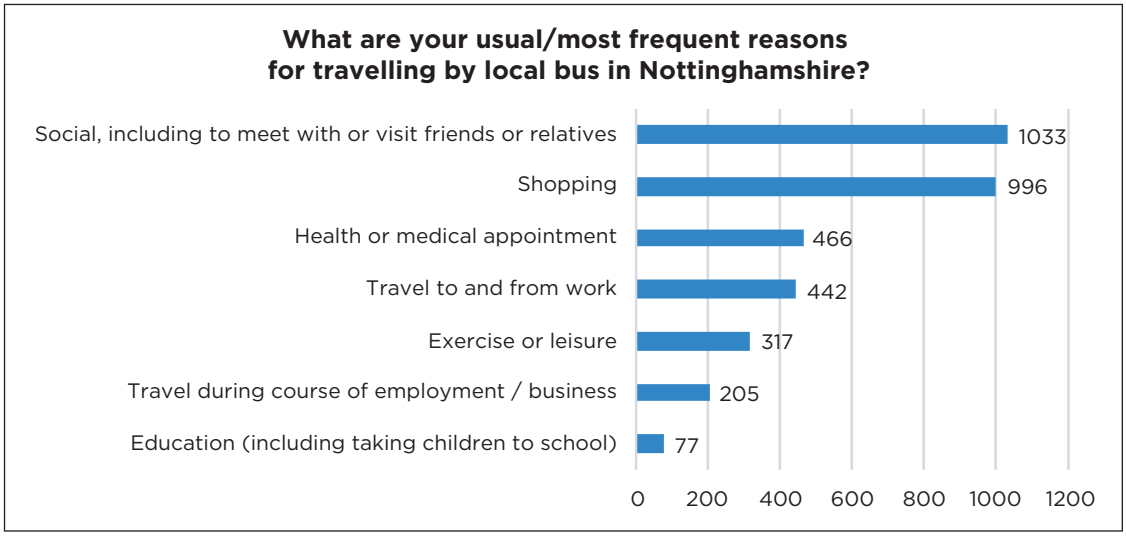

How often, if at all, did you use a local bus service in Nottinghamshire pre-Covid? (n = 1766)
5 or more days a week
16%
2 to 4 days a week
23%
Once a week
18%
Once a month
14%
Less than once a month
18%
Never
11%
0%
5%
10%
15%
20%
25%

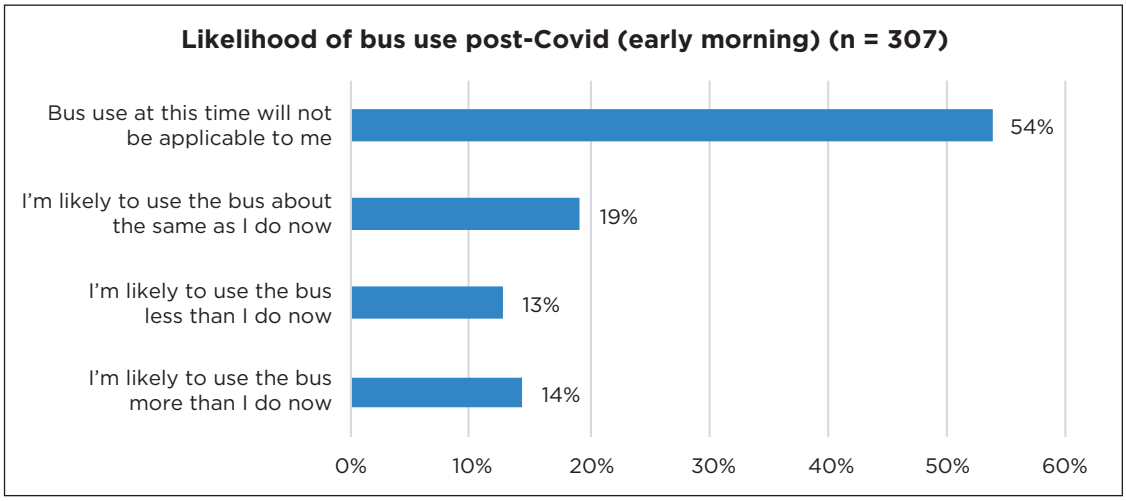

What methods of transport do you use?
Bus
Car (as a driver)
Walk
Car (as a passenger)
Train
Tram
Taxi
Bicycle
Other
Motorbike/moped
E-scooter
1467
1163
1125
900
758
560
380
299
31
25
9
0
200
400
600
800
1000
1200
1400
1600

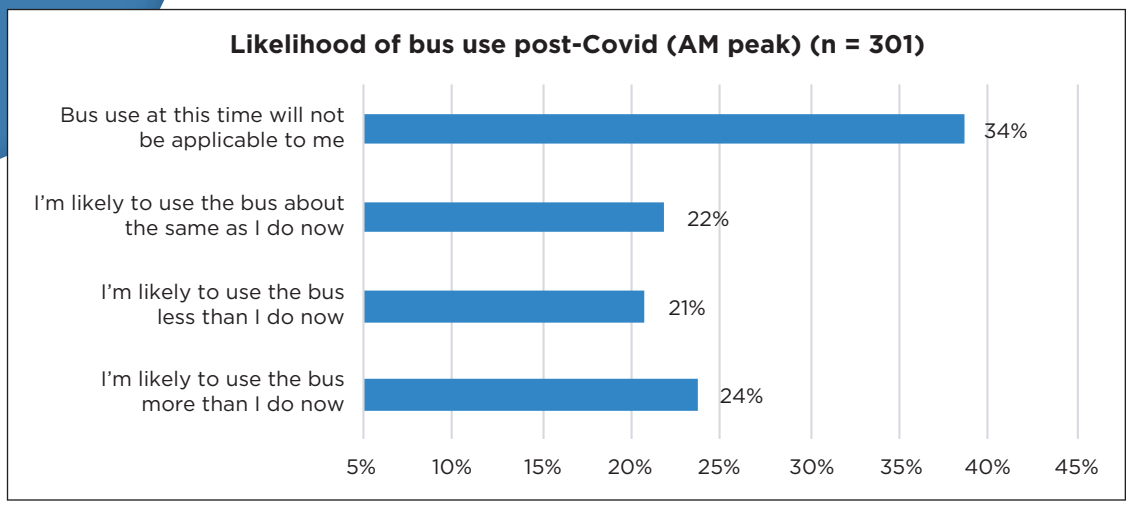

Do you envisage your work travel patterns changing post-Covid? (n = 1543)
Yes
No
Don't know
22%
63%
14%
0%
10%
20%
30%
40%
50%
60%
70%

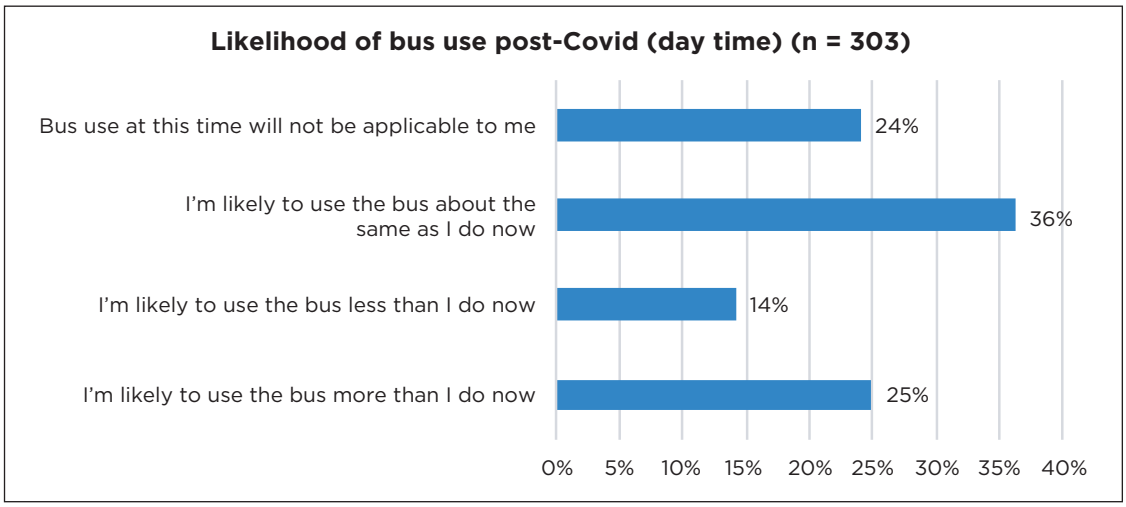

How do you expect your bus use to change post-Covid? (n = 1758)
I expect to use the bus for more of my journeys than before the Covid-19 pandemic
I expect to use the bus for fewer journeys than before the Covid-19 pandemic
I expect my bus use to remain about the same as before the Covid-19 pandemic
Don't know
17%
14%
62%
7%
0%
10%
20%
30%
40%
50%
60%
70%

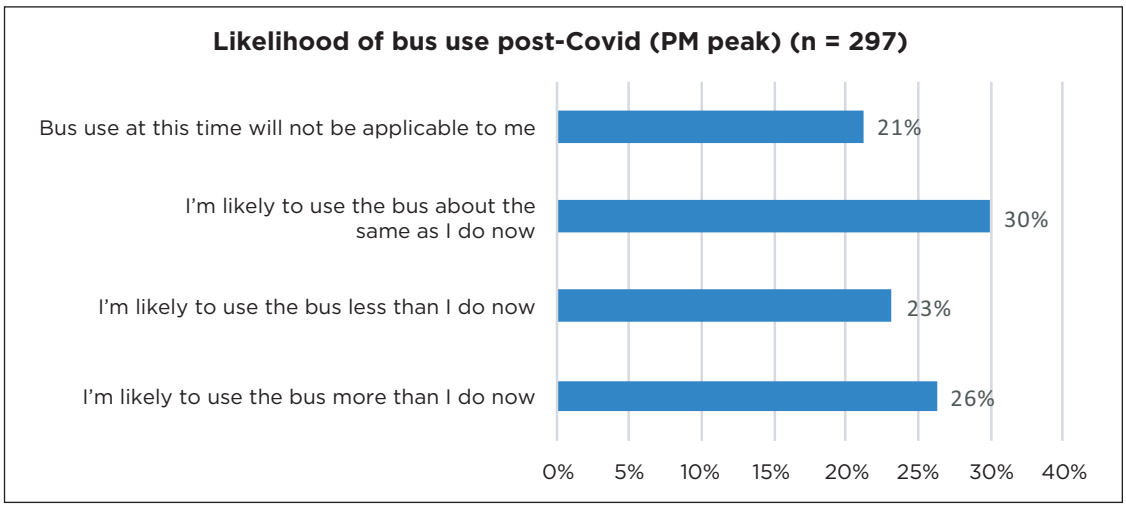

Why do you choose to use the car when there is a local bus available?
Buses are not available at the times I need them or go to the places I need to get to
743
The car is more convenient
657
It is significantly quicker than the bus
620
The reliability of journey time is better in the car than on the bus
465
It is less complicated to travel by car
403
The cost of parking and fuel is cheaper than a bus ticket for the same journey
344
I have too much baggage to carry to/from/on a bus
310
I have to do several trips at once which can't be done by bus, for instance, driving the children to school on the way to work, or visiting the Supermarket, or caring for relatives
197
I feel safer in the car
156
I have a disability or mobility difficulty which means I am unable to walk to a bus stop
65
I don't know how or where to get the bus
55
My car is more environmentally friendly
49
0 100 200 300 400 500 600 700 800

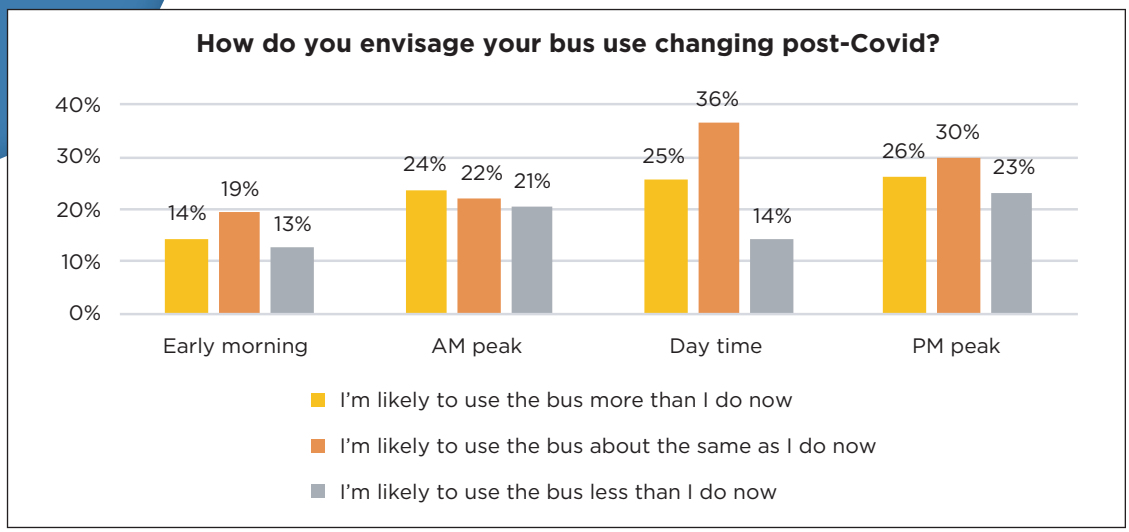

What are your usual/most frequent reasons for travelling by local bus in Nottinghamshire?
Social, including to meet with or visit friends or relatives
1033
Shopping
996
Health or medical appointment
466
Travel to and from work
442
Exercise or leisure
317
Travel during course of employment / business
205
Education (including taking children to school)
77
0 200 400 600 800 1000 1200

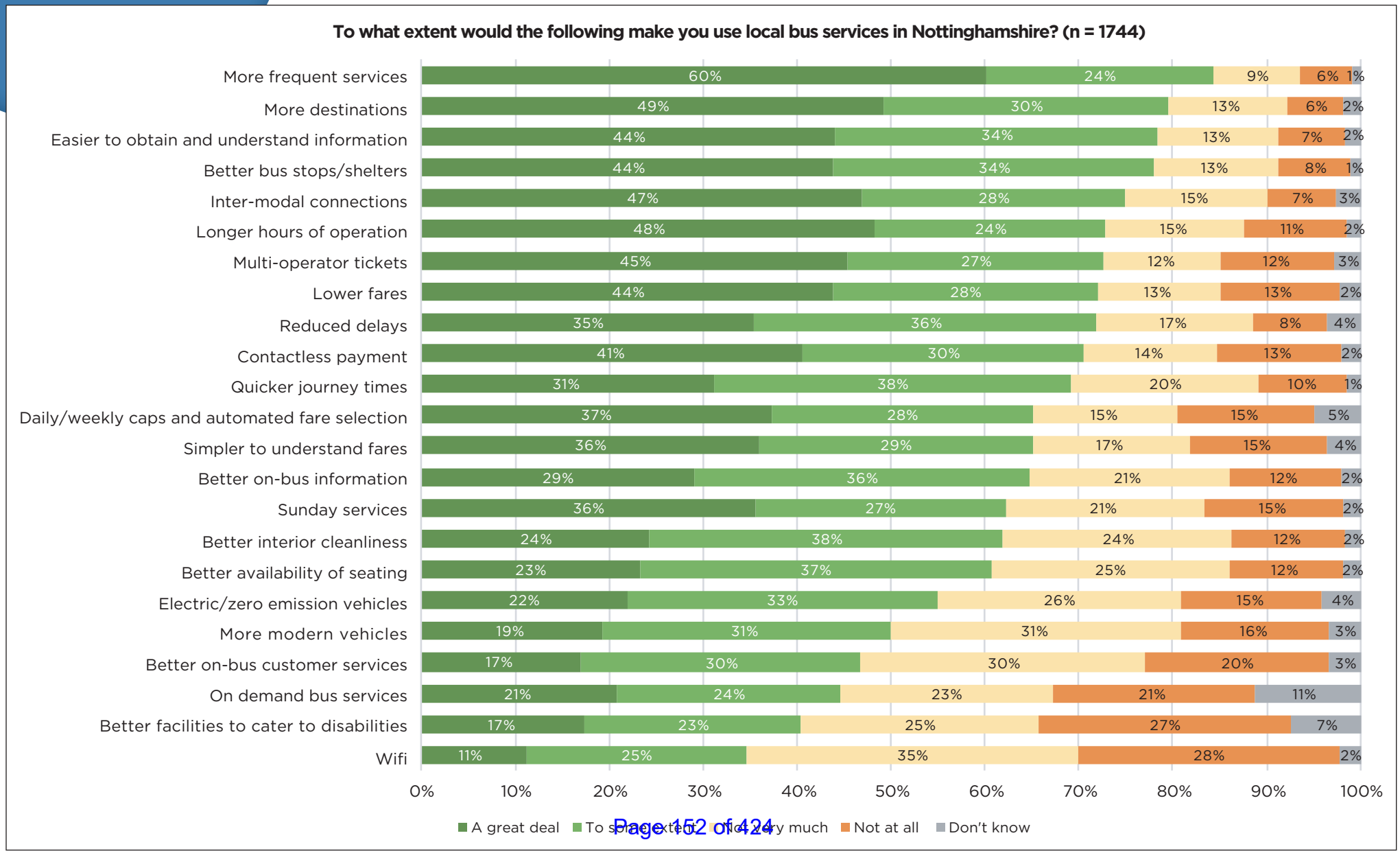

Likelihood of bus use post-Covid (early morning) (n = 307)
Bus use at this time will not be applicable to me
54%
I'm likely to use the bus about the same as I do now
19%
I'm likely to use the bus less than I do now
13%
I'm likely to use the bus more than I do now
14%
0% 10% 20% 30% 40% 50% 60%


Likelihood of bus use post-Covid (AM peak) (n = 301)
Bus use at this time will not be applicable to me
34%
I'm likely to use the bus about the same as I do now
22%
I'm likely to use the bus less than I do now
21%
I'm likely to use the bus more than I do now
24%
5%
10%
15%
20%
25%
30%
35%
40%
45%


Likelihood of bus use post-Covid (day time) (n = 303)
Bus use at this time will not be applicable to me
24%
I'm likely to use the bus about the same as I do now
36%
I'm likely to use the bus less than I do now
14%
I'm likely to use the bus more than I do now
25%
0%
5%
10%
15%
20%
25%
30%
35%
40%


Likelihood of bus use post-Covid (PM peak) (n = 297)
Bus use at this time will not be applicable to me
21%
I'm likely to use the bus about the same as I do now
30%
I'm likely to use the bus less than I do now
23%
I'm likely to use the bus more than I do now
26%
0%
5%
10%
15%
20%
25%
30%
40%


How do you envisage your bus use changing post-Covid?
40%
30%
20%
10%
0%
14%
19%
13%
24%
22%
21%
25%
36%
14%
26%
30%
23%
Early morning
AM peak
Day time
PM peak
I'm likely to use the bus more than I do now
I'm likely to use the bus about the same as I do now
I'm likely to use the bus less than I do now


To what extent would the following make you use local bus services in Nottinghamshire? (n = 1744)
More frequent services 60% 24% 9% 6% 1%
More destinations 49% 30% 13% 6% 2%
Easier to obtain and understand information 44% 34% 13% 7% 2%
Better bus stops/shelters 44% 34% 13% 8% 1%
Inter-modal connections 47% 28% 15% 7% 3%
Longer hours of operation 48% 24% 15% 11% 2%
Multi-operator tickets 45% 27% 12% 12% 3%
Lower fares 44% 28% 13% 13% 2%
Reduced delays 35% 36% 17% 8% 4%
Contactless payment 41% 30% 14% 13% 2%
Quicker journey times 31% 38% 20% 10% 1%
Daily/weekly caps and automated fare selection 37% 28% 15% 15% 5%
Simpler to understand fares 36% 29% 17% 15% 4%
Better on-bus information 29% 36% 21% 12% 2%
Sunday services 36% 27% 21% 15% 2%
Better interior cleanliness 24% 38% 24% 12% 2%
Better availability of seating 23% 37% 25% 12% 2%
Electric/zero emission vehicles 22% 33% 26% 15% 4%
More modern vehicles 19% 31% 31% 16% 3%
Better on-bus customer services 17% 30% 30% 20% 3%
On demand bus services 21% 24% 23% 21% 11%
Better facilities to cater to disabilities 17% 23% 25% 27% 7%
Wifi 11% 25% 35% 28% 2%
0% 10% 20% 30% 40% 50% 60% 70% 80% 90% 100%
A great deal
To some extent
not very much
Not at all
Don't know

Transport Focus and NHT Surveys

Nottinghamshire has commissioned annual surveys to measure customer satisfaction across different aspects of service provision. The results are set out in the tables below.

Overall Satisfaction	Lower	Upper	Notts	all LTA average
2015	79	94	94	86.5
2016	82	95	93	88.5
2017	78	94	93	86
2018	75	95	93	85
2019	76	95	94	85.5

Value for money	Lower	Upper	Notts	all LTA average
2015	41	80	66	60.5
2016	46	76	72	61
2017	51	73	70	62
2018	44	81	69	62.5
2019	50	77	71	63.5

Punctuality	Lower	Upper	Notts	all LTA average
2015	64	84	83	74
2016	65	84	82	74.5
2017	63	83	83	73
2018	60	83	82	71.5
2019	53	84	71	68.5

In addition, NHT surveys record satisfaction of public transport information:

% satisfaction	Public Transport Information	
	Notts	NHT Avg
2018	64	47
2019	64	47
2020	57	44

Theme 2 – More Bus Priority Measures

Traffic Light Priority

The map below shows the current traffic light priority measures in place; the aim is to migrate all these to a centralised system by March 2022.

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Bus Lanes

There are 3.1km of bus lanes in the area; illustrated below.

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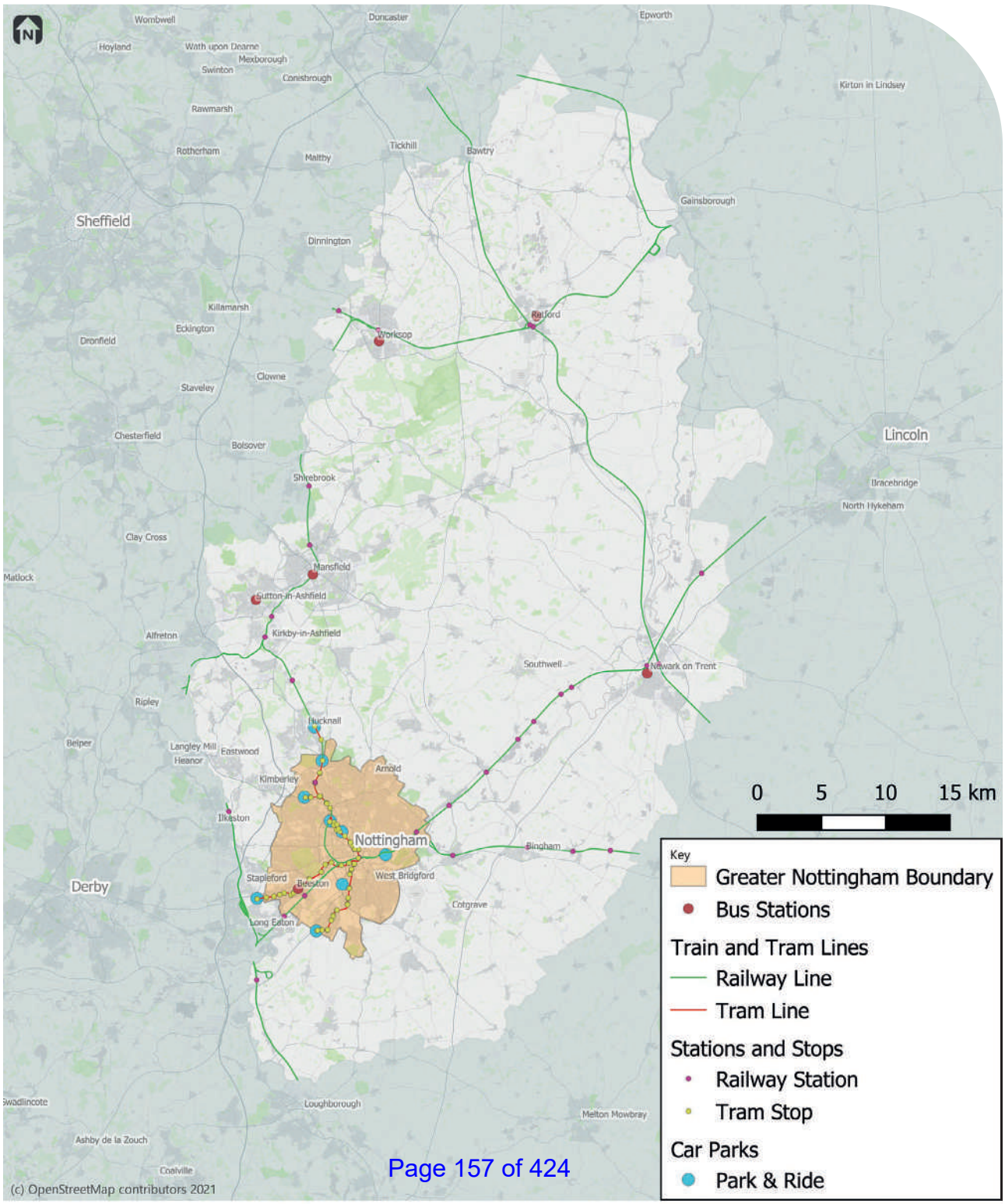
Location	Bus lane length	*Number of contraventions: actual (percentage of bus lane traffic)
B600 Nottingham Road, Nuthall – *southbound* B600 west of M1 bridge – B600 Nottingham Road (No. 79)	524m	57 (72%)
A60 Leeming Lane South, Mansfield Woodhouse – *southbound* A60 (No. 126) north east of King Street – A60 (No. 62) south west of Springfield Drive	237m	10 (32%)
Leeming Street, Mansfield – *southbound* Leeming Street/A6009 – Leeming Street/Toothill Lane	145m	1 (3%) [2012]
West Gate, Mansfield – *southbound* West Gate/A6009 – West Gate/St John Street	74m	2 (7%)
A60 Nottingham Road, Mansfield – *northbound* Bath Street – St Peter's Way	115m	16 (26%)
Tram gate		Not surveyed
Carlton FC /Stoke Lane bus gate		Not surveyed
Hucknall bus link		Not surveyed
Vale Road		Not surveyed
Bridge Street, Mansfield – *eastbound* Toothill Lane – St Peter's Way	114m	12 (20%)
Hardy Street, Worksop – *southbound* Central Avenue – Newcastle Avenue	107m	Not surveyed

In addition to the bus lanes set out in this table, there are a number of bus gates planned for implementation, namely, Sharphill Wood Bus Gate; Fernwood Bus Gate; and Lindhurst Bus Gate.

Theme 4 – Fully Integrated and Inclusive Bus Service

Integration

The map below shows other public transport in Nottinghamshire and where the main interchanges are located.



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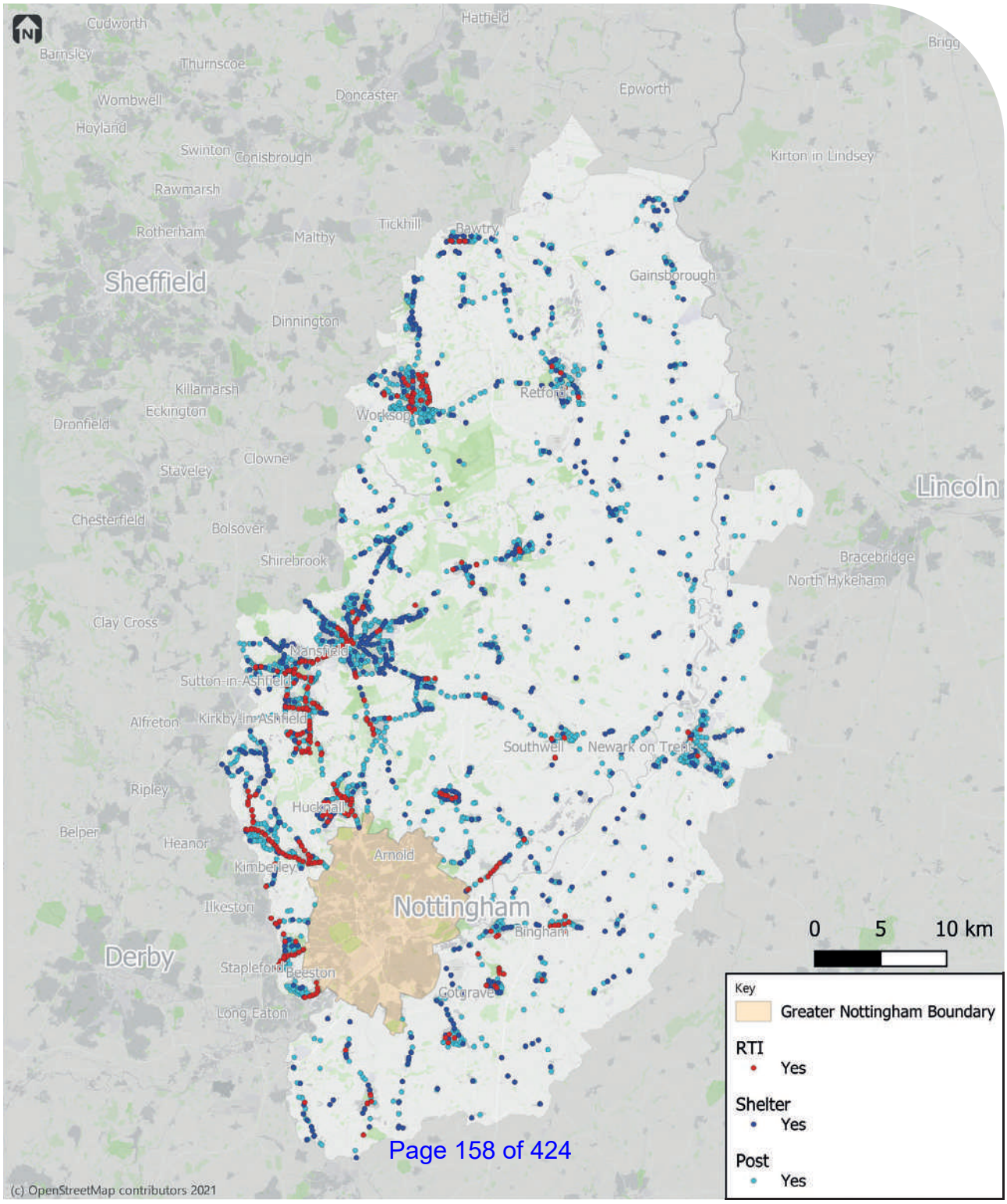
Theme 5 – High-Quality Information for All Passengers in More Places

Bus Stop Infrastructure

The map below shows the locations of bus stops in the county; including those which have bus shelters; and which have real time information.



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Theme 6 – Growing Patronage[1]

Bus Journeys Per Head of the Population

Passenger journeys on local bus services are shown in the table below, showing a consistent decline in total passenger numbers over the last 10 years. Nottinghamshire (excluding Nottingham) has a higher-than-average proportion of ENCTS passengers.

Year	Total passenger journeys	Of which ENCTS	% ENCTS	% ENCTS England	Passenger journeys per head
2009/10	34.1	11.5	34	23	43.8
2010/11	34.7	11.5	33	23	44.3
2011/12	34.4	11.4	33	23	43.8
2012/13	33.6	10.7	32	22	42.5
2013/14	33.0	10.7	33	22	41.5
2014/15	32.5	10.9	33	22	40.5
2015/16	31.7	10.7	34	22	39.4
2016/17	30.0	10.3	34	22	37.0
2017/18	28.7	9.5	33	22	35.1
2018/19	27.9	9.7	35	22	33.9
2019/20	25.8	8.5	35	21	31.1

The 2018/19 figure can be compared with similar counties, which exclude their cities, in the East Midlands. Nottinghamshire has a higher passenger journey per head of population (33.9) compared to Derbyshire (30.2) and Leicestershire (19.8). It is much higher than other rural Midlands authorities - Herefordshire (10.7); Shropshire (13.8); Worcestershire (17.7). These figures are testament to the commitment of Nottinghamshire County Council and the bus operators to improve the bus service offer despite the challenges faced by the rural nature of the county.

[1] Local bus passenger journeys (BUS01) - GOV.UK (www.gov.uk)

Theme 7 – Financial support for buses

Supported services

A list of bus services supported by Nottinghamshire County Council is set out in the table below.

Operator Name	Service Number	Level of Support Full/Part/ Limited Trips
Stagecoach East Midlands	1 Mansfield	Limited Trips
Stagecoach East Midlands	1 Newark	Limited Trips
Stagecoach East Midlands	4	Part
Stagecoach East Midlands	5	Part
Stagecoach East Midlands	11	Part
Stagecoach East Midlands	21	Part
Stagecoach East Midlands	22	Part
Stagecoach East Midlands	25	Part
Stagecoach East Midlands	28	Part
Marshalls of Sutton on Trent	37	Part
Stagecoach East Midlands	42	Part
Stagecoach East Midlands	43	Part
Marshalls of Sutton on Trent	91	Full
Stagecoach East Midlands	95	Part
Stagecoach East Midlands	97	Part
Stagecoach East Midlands	98	Part
Stagecoach East Midlands	99	Part
OurCentre	103	Part
Nottsbus	108	Full
Travel Wright	136	Full
Trent Barton	141	Part
GEM Mini Travel	190	Full
GEM Mini Travel	195	Full
Stagecoach East Midlands	204	Full
Nottsbus	205	Full
Stagecoach East Midlands	209	Full
Stagecoach East Midlands	210	Full
Stagecoach East Midlands/ Nottsbus	217	Full
Stagecoach East Midlands/ Nottsbus	218	Full
Nottsbus	219	Full
Sharpes	300	Full
Nottsbus	330	Full
Travel Wright	332	Full

Operator Name	Service Number	Level of Support Full/Part/ Limited Trips
Travel Wright/NottsBus	333	Full
Nottsbus	334	Full
Nottsbus	335	Full
Travel Wright	335	Full
Marshalls of Sutton on Trent	339	Full
Travel Wright	341	Full
Travel Wright	367	Part
Nottsbus	417	Full
Nottsbus	510	Full
Nottsbus	511	Full
Nottsbus	528	Full
Nottsbus	532	Full
Nottsbus	535	Full
Nottsbus	536	Full
Nottsbus	747	Full
Vectare	833	Full
Nottsbus	850	Full
Nottsbus	852	Full
Nottsbus	853	Full
Marshalls of Sutton on Trent	856	Full
Marshalls of Sutton on Trent	857	Full
Nottsbus	863	Full
Nottingham Coaches	865	Full
Stagecoach East Midlands	27 Retford	Part
Stagecoach East Midlands	29 Mansfield	Limited Trips
Stagecoach East Midlands	29 Retford	Part
Stagecoach East Midlands	6 Worksop	Part
Stagecoach East Midlands	7 Worksop	Part
Trent Barton	Amber Line	Part
Trent Barton	The Calverton	Limited Trips
CT4N	L73	Full
CT4N	L74	Full
CT4N	L75	Full
GEM Mini Travel	P190	Full
Stagecoach East Midlands	SA	Part
Nottsbus	354	Full
Soar Valley	SV1	Part
Stagecoach East Midlands	6	Limited Trips
Stagecoach East Midlands	2	Limited Trips
Stagecoach East Midlands	3	Limited Trips
Stagecoach East Midlands	200	Full

Theme 8 – Other Factors that Affect Bus Use

Parking Provision

Car parking is plentiful in the county and car parking charges vary. Whilst some districts, such as Mansfield, set their car parking prices higher than that of the bus, others have very low charges when compared to a ticket to travel all day by bus. This is illustrated in the table below.

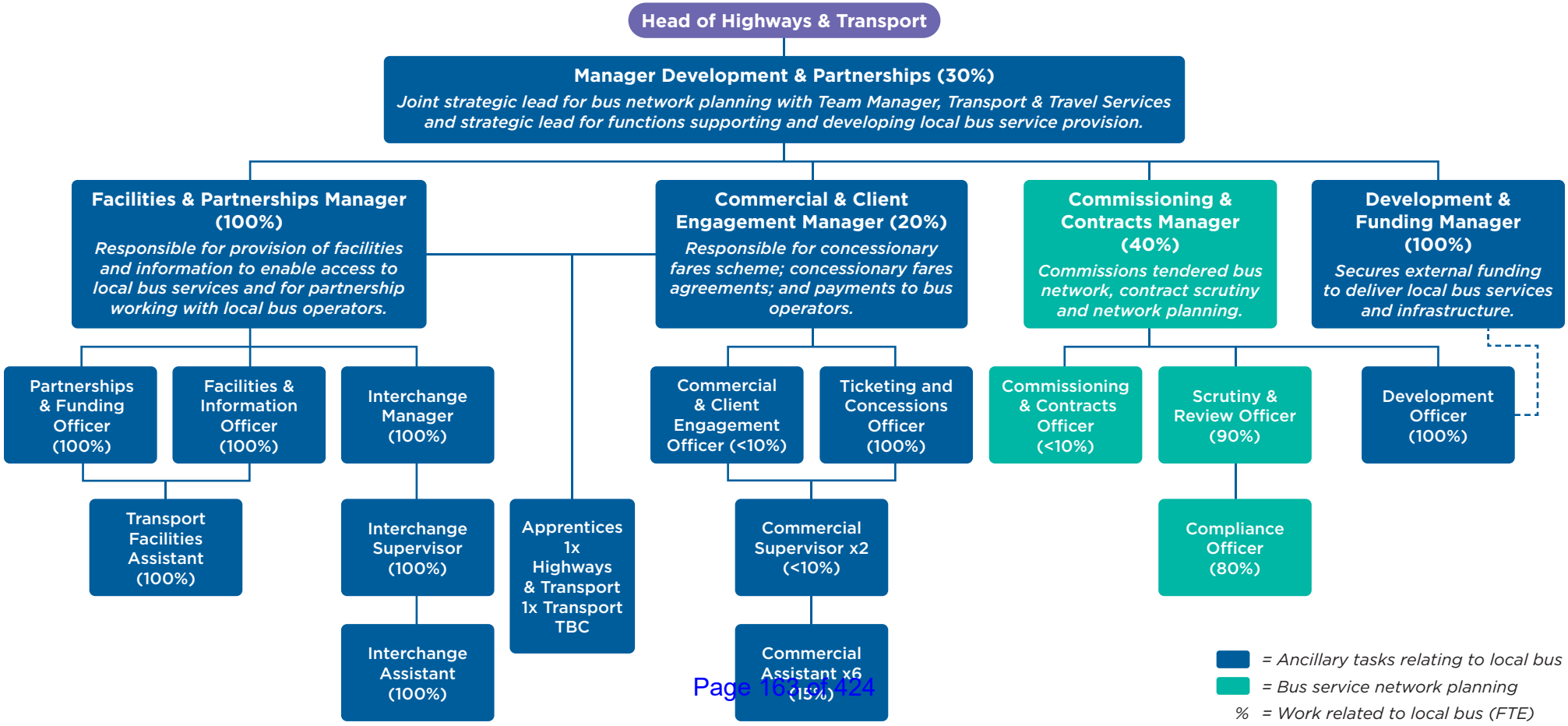
District	Town	Car Park	All Day Parking Price	All Day Travel by Bus	Price Variance Bus to Car	% Price Variance	Notes
Ashfield	Hucknall	Piggins Croft Car Park, NG15 7BT	£4.00	£5.95	£1.95	33%	
		Hucknall Market Place, NG15 7AS	£0.00	£5.95	£5.95	100%	Max 2 hours parking
		Yorke Street, NG15 7BT	£4.00	£5.95	£1.95	33%	
	Kirkby in Ashfield	Ellis Street, NG17 7AT	£0.00	£5.95	£5.95	100%	Max 2 hours parking
		Hodgkinson Road, NG17 7AZ	£4.00	£5.95	£1.95	33%	
	Sutton	New Street, NG17 1BW	£4.00	£5.95	£1.95	33%	
		Sutton Market, NG17 1BW	£0.00	£5.95	£5.95	100%	Max 4 hours parking
		New Cross Street, NG17 4FS	£0.00	£5.95	£5.95	100%	
Bassetlaw	Retford	All shopper car parks e.g. Carolgate, DN22 6AS	£2.00	£3.40	£1.40	41%	Max 3 hours parking
		All visitor car park e.g. Churchgate Central, DN22 6PA	£4.00	£3.40	-£0.60	-18%	
	Worksop	All shopper car parks e.g. Lead Hill Central, S80 1LJ	£2.00	£3.40	£1.40	41%	Max 3 hours parking
		All visitor car parks e.g. Newgate Street East Central, S80 2AH	£4.00	£3.40	-£0.60	-18%	
Broxtowe	Eastwood	King Street, NG16 3DA	£15.00	£5.95	-£9.05	-152%	
		Oxford Street, NG16 3GF	£1.00	£5.95	£4.95	83%	
		Scargill Walk, NG16 3AY	£15.00	£5.95	-£9.05	-152%	
		Sun Inn, NG16 3SG	£1.00	£5.95	£4.95	83%	
		Victoria Street, NG16 3AW	£2.00	£5.95	£3.95	66%	
	Kimberley	James Street, NG16 2LP	£0.00	£5.95	£5.95	100%	
		Station Road, NG16 2NR	£0.00	£5.95	£5.95	100%	
		Victoria Street, NG16 2NH	£1.00	£5.95	£4.95	83%	
	Stapleford	Cliffe Hill Avenue, NG9 7HD	£1.00	£5.95	£4.95	83%	
		Eatons Road, NG9 7EB	£15.00	£5.95	-£9.05	-152%	
		Halls Road, NG9 7FP	£1.00	£5.95	£4.95	83%	
		Victoria Street, NG9 7AP	£15.00	£5.95	-£9.05	-152%	
Mansfield	Mansfield	Four Seasons Shopping Centre, NG18 1SU	£12.00	£3.80	-£8.20	-216%	£1 an hour
		Old Town Hall, NG18 1HX	£1.00	£3.80	£2.80	74%	Max 1 hour parking
		Clumber Street, NG18 1ND	£4.00	£3.80	-£0.20	-5%	Max 4 hours parking
		Toothill Lane long-stay car park, NG18 1NN	£12.00	£3.80	-£8.20	-216%	£1 an hour- no limit
		Grove Street car park, NG18 1EL	£3.60	£3.80	£0.20	5%	
		Toothill Road car park	£4.00	£3.80	-£0.20	-5%	Max 4 hours parking
		Church Lane, NG18 1BA	£9.60	£3.80	-£5.80	-153%	£0.80 an hour- no limit
		Handley Arcade, NG18 1NJ	£4.00	£3.80	-£0.20	-5%	Max 4 hours parking
		Victoria Street, NG18 5RZ	£6.00	£3.80	-£2.20	-58%	£0.50 an hour- no limit
		Garden Road, NG18 5SX	£7.20	£3.80	-£3.40	-89%	£0.60 an hour- no limit
Newark and Sherwood	Newark	Appleton Gate, NG24 1JR	£7.50	£3.50	-£4.00	-114%	
		Town Wharf, NG24 1TP	£7.50	£3.50	-£4.00	-114%	
		London Road, NG24 1TN	£7.50	£3.50	-£4.00	-114%	
Rushcliffe	Bingham	Newgate Street, NG13 8FD	£0.00	£5.95	£5.95	100%	
	Cotgrave	Shopping Precinct - Candleby Lane NG12 3US	£0.00	£5.95	£5.95	100%	
		Cotgrave Hub - Candleby Lane NG12 3US	£0.00	£5.95	£5.95	100%	
	Keyworth	Bunny Lane NG12 5JU	£0.00	£5.95	£5.95	100%	
		Church Drive, NG12 5FG	£0.00	£5.95	£5.95	100%	
	Radcliffe on Trent	Health Centre NG12 2GD	£0.00	£5.95	£5.95	100%	
		Walkers Yard NG12 2FF	£0.00	£5.95	£5.95	100%	

BSIP Outcome 8: Other factors that affect bus use

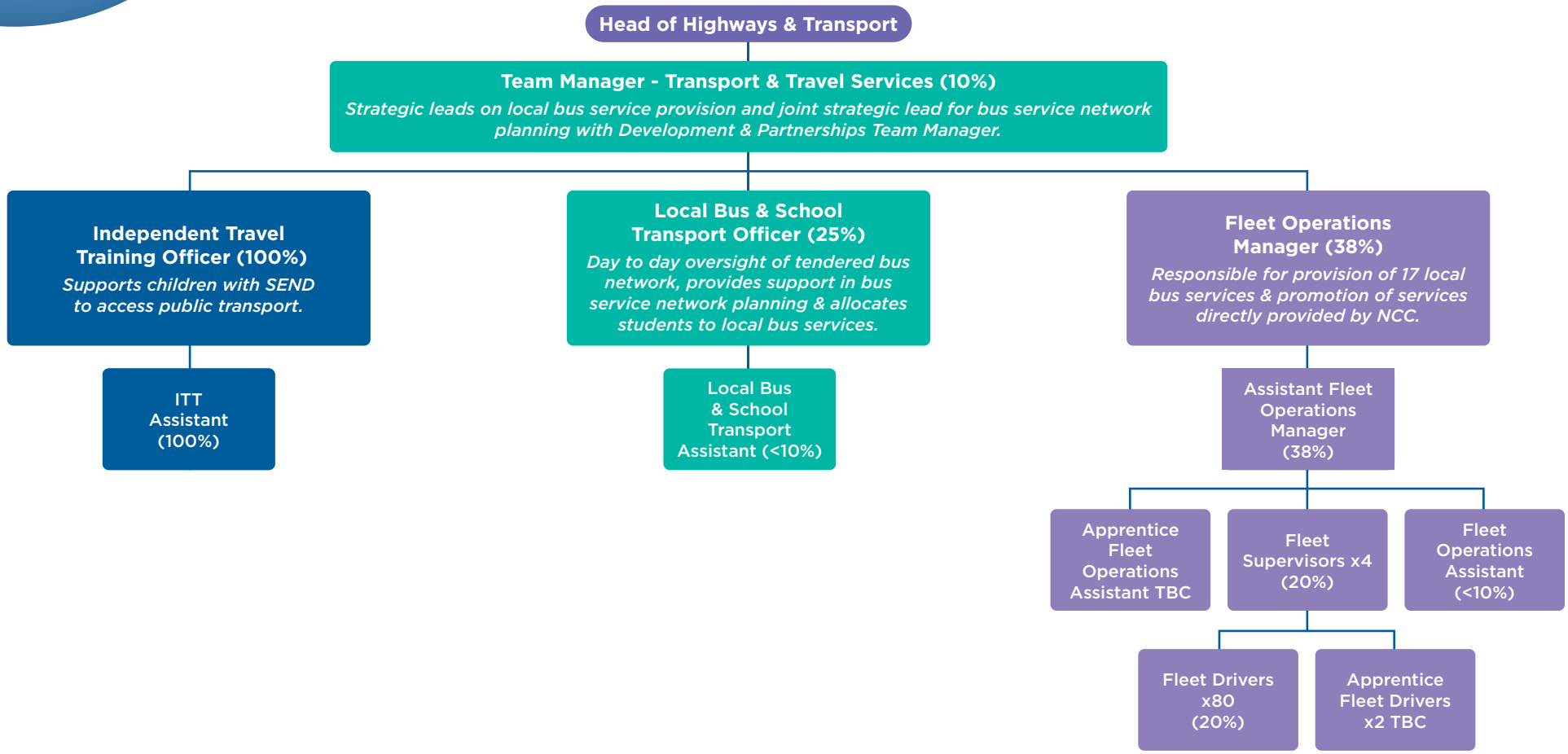
Local Authority Technical Support and skills

Organograms showing the staff structure in the county council and their roles in relation to bus-related activities are set out below.

Development & Partnerships Team



Transport & Travel Services



= *Ancillary tasks relating to local bus*
= *Bus service network planning*
= *Bus service provision / contract management*
% = *Work related to local bus (FTE)*

Appendix C

Bus Measures in Relation to Objectives

National Bus Strategy Objective	BSIP requirements
1 more frequent 2 faster/more reliable 3 cheaper 4 more comprehensive 5 easier to understand 6 easier to use 7 better integrated 8 greener 9 better to ride in	A Intensive services and investment on key corridors; routes easier to understand B There must be significant increases in bus priority C Fares must be lower and simpler D Seamless, integrated local ticketing between operators across all transport E Service patterns must be integrated with other modes F Bus network presented as a single system, with clear passenger information G Modern buses and decarbonisation H Give bus passengers more of a voice and a say I More demand-responsive services and 'socially necessary' transport J Longer term transformation of networks through BRT and other measures

Programme	Project	National Bus Strategy Objective	BSIP requirements
Network development	Bus Service Enhancements	1; 4; 6; 7	A; E; F; I
	DRT Pilots	1; 4; 7	E; F; I
	Total Transport	7	F
	Timetable Review	2; 4; 5; 6; 7	E;F
	Parking Strategy Review	3	B; E
	Traffic Commissioner Powers	2	F
Bus Priority	A60 Nottingham Road, Mansfield Bus Priority	2	A; B
	A38 Bus Priority including Bus Rapid Transit	2	A; B
	A52, Gamston Bus Priority	2	A; B
	A611, Bus Rapid Transit Bus Priority Light	2	A; B
	Pinchpoint Busting Measures Programme	2	B
	Centralised Traffic Light Priority (CTLP) Roll Out Extension	2	A; B
	A632 and A619 Corridor Improvements	2	A; B
	Bus priority Enforcement Improvements	2	B
	Reduce Network Disruption	2; 6	B
Fares & Ticketing	Fare and Product Alignment	5; 7	C
	Multi Operator Ticketing Pilots	3; 5; 6; 7	C; D
	Contactless Payment & Capping	6	D
	Jobseeker Scheme	3	C
	Young Person Concession Scheme	3; 6	C
	Travel Incentive Campaign	3	C
Integration	Passenger Transport Support Hub	5	F
	Inter-modal Connections	7	E
	Timetable Alignment Review	6; 7	E; F
	Mobility Hubs	4; 7	E; F
	Interchange Investment Programme	5; 6; 7; 8	E; F
	Pocket Park & Ride	2; 6; 7	A
	Universal Provision of Real Time Information	4; 5; 6; 7	F

Programme	Project	National Bus Strategy Objective	BSIP requirements
Infrastructure	Real Time Information Display Investment	5; 6	F
	Journey Planning Kiosks Investment	5; 6	F
	Bus Shelter Investment	6; 8	F
	Passenger Accessibility Improvements	6; 9	F
	PV Glass Trials	8	G
	CCTV at Bus Stops	6; 9	F
Coordination	Information Coordination	5	F
	Timetable Coordination	5; 6; 7	F
	Coordinated Marketing Campaigns	5; 6; 7	F; H
	Accessibility Awareness	5; 6; 7	F
	Single Data Set for D2N2 RTI System	6; 7	F
Service Quality	Passenger Charter	5; 6; 7; 8; 9	F; H
	Partnership Brand	5	F
	Minimum Vehicle Quality Standards	5; 6; 9	G
	DVSA Earned Recognition Scheme	6	G
	Inclusive Transport Leaders Scheme	6	E; F; G
Decarbonisation Programme	Carbon Emission Reduction Programme	8	G
	Air Quality Monitoring Improvements	8	G
	ZEBRA Scheme	8	G

Nottinghamshire County Council

Bus Service Improvement Plan (BSIP)
Local Planning Authority Memorandum of Understanding (MoU)

Background

Nottinghamshire County Council (the "County Council") is intending to submit a BSIP to the Department for Transport (DfT) prior to the end of October 2021 and as a result of this submission will be producing an Enhanced Partnership (EP) agreement with bus operators for the 31st March 2022. The BSIP will continue to be a live document and will be monitored and evaluated by the DfT on an annual basis up to 2025.

An important element of our BSIP is to work with our seven District and Borough partners to co-ordinate measures to benefit passengers, improve connectivity, reduce CO_2 emissions, improve local air quality, and help the local economy thrive and grow post pandemic.

Some important liaison work has already happened, and this MoU notes the commitment of the County Council to augment these relationships to ensure continual co-operation over the life of the BSIP and EP agreements, building on the existing strong relationships in Place development, Planning and bidding for funding.

Memorandum of Understanding

This MoU is not intended to be legally binding, but sets out the County Council's current intentions in connection with the BSIP and EP, namely that it will:

- Continue to work with all Districts and Boroughs for structured liaison from the inception of the BSIPs and onwards.
- Co-ordinate and integrate relevant improvement measures, including type and timescales. This will happen in co-operation with the relevant bus companies.
- Through the Notts Parking Partnership, target parking enforcement on public transport corridors.
- Build on and strengthen liaison on planning applications to consider bus services and bus infrastructure improvements.
- Collaborate on bidding for funding to improve bus infrastructure and bus services.
- Work together to promote public transport and travel planning with the bus companies.
- Consider the impact on buses when reviewing the level and cost of parking.
- Set-up, and refine Key Performance Indicators (KPIs) where appropriate and feasible.
- Continue with including representatives of the adjacent County Council's/Unitary Authorities/Mayoral Combined Authorities into Working Groups and Steering Groups as appropriate to deliver schemes. Accelerate this process in Year 2 of the BSIP and EP scheme development and implementation period onward.
- Consider how LPA's are represented within EP governance arrangements; and,
- Modify and adapt this MoU over time, as required.

Nothing in this MoU is intended to, or shall be deemed to, establish any partnership or joint venture between the parties, constitute any party as the agent of any other party, nor authorise any party to make or enter into any commitments for or on behalf of another party.

On behalf of Nottinghamshire County Council

Name: Position:

Signed: Date:

On behalf of ……

Name: Position:

Signed: Date:

Nottinghamshire County Council

Bus Service Improvement Plan (BSIP)
Local Authority Memorandum of Understanding (MoU)

Background

Nottinghamshire County Council (the "County Council") is intending to submit a BSIP to the Department for Transport (DfT) prior to the end of October 2021 and as a result of this submission will be producing an Enhanced Partnership (EP) agreement with bus operators for the 31st March 2022. The BSIP will continue to be a live document and will be monitored and evaluated by the DfT on an annual basis up to 2025.

An important element of our BSIP is to acknowledge, and to plan for improvements to cross border bus services, co-ordinating improvement measures to benefit passengers.

Some important liaison work has already happened, and this MoU notes the commitment of our Local Transport Authority (LTA) to augment these relationships to ensure continual co-operation.

Memorandum of Understanding

This MoU is not intended to be legally binding, but sets out the County Council's current intentions in connection with the BSIP, namely that it will:

- Continue to work with all adjacent LTAs and plan for structured liaison from the inception of the BSIPs and onwards.
- Where appropriate, agree the implementation dates by which our BSIPs will be delivered.
- Co-ordinate and integrate relevant improvement measures, including type and timescales. This will happen in co-operation with the relevant bus companies.
- Set-up, combine and refine Key Performance Indicators (KPIs) where appropriate and feasible.
- Actively consider the formal combination of Enhanced Partnerships and BSIPs where this gives benefits to passengers and maximises the value for money.
- Continue with including representatives of the adjacent LTAs into Working Groups and Steering Groups as appropriate. Accelerate this process in Year 2 of the BSIP and EP scheme development and implementation period onward.
- Consider how adjoining LTA's are represented within EP governance arrangements; and,
- Modify and adapt this MoU over time as required.

Nothing in this MoU is intended to, or shall be deemed to, establish any partnership or joint venture between the parties, constitute any party as the agent of any other party, nor authorise any party to make or enter into any commitments for or on behalf of another party.

On behalf of Nottinghamshire County Council

Name: Position:

Signed: Date:

On behalf of ……

Name: Position:

Signed: Date:

Nottinghamshire County Council

Bus Service Improvement Plan (BSIP)
Train & Tram Operator Memorandum of Understanding (MoU)

Background

Nottinghamshire County Council (the "County Council") is intending to submit a BSIP to the Department for Transport (DfT) prior to the end of October 2021 and as a result of this submission will be producing an Enhanced Partnership (EP) agreement with bus operators for the 31st March 2022. The BSIP will continue to be a live document and will be monitored and evaluated by the DfT on an annual basis up to 2025.

An important element of our BSIP is to work with other public transport providers to co-ordinate measures to benefit passengers, improve connectivity, reduce CO_2 emissions, improve local air quality, and help the local economy thrive and grow post pandemic.

Some important liaison work has already happened, and this MoU notes the commitment of the County Council to augment these relationships to ensure continual co-operation over the life of the BSIP and EP agreements, building on the existing strong relationships already in place.

Memorandum of Understanding

This MoU is not intended to be legally binding, but sets out the County Council's current intentions in connection with the BSIP and EP, namely that it will:

- Continue to work with all public transport operators for structured liaison from the inception of the BSIPs and onwards.
- Co-ordinate and integrate relevant improvement measures, including type and timescales. This will happen in co-operation with the Council and local bus companies.
- Build on and strengthen liaison through existing forums and those emerging from the pandemic to drive recovery and transformation.
- Strength Community Rail Partnerships to help deliver improvements.
- Collaborate on bidding for funding to improve integration between different modes.
- Work together to promote public transport and seamless transfer between bus and other public transport providers.
- Set-up, and refine Key Performance Indicators (KPIs) where appropriate and feasible.
- Consider how other public transport operators are represented within EP governance arrangements; and,
- Modify and adapt this MoU over time, as required.

Nothing in this MoU is intended to, or shall be deemed to, establish any partnership or joint venture between the parties, constitute any party as the agent of any other party, nor authorise any party to make or enter into any commitments for or on behalf of another party.

On behalf of Nottinghamshire County Council

Name: Position:

Signed: Date:

On behalf of ……

Name: Position:

Signed: Date:

Nottinghamshire County Council

Bus Bus Service Improvement Plan (BSIP)
West Notts College and Nottingham Trent University
Memorandum of Understanding

Background

Nottinghamshire County Council (the "County Council") is intending to submit a BSIP to the Department for Transport (DfT) prior to the end of October 2021 and as a result of this submission will be producing an Enhanced Partnership (EP) agreement with bus operators for the 31st March 2022. The BSIP will continue to be a live document and will be monitored and evaluated by the DfT on an annual basis up to 2025.

An important element of our BSIP is to work with other public sector organisations who provide bus services for staff and students, to co-ordinate measures to benefit passengers, improve connectivity, reduce CO_2 emissions, improve local air quality, maximise efficiencies, minimise duplication; and help the local economy thrive and grow post pandemic.

Some important liaison work has already happened, and this MoU notes the commitment of the County Council to augment these relationships to ensure continual co-operation over the life of the BSIP and EP agreements, building on the existing strong relationships already in place.

Memorandum of Understanding

This MoU is not intended to be legally binding, but sets out the County Council's current intentions in connection with the BSIP and EP, namely that it will:

- Continue to work with West Notts College and Nottingham Trent University for structured liaison on the BSIP.
- Co-ordinate and integrate relevant improvement measures, including type and timescales. This will happen in co-operation with the Council, local bus companies and other public transport providers such as Rail.
- Build on and strengthen liaison through existing forums and those emerging from the pandemic to drive recovery, sustainability, and transformation.
- Work together to integrate existing College services into the bus network, where appropriate, to increase travel opportunities for staff and students.
- Advise West Notts College on further network development including the use of Demand Responsive Transport (DRT) solutions.
- Work together on travel planning arrangements and promotion of bus services.
- Set-up, and refine Key Performance Indicators (KPIs) where appropriate and feasible.
- Consider how West Notts College plug into the emerging EP governance and liaison arrangements; and,
- Modify and adapt this MoU over time, as required.

Nothing in this MoU is intended to, or shall be deemed to, establish any partnership or joint venture between the parties, constitute any party as the agent of any other party, nor authorise any party to make or enter into any commitments for or on behalf of another party.

On behalf of Nottinghamshire County Council

Name: Position:

Signed: Date:

On behalf of ……

Name: Position:

Signed: Date:

Appendix E

Midlands Connect
Transport | Investment | Growth

Future of Rural Mobility Study

Phase 2: Characterising potential locations for rural hubs

Stage 5: Final Draft Rural Hubs Guidance

December 2020

Midlands Connect
Transport | Investment | Growth

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Version	Date	Author	Reviewer	Comments
3.0	9th December 2020	Jake Page Martin Gallagher Julianna Moats Jenny Paxton	Nichola Byrne Pete Ramsey Giles Perkins	Final version

Stage 5: Guidance Development

1 Introduction

1.1 Introduction to Midlands Connect

Midlands Connect (MC) is an independent partnership made up of 22 local authorities, nine Local Enterprise Partnerships (LEPs), East Midlands and Birmingham Airports, and Chambers of Commerce stretching from the Welsh border to the Lincolnshire coast. The partnership also includes the Department for Transport (DfT), Network Rail, Highways England and HS2 Ltd, working together with MC to drive an unprecedented level of collaboration for the good of the Midlands and the UK.

1.2 Background to the Future of Rural Mobility Study

Following the publication of the DfT's Future of Mobility: Urban Strategy[1], MC decided to undertake a Future of Rural Mobility Study (FoRMS) for the Midlands area. Phase 1 was developed by Midlands Connect with support from the University of Lincoln in 2019, with WSP and partners (CoMoUK, University of Northumbria and Foot Anstey) commissioned for Phase 2 in Summer 2020.

FoRMS Phase 1 focused on the human and business needs in our rural areas, considering options to address those needs, both technical and non-technical in nature. This resulted in the development of a framework of needs and a toolkit.

FoRMS Phase 1 identified that:

1. The make-up of our rural communities and businesses is different to urban areas, and the transport and access issues faced by our rural communities and businesses are substantially different to those in urban settings. The needs of communities are highly differentiated between different types of rural areas (e.g. coastal, touristic, remote, accessible/commuter-belt and market-towns).
2. Rural communities have fewer transport choices, and businesses struggle to recruit and retain suitably qualified employees.
3. Many of the transport related issues faced by rural communities can be resolved through technology in mobility services, comprehensive provision of mobile phone coverage, superfast broadband and 5G, and through different funding and delivery models for public transport and service provision.

In considering potential measures to improve rural mobility, the Phase 1 study identified that the 'bundling' of demand for services can address poor bus and rail patronage and can stimulate innovation and deliver of new modes/services, such as car-share schemes. Bringing together a range of services, including transport and health, at 'hubs' may help counteract isolation at the same time as tackling rural access and health issues, and support entrepreneurs and small business growth. The 'hubs' concept is one of a series of measures identified in the toolkit produced in Phase 1, which provides an illustration to partners and industry for what rural mobility could look like in the future and provides options for what could work locally.

Phase 1 concluded with a series of recommendations, including a recommendation for MC to investigate the potential for hubs to allow improved connectivity. The Phase 2 study followed from this recommendation.

[1] Department for Transport (2019) *Future of Mobility: Urban Strategy*. Available at: http://data.parliament.uk/DepositedPapers/Files/DEP2019-0365/Future_of_Mobility_Urban_Strategy.pdf [Accessed 10 August 2020]

1.3 Objectives of the Future of Rural Mobility Study Phase 2

Following Phase 1, MC wanted to consider rural hubs and how they may facilitate greater accessibility for our rural communities, commissioning *Phase 2 Characterising potential locations for rural hubs*.

The objectives of Phase 2 are to:

1. Develop a set of detailed guidance for practitioners (such as local authorities) on how to firstly seek the right location/conditions for a rural hub and secondly how to make the proposition commercially viable.
2. Identify a number of broad opportunities across the Midlands where hubs might be brought forward.

Key questions for Phase 2 include:

1. What can be considered as different types of rural hub? What are their characteristics?
2. What are the services (and scale of parking provision) required at each scale/type of hub for them to be successful?
3. Using readily available data sources, how might firstly broad locations and then more specific sites for successful hubs be identified?
4. Where in the Midlands are the most attractive broad locations for rural hubs?
5. Who are the primary 'actors' required to bring forward and operate a successful hub? How can partnerships be brought together?
6. Do some types of hub allow the provision for public transport in rural areas to be reconfigured/rethought? How might they make public transport more attractive to users and commercially viable? What role might new community transport initiatives play?
7. How might the different technologies identified in the Phase 1 study be applied in hubs?

1.4 Approach

This guidance forms Stage 5 of the FoRMS Phase 2 six-stage approach. The full suite of stages is summarised in **Table 1**.

Table 1 - Project Approach

Stage 1: Inception and scoping	Project inception meeting.
Stage 2: Typology and characteristics identification	Stage 2 involves the development of specific rural hub concepts for the MC area to provide regionally consistent, but locally applicable approaches aligned to local contexts and needs.
Stage 3: Commercial considerations	Stage 3 considers the operational and commercial framework for rural hubs to ensure that hubs are deliverable and sustainable.
Stage 4: Application of technology in hubs	The provision and use of technology could be a key to the successful operation of hubs. Stage 4 reviews of the application of technology in rural hubs.
Stage 5: Guidance development	This stage builds upon all the technical analysis and thinking in the previous stages to develop guidance which provide practitioners with an approach to identifying appropriate locations for hubs and then to formulate commercially viable plans for their development and operation.

Stage 6: Identification of opportunities for hubs in the MC area	The final stage of the commission will pilot the guidance developed in Stage 5 to identify broad locations which may be suitable for hubs within the MC area and then to identify a number of specific locations for further investigation.

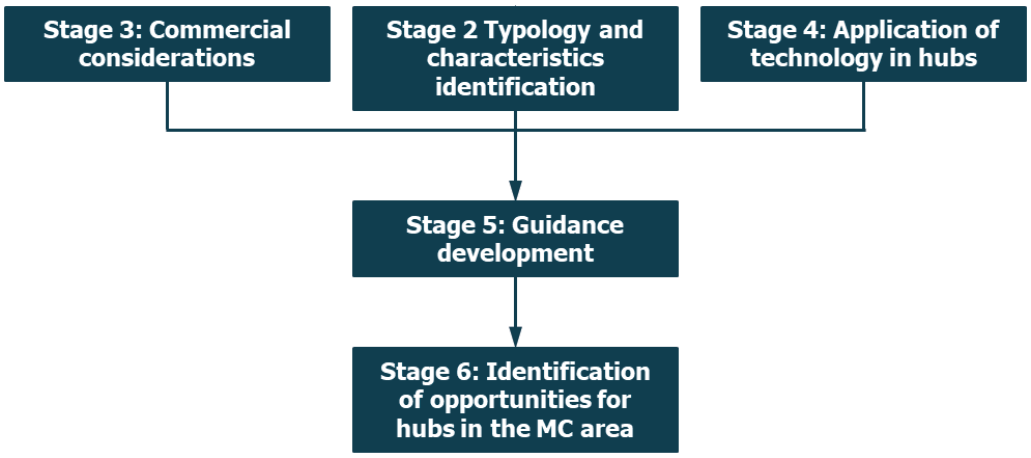
1.5 Purpose of this guidance

This guidance, developed as part of **Stage 5** of FoRMS Phase 2, provides practitioners with the approach to identifying appropriate locations for rural hubs and then to formulate resource plans for the hub development and operation. The guidance and an associated process chart (detailed in Section 3) take practitioners through each step to confirm the location and market for a hub, the appropriate hub components, the hub dependencies and the potential resource model. The guidance also leads practitioners to consider: engagement requirements; funding; delivery pathways; branding, marketing and communications; and monitoring and evaluation.

The guidance builds upon all the technical analysis and thinking in the previous stages of this study. The guidance presented here will continue to evolve during the project, as the concept of rural hubs further develops, and the method is tested against the pilot areas. This guidance and the associated process chart provide the initial toolkit for the identification of rural hub opportunities.

Figure 1 presents the interrelationship of this Stage 5 guidance with wider stages; and how the guidance feeds into the identification of opportunities for rural hubs in the MC area.

Figure 1 - Stage 5 Task Relationships



1.6 Structure of this guidance

The guidance is structured as follows:

- **Section 2 Reflection of work undertaken in previous stages** – which reflects on key elements of work previously completed in Stages 2, 3 and 4 of the FoRMS Phase 2 that are integral to the development of the guidance.
- **Section 3 Guidance Overview and Process Chart** – which sets out the broad overview of the rural hub guidance and introduces the process chart.
- **Section 4 Step by Step Guidance** – which provides further detail and expands upon each of the steps within the process chart.
- **Section 5 Next Steps** – which sets out how the Stage 5 guidance will feed into Stage 6 of the FoRMS Phase 2 will be piloted to identify broad locations which may be suitable for hubs within the MC area.

2 Hub key success criteria

Based on a review of UK, European and global hub practice, key success criteria for hubs is provided as a checklist (**Table 2**). The checklist should be used at each stage of hub development to support a hub design that benefits from lessons learned across UK and global benchmarking.

Table 2 - Hub key success criteria checklist

Design and operation	Has the hub been developed with community involvement and expert knowledge? Technical support and suitable funding.
	Has the hub been developed using relevant funding information? The amount of funding needed and sources available will vary by scale and location. Funding needs to be considered for the development (capital funding) and operation (revenue funding) of the hubs, as well as consideration of how these costs can be offset by potential ongoing income streams.
	Was the strategic context used as the basis for the hub development?
	Does the hub design development use user-centred design practices to ensure fitness for purpose for local users?
	Is the hub located in an area of high demand or existing demand?
	Will the hub enhance the quality of the surrounding public realm?
	Does the hub development and operation retain key (salaried or voluntary) staff, who have expertise and local knowledge?
	Does the hub have future-proofed digital connectivity to enable existing and future services? These might include digital integration of transport services and modes through smart ticking or Mobility as a Service solutions, or internet connectivity for co-working and leisure spaces.
	Hubs should have a recognisable brand (either a new one, or linked to an existing brand), supported with signage, wayfinding and consistent and marketing. Marketing should be cross-channel, across all age groups, to reach a wide audience.
	Does the overall operator have the technical capability to operate all elements of the hub?
	Has the hub been developed in conjunction with intended service providers, to specify operational dependencies and utility supplies?
Stakeholder and community engagement	Has the hub been developed with a community-led approach for both design and operation?
	If the hub will rely on volunteer labour, is it equitable and viable in the long-term?
	If the strategic context basis for the hub involves 'top down' approaches, are they supported through local communities' engagement and involvement?
	Does the hub design process have a stakeholder engagement and communication plan to strengthen partner collaborations?
	Does the hub design process have an advertised feedback procedure for community stakeholders? Is the feedback incorporated into the design process?
	Have the practitioners engaged with local stakeholders (e.g. local businesses), local government, NGOs, charities, transport operators and other organisations?
	Do the hub development design and implementation phases have a realistic timescale, to reflect the complexity of a multi-party endeavour?
	Have the hub promoters harnessed the support of politicians and the media to generate public interest and support?
Commercial	Does the hub have a resource model and a business plan?

	Does the hub have a self-sustaining resource model, or will it require ongoing subsidy?
	If the hub requires subsidy, have long-term funding streams been identified?
	A diversified offer in the hub could help strengthen the commercial viability of the hub, as it could attract a range of different users to different components/services over time and create diversified income streams.
	Has the resource model been market tested?
	Does the hub have a financial plan and budget for operation and maintenance?
Monitoring, evaluation & dissemination	Monitoring and evaluating the impact of hubs is important for building up the long-term business case for hubs, to attract further funding and to inform public policy.
	Active participation in knowledge sharing (within the UK and internationally) can enhance delivery of schemes.

3 Guidance Overview and Process Chart

3.1 Guidance overview

It is integral to understand that this document forms rural hub guidance and is not prescriptive, as it is recognised that there are highly differentiated types of rural areas in the Midlands (e.g. coastal, touristic, remote, accessible/commuter-belt, market-towns, etc). The guidance is developed to be applied across the rural locations of the Midlands. Specific context will need to be applied in each individual hub analysis to fit with the specific needs of that rural community.

As such, hubs need to fit with their specific local spatial, economic and social conditions. These conditions include spatial connectivity; user markets; proximity to existing services and hub components; and locally-specific commercial and operational practices and conditions. Over prescription at this stage may limit the flexibility needed to meet local needs, conditions and variability.

It is vital to understand the highly differentiated needs of rural communities across the MC area; and have in mind how rural hubs offer the potential to address the varying needs of specific rural communities including, but not limited to, tackling rural access, health issues, isolation and the need for community services.

3.2 Rural hub location identification process chart

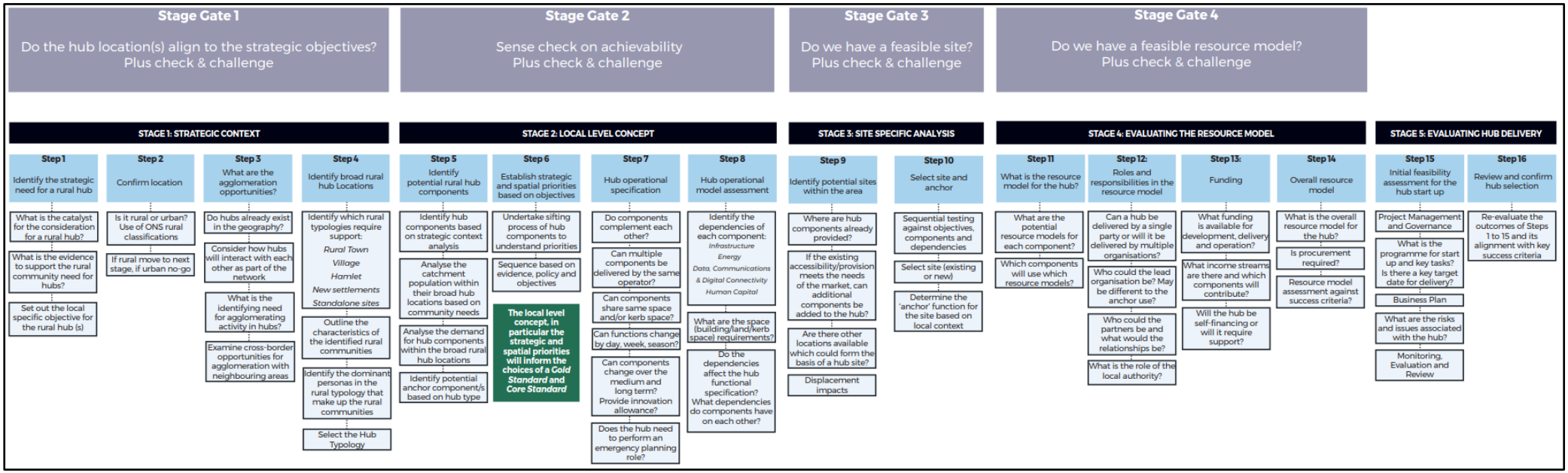
The process chart seeks to guide practitioners through 16 steps to enable the user to identify appropriate locations for a rural hub. The process chart provides a high-level step-by-step guide to be referenced in conjunction with this guidance, forming the initial toolkit to identify rural hub opportunities.

The process chart has 16 steps which are broken down into 5 key stages. These include:

- **Stage 1 Strategic context**: Steps 1 to 4 seek to understand the need for hubs and if potential hub location(s) align to the strategic objectives.
- **Stage 2 Local level concept**: Steps 5 to 8 formulate and provide a sense check on the achievability of the local level concept.
- **Stage 3 Site specific analysis**: Steps 9 and 10 aim to understand if the site is feasible.
- **Stage 4 Evaluating the resource model**: Steps 11 to 14 aim to understand if the hub has a feasible resource model in the long-term.
- **Stage 5 Evaluating hub delivery**: Steps 15 and 16 act as the management case and sets out the initial feasibility assessment for the hub start up, with a final re-evaluation of Steps 1 to 16 outcomes and its alignment with key success criteria.

Figure 2 presents the high-level rural hubs process chart.

Figure 2 - Rural hub location identification process chart



4 Step by Step Guidance

4.1 Overview of the process chart guidance

As outlined previously, the process chart has 16 steps, within 5 broad stages of rural hub development. The 5 key stages and associated steps are outlined in more detail throughout this chapter. The guidance to be read in conjunction with the process chart to provide further clarity and detail on each step.

The 16 steps are arranged to provide a sequential process with a natural flow to guide the practitioner through the rural hub development process. It should be noted that this is not a prescriptive order and there may be logic in the practitioner undertaking multiple steps at the same time should it be deemed more efficient and practical to do so.

It is important to note that there are 'stage gates' which act as key review points, whereby a summary of conclusions can be made which provide the opportunity to reflect, challenge and review the steps within that stage before proceeding to the next stage. These stage gates may also act as opportunities to undertake different stages of engagement, gaining internal and external buy in to the hub concept, as well as developing the hub in line with the needs of stakeholders (internal to the local authority, public and private).

A high-level list of the 5 stages and associated steps is provided as follows. Stages 1 to 3 have an overarching alignment to the Department for Transport's Transport Appraisal Process (May 2018) from establishing the need for an intervention (hub) in a strategic context, to defining the geographic area of impact and developing a preferred option. There is also alignment to the transport business case process in terms of the strategic, financial, management and commercial considerations of the hub.

The 5 stages, and associated 16 steps, are identified on the following page, before further detail on each step is provided in the subsequent chapters.

Stage 1: Strategic context

- **Step 1** – Identify the strategic need for a rural hub
- **Step 2** – Confirm location
- **Step 3** – What are the agglomeration opportunities?
- **Step 4** – Identify broad rural hub locations

Stage 2: Local level concept

- **Step 5** – Identify potential rural hub components
- **Step 6** – Establish strategic and spatial priorities based on objectives
- **Step 7** – Hub operational specification
- **Step 8** – Hub operational model assessment

Stage 3: Site specific analysis

- **Step 9** – Identify potential sites within the area
- **Step 10** – Select site and anchor

Stage 4: Evaluating the resource model

- **Step 11** – What is the resource model for the hub?
- **Step 12** – Roles and responsibilities in the resource model

- **Step 13** – Funding
- **Step 14** – Overall resource model

Stage 5: Evaluating hub delivery

- **Step 15** – Initial feasibility assessment for the hub start up
- **Step 16** – Review and confirm hub selection

4.2 Stage 1: Strategic context

Stage 1 contains the first four steps of the process chart, which examines the strategic context of the hub location (s) in line with the wider strategic objectives.

This first stage outlines the wider strategic context of a potential rural hub, which forms the foundation to progress on to the local context. When considering the components (functions) of rural hubs, it is critical to also consider the needs of local rural communities; this is considered in more detail at the local level in Stage 2.

4.2.1 Step 1: Identify the strategic need for a rural hub

The first step is to identify the strategic need for a rural hub. Ultimately, the catalyst for the consideration of a rural hub must be clear and well defined; aligning to both bottom up demand and top down strategic need.

If there is a known demand for hubs, this would present a bottom up approach, whereby there must be a clear and evident need for intervention in the form of rural hubs. The need of rural communities will vary depending on each rural locality; this may include the need for better/additional services and/or the need for better access to these services. There should be comprehensive evidence to support the need for hubs; including, but not limited to political leadership, stakeholder engagement and public demand.

For example, specifically focussing on rural mobility, FoRMS Phase 1 previously identified that rural communities across the Midlands Connect area need to improve connectivity and access to services. Rural hubs present an opportunity to support improved rural mobility and to further connect communities by transporting the public via sustainable modes. As such, the strategic need for improved mobility, particularly through sustainable means, should be highlighted to demonstrate that intervention to enhance the connectivity of rural communities is required. For example, the need for rural hubs can be demonstrated by identifying:

- Rural areas underserved by conventional public transport
- Rural areas with high levels of socio-economic deprivation
- Employment centres with high mobility demands
- Local policy seeking to improve accessibility and increase sustainable transport modes alternative to the private vehicle

A top down approach would take a more evidence led approach, with the catalyst driven by strategic policy and data. In all cases, the consideration of a hub would need to align with the aims and objectives of strategic policy and be evidenced. Economic, planning and transport policy should be considered from a national level through to the local level, including Local Plans and Neighbourhood Plans, to ensure that rural hubs align with the aims, objectives and future plans for the locality, data, engagement or policy.

There should be a justified catalyst for the consideration of a new rural hub, whereby the intervention of a hub could address issues and/or provide benefits for the local people; and also supports strategic policy. There may be additional catalytic drivers for a hub such as funding opportunities, planning for major events and emergency planning.

Practitioners should consider if hubs contribute to the following:

- There is a clear need for intervention, such as the need for better services and/or better access to services;
- The alignment of rural hubs supporting the delivery of local policy and strategies; and
- The opportunity to improve the lives of those living in that specific rural location.

Following this, practitioners should set out the locally specific objectives for the rural hub.

If the strategic need for rural hubs are identified and align with the need for a rural hub, there is evidence to move on to Step 2 to confirm if the location is rural.

4.2.2 Step 2: Confirm location

Hubs should be located in rural areas, to retain the specific needs as set out in FoRMS Phases 1 and 2 to date. As an initial step, the practitioner should confirm that the location is indeed rural.

A set of rural place typologies have been established as part of previous analysis for the study. As a starting point, the Office for National Statistics (ONS) Rural/Urban Classification will define 'rural' areas in the Midlands. This dataset is recommended to be interrogated to identify if the location in consideration is classified as rural or not.

Based on the ONS Rural/Urban Classifications, three typologies were identified, these being:

- Rural town and fringe
- Rural village
- Rural hamlets and isolated dwellings

Two other specific locations require consideration: new settlements within rural areas and standalone sites in rural areas that generate significant demand for services and mobility. As such, five rural place typologies are set out as:

- Rural town
- Village
- Hamlet
- New settlements
- Standalone sites

Some areas classified as urban can be considered in a regional context as rural, due to their relatively small size, their remoteness and their rural surroundings and economy. Practitioners (for example the local authority) may wish to review some of their smaller towns in the ONS urban classification to understand if they are appropriate for rural hubs.

If the location is confirmed to be rural move to Step 3. If the location is classified urban, the hub would not be rural in nature and do not proceed.

4.2.3 Step 3: What are the agglomeration opportunities?

Practitioners should firstly identify if any hubs already exist in the local area, in line with the strategic need identified in Step 1. The presence of existing hubs will be a key factor in shaping some of the decisions about the services/activities offered and also highlight the existing provision or gap in supporting the needs of the rural community. For example, if the local transport authority has an existing hub, there may be potential for this to play an advisory role in the development of a new hub or potential to extend this into a rural hub with community/commercial services. If there is no existing hub in the local area, stakeholder engagement will provide a useful basis to support a rural hub, whether it be the development of a new hub or identifying underutilised existing buildings that have potential for change of use into a rural hub function.

Practitioners should consider how rural hubs will interact with each other as part of the network, with the key aim to identify potential agglomeration opportunities.

It is important to understand the agglomeration opportunities of the potential rural hub location. Agglomeration refers to the benefits provided through clustering or a mass collection of people, services, activities and places.

There is a need to discuss how the hub should seek to accommodate multiple local level commercial and community services, as well as mobility services, in order to provide agglomeration benefits. Practitioners should identify the opportunity for agglomerating activity in a hub rather than a single use function. This is likely to develop a more economically viable and future-proofed hub.

Rural communities are likely to have several locally specific needs, for example the need for better access to healthcare and education. Agglomeration opportunities offer the potential for hubs to help address these needs; such as renting a room during the day for NHS healthcare use, and during the evening renting the room for educational classes.

Depending on the purpose and components of the rural hub, it may reduce demand for mobility as it will be providing more local services; however, the agglomeration of services may increase demand for inbound journeys to the hub. The practitioner should identify if mobility demand is likely to increase or decrease through trip analysis; and if mobility demand is likely to increase then rural hubs could also offer agglomeration opportunities in terms of transporting the public via sustainable modes, which may reduce the reliance of privately-owned vehicles. For example,

The demand for the agglomerated services may support the potential to provide shared mobility services at or near the rural hub. These shared mobility services could increase access efficiency and quality compared to fixed bus routes; improve safety by providing door-to-door or street-to-street services; and improve value for money through a more dynamic, personalised service.

If the agglomeration opportunities provide scope for enhanced mobility, practitioners should also consider the operating models of shared mobility. This includes whether the hub could act as an interchange of shared mobility services which feed into more strategic fixed public transport routes; whether shared mobility could replace existing public transport; or whether shared mobility services and conventional fixed public transport could be blended so that both operate.

Figure 3 demonstrates a theoretical network diagram presenting traditional public transport in rural areas with low frequency, indirect and lengthy routes, which discourages regular public transport

use and mode shift. **Figure 4** presents the potential for rural hubs to enhance transporting of the public via sustainable modes in the **long-term**, should many rural hubs be developed. **Figure 4** demonstrates that if rural hubs are be able to support provision for shared mobility, such as Demand Responsive Travel, this would support sustainable travel between hubs through shorter, direct and more flexible routes.

Figure 3 - Theoretical network diagram presenting traditional public transport in rural areas

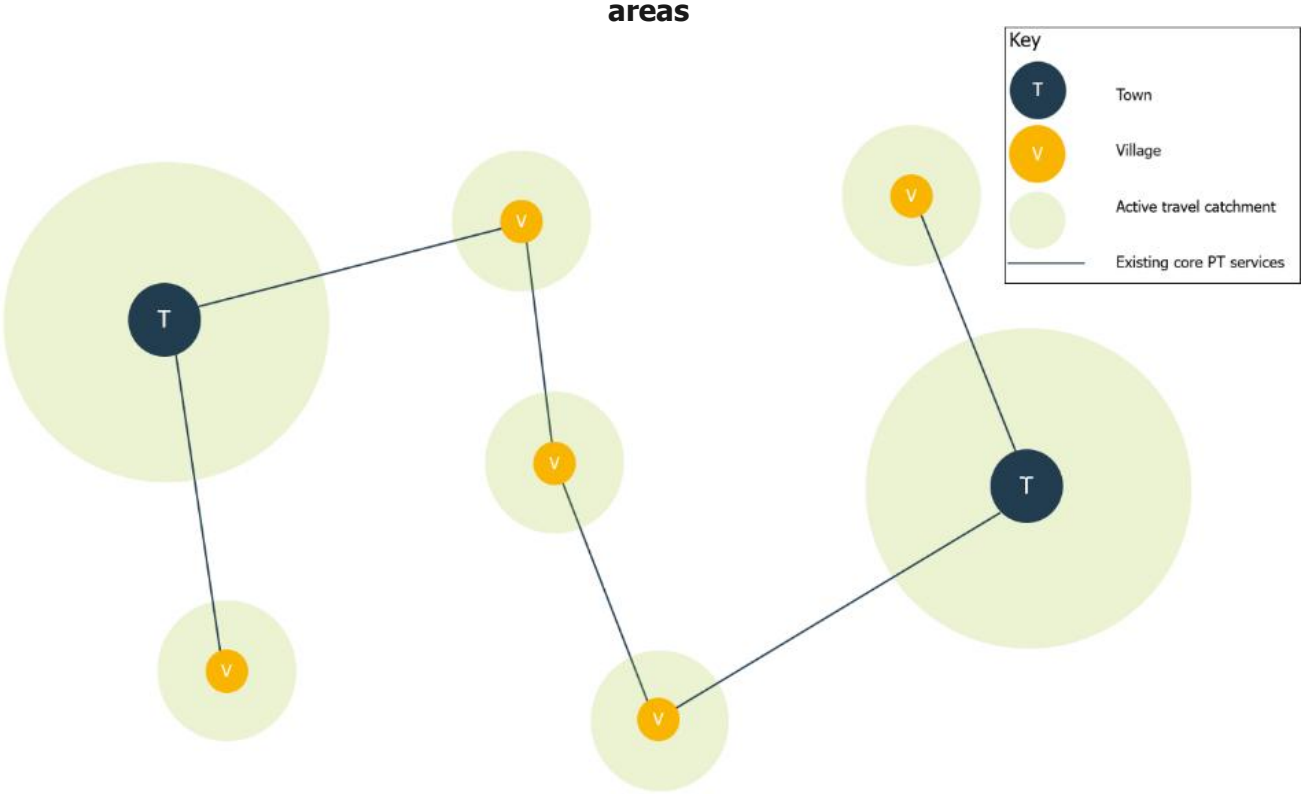
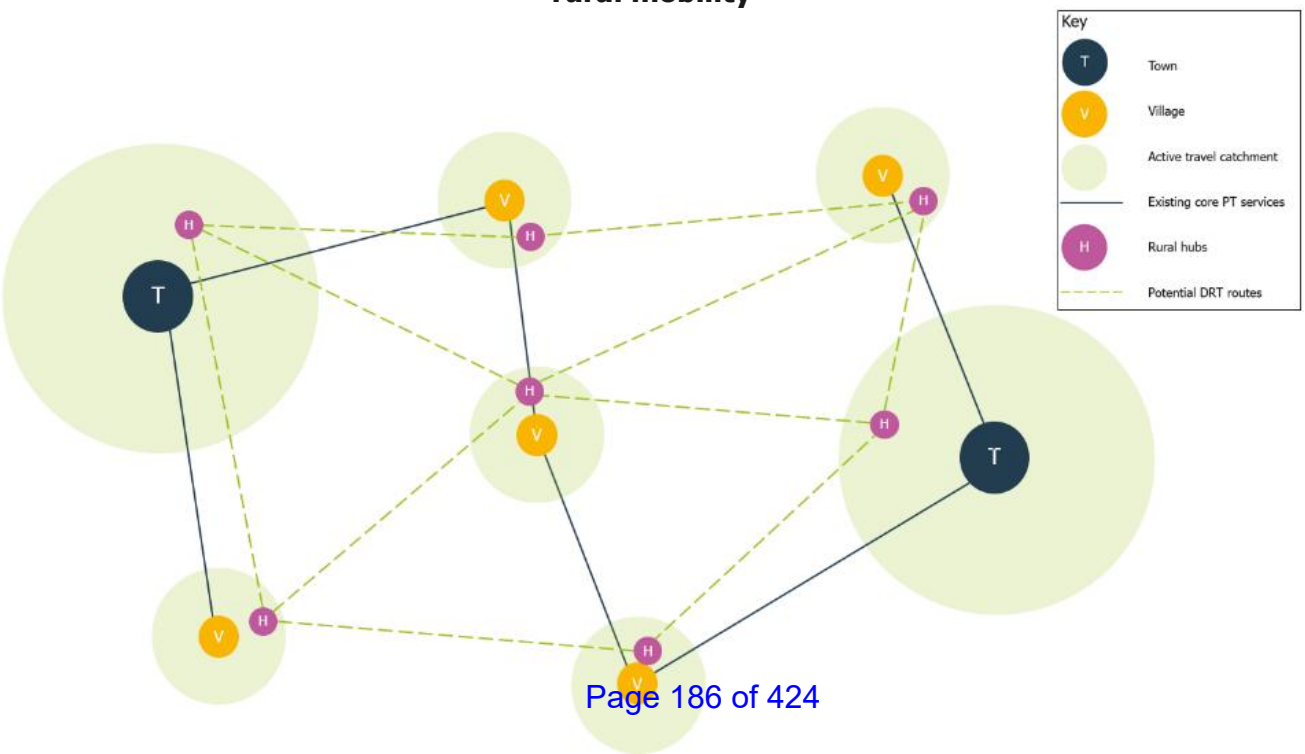


Figure 4 - Theoretical network diagram presenting the potential for hubs to enhance rural mobility



Cross-border opportunities should also be considered as part of the agglomeration opportunities. The MC area spans many local authorities with neighbouring local districts, sub-national transport bodies (STBs) and a national border with Wales. Strategic opportunities and users are not limited by geographic/political borders; therefore, agglomeration benefits should not be limited in the same way to maximise the potential benefits of the hub. As such these borders should be seen as an opportunity rather than barrier. In such cases, early engagement with neighbouring bodies would be beneficial to encourage early buy in to the hub concept.

All considerations can move forward to Step 4.

4.2.4 Step 4: Identify broad rural hub locations

Step 4 identifies the broad hub location for site selection, taking into consideration the conclusions of Steps 1 – 3 to this point to then consider the rural typologies and hub objectives. This will effectively enable the allocation of hub typology concepts to individual places. Practitioners should identify which rural typologies (as outlined in Step 2) require support in the strategic context.

The hub functions are presented in **Table 3**.

Table 3 - Hub functions

Hub functions	Bring services to communities and providing access to users
	Agglomerate community, mobility and commercial services
	Increase access to locally-specific personal and organisational activities and needs
	Facilitate the aggregation of activity around highly accessible locations
	Provide traveller information and facilities though an integrated manner (physically and digitally), and support the aggregation of traveller demand
	Provide technology, communications and physical infrastructure to support services
	Provide energy needs to support services including decarbonised energy
	Integrate services under viable and locally appropriate commercial and operational models
	Adopt a modular approach to allow flexing of assets and services
	An easily recognisable community asset

The hub objectives are presented in **Table 4**.

Table 4 - Hub objectives

Society & the economy	1. Increase the strength of rural communities and economies
	2. Reduce rural isolation by increasing access and choice for all types of rural area and segments of society
	3. Integrate and provide an open market for public, private and community services
	4. Have long term viability with commercial and operational models appropriate for their specific conditions
	5. Provide a setting for innovation and new technology in the provision of rural services

Accessibility	6.	Promote sustainable travel, including walking and cycling, for short journeys
	7.	Sequence the use and operation of mass transit for longer journeys and reduce dependency on private cars, recognising the need for people to travel for work and pleasure
Environment	8.	Support the transition to net zero carbon
	9.	Improve the built and natural environment and place-making
Safety & wellbeing	10.	Be safe and secure for all the community

To move from the strategic to the local context, when considering the components of rural hubs, it is critical to first consider the needs of local communities. This will be driven by the characteristics and demography of the local population. For example, the broad functional and mobility needs of the elderly population will differ from those of a young family. Understanding the needs of different populations will help inform the services, facilities and modes to be provided at different hubs. To aid in this process, personas support the identification of the different community needs.

The different demographic groups in the rural community need to be understood to define the dominant rural population personas within the area. The practitioner (for example the local authority) is best placed to the understand and identify the different demographic groups and needs of the rural community through its local knowledge and via engagement with the population and stakeholders. At this stage, the potential catchment area should be considered to identify the potential scale of population that may use the rural hub. The rural typology of the location is likely to influence the catchment area of the rural hub, for example a hub in a rural town is likely to have a larger catchment than a hamlet hub (based on distance to similar typologies).

A potential dataset that could be used to assist this population analysis is Experian Mosaic data. As part of this study, Experian Mosaic data has been used to understand the different demographic groups that make up rural communities across the MC area. Experian's consumer classification data provides an understanding of the demographics, lifestyles and behaviour of all different communities across the UK. An alternative similar dataset is CACI ACORN, which is available to Midlands Connect partners should they not have access to Experian Mosaic data.

The practitioner should now identify the dominant personas in the rural typology. The dominant rural personas within the whole Midlands Connect area were identified using Experian Mosaic data; and are presented in **Table 5**. The results show that the identified personas make up 82% of the rural areas within the MC area. It should be noted that the persona descriptors are those identified in the Mosaic dataset.

Table 5 - Dominant rural population personas

Persona[2]	Population	Proportion of total rural population within MC area
Satellite Settlers	242,576	12%
Village Retirement	220,310	11%
Wealthy Landowners	191,472	10%
Outlying Seniors	184,446	9%
Local Focus	166,809	8%
Scattered Homesteads	151,415	8%
Aspiring Homemakers	142,745	7%
Prestige Positions	120,364	6%
Rural Vogue	118,953	6%
Domestic Success	117,995	6%
Total	**1,657,085**	**82%**

The different demographic and consumer groups in the rural community help to understand the broad hub location and demand for varying types of transport modes. For example, Digital Demand Responsive Travel (DDRT)/shared mobility is often targeted at captive users (typically older and often digitally excluded). DDRT can often be more suited to specific user groups including the young population, economically active and IT literate. Therefore, understanding different demographic groups maximises the market opportunities for rural hubs and usability of potential mobility choices.

An assessment should be undertaken of the scale of typology that each need is likely to be met in order to select the envisioned hub typology. For example, higher education establishments are likely to be found in towns, rather than villages or hamlets. This will inform the types of services and facilities that may be required in different rural hubs and locations.

Stage Gate 1 – Do the hub location (s) align to the strategic objectives?

At the end of Stage Gate 1, the practitioner should understand:

- The strategic need for rural hubs has been identified.
- The location has been confirmed as rural.
- Potential opportunities to agglomerate activity have been investigated.
- The broad locations of specific town/village/hamlet/settlement/standalone site for the hubs have been identified.
- The needs of local rural communities have been considered, driven by the characteristics of the local population.

[2] To note, the persona names are developed by Experian. For consistency and each of referencing in the future, it is suggested that they be maintained.

4.3 Stage 2: Local level concept

Stage 2(Steps 5 to 8) seek to provide a sense check on the achievability of the rural hub through analysis at a local level.

The local level concept is the key stage to consider 'core standard' and gold standard' opportunities for the rural hub:

- A ***core standard*** – The minimum 'must do' requirements of the hub in order to meet its 'core' requirements
- A ***gold standard*** – The 'higher value' option including the 'must do' requirements of the hub, as well as the 'should do' additional considerations

It is important to note that all stages and steps should be undertaken regardless of the 'standard' of rural hub to be developed. The subsequent steps in each stage are used to differentiate the 'standard' of hub, which may differ by maximum – minimum provision, for example, of:

- Spatial priorities – In terms of the ability to share space, designated areas for components, networks of hub or individual hubs.
- Strategic priorities – In terms of supporting particular user groups/personas, policy
- Funding availability
- Deliverability – Considering different options in line with the associated dependencies and specification of the hub
- Community involvement and consultation

4.3.1 Step 5: Identify potential rural hub components

Hub components are identified based on the hub functions, objectives and understanding of needs of rural populations; with potential hub components segmented into the following categories:

- **Community functions** – basic community services or functions that could be provided in a hub and delivered by community groups, e.g. a library.
- **Commercial functions** – basic commercial services or functions that could be provided in a hub, e.g. office space.
- **Transport modes** – a range of transport modes that could be integrated in a hub.
- **Facilities** – basic facilities to be provided, e.g. shelter, lighting, traveller information, etc.

Based on the strategic contact analysis and the objectives identified, practitioners should identify which hub components would be most suitable and beneficial in relation to the broad hub locations selected in Step 4.

Having identified the rural population personas within the broad hub location, the likely personal and business activity needs of the local rural communities should be considered for the required hub components. Practitioners should analyse the catchment population (Step 4) within their broad hub locations based on the community needs.

The distribution and scale of the rural hubs should also be considered whereby sequenced tiering of the individual local needs should be undertake to support the core/gold standard standards. The distribution and scale of the hubs can comprise various differing elements including:

- Commercial and community services
- Transport facilities
- Existing transport modes including service quality and frequency

- The needs of the rural community
- Improvement of existing / providing new hubs

Building on from this, there are various potential hub structures including, but not limited to:

- Singular hub comprising various activities/services
- A central 'hub of hubs' with various 'spokes' connecting to it
- An integrated network of smaller hubs

It should be noted that the catchment area is not prescriptive as part of this guidance and should identified on a case by case basis. The catchment area should be influenced by the rural typology and the local context of the rural community (see Step 4), but also consider the potential hub components, transport links and historic or existing administrative boundaries.

Using the persona analysis it is possible to consider the propensity of each persona to use the components, functions and modes proposed (on a case-by-case basis) at the rural hub. This may be undertaken using Experian Mosaic or CACI ACORN analysis outputs.

The propensity results provide an indication of the market for the hub services. This includes the modal propensity, by identifying a range of attributes that make modes attractive to potential users. This can provide an understanding of the maximum potential market and demand that each mode may support in a hub catchment area.

The Phase 1 study identified that the 'bundling' of demand for services can address poor bus and rail patronage and can stimulate innovation and deliver of new modes/services, such as car-share schemes. Bringing together a range of services including transport and health at 'hubs' may help counteract isolation at the same time as tackling rural access and health issues, and support entrepreneurs and small business growth. The aggregation of demand can also aid in stimulating economic activity and thereby support the resource model for the hub.

The analysis undertaken as part of Step 5 should be used to identify potential 'anchor' component(s) based on the identified hub type. A hub can accommodate several types of use; however they may be 'anchored' around a core function. For example, a healthcare hub with a GP clinic as the core function, or a community hall, could be the 'anchor' around which other services or functions are provided. It should be considered if this anchor function is core to the hub spatially, in regard to the type of building or location, or temporally in terms of the core service provided most regularly at the hub if the hub is likely to be multi-functional. Further consideration of the preferred site for the site and anchor is provided in Steps 9 and 10 as the site requirements are further defined.

4.3.2 Step 6: Establish strategic and spatial priorities based on objectives

Step 6 provides the key step in further considerations of the 'core' and 'gold' standard of the hub, whereby the practitioner should establish strategic and spatial priorities based on the priorities of the hub components. At this stage this process should be undertaken through a sifting exercise against the defined hub objectives. The hub objectives should be developed into 'SMART' objectives, these being:

- Specific
- Measurable
- Achievable
- Relevant
- Timed

Each objective should have a measurable indicator that can be used to undertake an evidence-based assessment of the objectives, reducing subjectivity. These measurable objectives will feed into the monitoring and evaluation planning of the hub in Step 15, providing continuity through the lifecycle of the hub development.

The objectives assessment should be undertaken as a minimum, with consideration also given to the sequencing of the strategic and spatial needs including: stakeholder engagement, additional data analysis as required, funding availability and commercial viability understood at this stage.

The sequencing of the strategic and spatial positioning of the hub will then identify the short list of 'core' hub components required for the 'core standard'.

4.3.3 Step 7: Hub operational specification

Based on the core hub components identified to date, Step 7 develops the concept for a hub operational specification, based on a series of questions to develop the initial service hub concept. It should be noted, that this hub development process is iterative, as there may be need to change the resource models or find new services to add to the hub over time. The hub needs to be designed with future change in mind from the outset to keep the hub resilient and future proof.

Considerations as part of the hub operational specification are presented in **Table 6**.

Table 6 - Hub operational specification questions

1. Do the components complement each other?	What makes a hub "stick together" as a functional concept, rather than a series of separate, unrelated components? For example, a pharmacy paired with a healthcare hub and community counselling space or other outreach services.
	The key for the hub is to think across organisational, functional and sectoral boundaries. Designating a hub space means that the hub can reach across public, private and third sector uses and blend the time, space and resources dedicated to each sector's use.
2. Can multiple components be delivered using the same operational resources?	Where components share a common operational delivery model, could they also share an operator?
	Could multiple private sector services be delivered by a single entity, or via a combined retail portal/outlet?
	Could multiple third-sector functions be fulfilled by volunteers who have been through a single training programme? For example, a site coordinator for on-site facilities and activities or a community retail assistant.
	Could multiple public sector services be delivered by a person with a particular job role? For example, counselling, administration or medical services.
	Could a public transport operator, either public or private, operate a facility which manages multiple site functions?
3. Can the components share physical space and/or kerb access?	Can designers assess where functions could combine physical space or kerb access? For example, an outdoor enclosed area could provide dining and/or retail space for both private and third-sector retail vendors, market stall, and/or fitness or leisure classes.
	The practitioner should use this evaluation to develop an outline list of physical and spatial needs; this forms the basis for a physical hub specification including the amount of building, land and kerb space needed in total.

	If there is potential for the hub to provide mobility and transport elements, the practitioner should consider whether there is sufficient kerb side space to accommodate for variable and unscheduled transport modes facilitating arrivals and departures from the rural hub.
4. Can the functions change throughout the day or week?	Could the hub provide flexibility to change during a day and/or week, or even seasonally or over time? This could be across different operations and benefit the hub commercial case, both overall and for each individual hub partner and component.
	The practitioner should use this evaluation to develop an outline plan for daily and weekly operation.
5. Can the components change throughout the year, or can functions be changed seasonally**?**	It is possible for hub functions to change on a longer timescale aligned to seasonal needs. Such functions which may change throughout the year, or change seasonally may include: tourism, mobile retail and sheltered/unsheltered space and facilities.
6. Does an allowance for future change need to be allowed?	Now that the practitioner knows the minimum spatial and temporal elements of the hub operational specification, they can add an allowance for future enterprise change, such as change to the existing hub functions, or future pilots, pop-ups, start-ups and business/technology trials.
7. Does the hub have an emergency planning role?	There is potential for hubs to have an emergency planning role, designers need to consider what that role could be and in what event, such as COVID-19 or flooding.
	What functions and components could support that role and what the operation implications would be?

At the end of these questions, the practitioner should assemble a specification for a hub including:

- Physical spaces/structures and kerb space needed
- Temporal plan over day, week, year, long-term
- Potential combined operational models

The methodology of hub operational specification is not defined in this guidance, as there may be multi parties and tasks involved to gather the required information across all considerations. It is recommended that a workshop is undertaken as an initial task to bring together initial considerations and the relevant parties at an early stage.

The hub operational specification in Step 7 provides the initial considerations to assess the operational dependencies of each hub component.

4.3.4 Step 8: Hub operational model assessment

Using the insight generated through the process so far, the practitioner can identify the operational dependencies of each proposed hub component. This will provide an overall picture of the types of resources which can be shared across the hub site to shape the hub strategy and resource model.

The practitioner should list each component along with a column entry for the innovation allowance. The innovation allowance will reflect the very early stage thinking, but is important to shape the initial specification of how future enterprises will incorporate into the hub. An assessment should be made of the following dependencies upon which the hub and its components will rely:

- Infrastructure
- Energy
- Technology
- Data & Communications
- Human Capital

The hub operational model assessment provides a rapid assessment, highlighting where a component cannot share resources, and may require its own individual operational and/or resource model. It also allowed consideration of whether the hub is the best location for a specific component's delivery.

Where a component can share resources, its synergy with other hub components could potentially lower the barriers to entry for all the components in the shared model, due to the lower collective resource need. The components which share resources must be proactively managed through early engagement and shared strategic and operational partnership agreements, especially where there is a blend of commercial and non-commercial components.

Along with the "separate vs shared" comparison noted above, other variants in between are also possible. This could include where two or more components may be able to mutually self-support/cross-subsidise each other operationally and/or commercially, but this set will not share operations with other components. Another variant could include components external to the hub which may be able to contribute goods, services or personnel to fulfil desired hub functions, where a particular resource or need is shared across multiple components.

As part of a hub's interdependencies, digital connectivity is key to enabling operations across a growing number of components in the current digital age. This includes considering the contention levels, actual usable bandwidth and latency of existing connectivity.

An on-going exercise is being undertaken to obtain current levels of high quality digital connections (4G+) across the Midlands, and, once available, can be used to provide greater accuracy in the existing network availability at potential hub locations. High specification digital connectivity (in terms of latency and bandwidth) should be analysed where there is a need for the package of components.

The hub operational model assessment is a dynamic tool, rather than a final assessment, and should be version-controlled as the design changes. It is a way to visually understand projected or potential interdependencies and dependencies to help practitioners identify constraints and opportunities, as well as an insight into potential engagement and procurement options.

The hub operational model assessment would serve as a core tool for integrating the current proposed hub functions, as well as potential future hub functions, as the hub evolves for new users and changing environments. It can also provide a convenient visual reference for transparency and garnering political and community support: anyone viewing the assessment can see how the hub promoter is making best use of resources to deliver the value for the community and reduce costs.

Stage Gate 2 – Sense check on achievability.

At the end of Stage Gate 2, the practitioner will have come to the following conclusions:

- Overall hub concepts
- Core and gold standard list of hub components
- Understanding of the overarching hub operational specification
- Identified dependences and the impact on the hub operational specification

4.4 Stage 3: Site specific analysis

Following on from the local level examination of achievability, the site-specific analysis comprises two steps to understand the feasibility of the site.

4.4.1 Step 9: Identify potential sites within the area

The evaluation of potential sites follows on from the development of the operational model, to identify specific locations building upon the broad hub locations. Step 9 considers the following questions:

- Where are hub components already provided?
- Does existing provision meets the needs of the market?
- Is there an existing service provision (village hall, shop, church, etc) that could be extended or used to support a rural hub? This could also provide greater viability for the existing service.
- Can any additional components be added to the hub?
- Are there other locations available which could the basis of a hub site?
- Could there be displacement impacts of the hub in any of these locations?

This step involves a level of desk-based research and local knowledge to understand the current situation in the local area related to existing provisions and where components exist. Consideration of where additional components can be added to the hub, reflecting on Step 6 and the assessment of the strategic and spatial priorities of the hub, as well as whether a gold or core standard is required. Further analysis may be required to understand alternative locations for the hub and as well as displacement analysis, including the potential financial implications of these changes.

4.4.2 Step 10: Select site and anchor

Once a number of potential sites are identified, further analysis should be undertaken to select a site and 'anchor' for the hub. It is important to note that that a hub can be developed as a new building or within an existing building/provision, such as using an under-utilised village hall or extending a village shop.

This analysis should include sequential testing against objectives, components and dependencies, as defined in the earlier stages of the process, and is likely to benefit from further stakeholder and public consultation.

Hubs can accommodate a range of local level activities, varying by location, with examples of 'anchor' functions presented below, but not limited to the following, each of which could be extended to accommodate additional hub uses:

1. **Healthcare hubs** – an NHS trust or commissioning group and/or private healthcare body provides physical building space and ongoing operations and maintenance.
2. **Co-working** or **workplace hubs** – a private company or a public body builds/expands a facility which provides co-working and/or flexible office space.
3. **Transport hub** – a transport operator, transport infrastructure provider, or a public body builds/expands and operates physical hub infrastructure that integrates a range of transport modes.
4. **Community** or **local hubs** – a third sector entity or public body provides a facility, public realm, and/or infrastructure to provide space for a range of community focussed activities.

5. **Park and ride hubs** – a private company or a public body may provide parking facilities.
6. **Delivery hubs** – a private company or public body may provide provision, such as lockers within an existing building or space. Goods may then be distributed from the hub through a community/volunteer initiative.

Specific details and requirements for the anchor use should be considered at this stage. For example, a shared mobility transport hub which seeks to support transporting the public via sustainable modes should take into consideration various factors. The checklist for shared mobility should include:

- Identify if an area is suitable for shared mobility (underserved by conventional public transport, demand/need for transport modes alternative to the private vehicle)
- Assess the intended market (work, shopping, leisure) and users (captive, choice, high value users, vulnerable users for example those needing to access healthcare)
- Design the operating model based on the area typology and users (interchange with fixed public transport, substitute/replace fixed public transport, integrated/blended with existing public transport)
- Decide on the commercial model (kick start, commercial revenue, third-party support, developer contributions)
- Agree on subsidy level and 'value for money' (acceptable subsidy, justifiable higher subsidy, no subsidy)

An anchor use may not be able to form be the entire basis for the resource model, but it could provide a subsidy function, physical space, and/or operational support. It is important to note that the anchor use may already exist; therefore, the addition of auxiliary uses that further meet the needs of rural communities offer the potential to expand the existing single anchor into a rural hub.

Stage Gate 3 – Do we have a feasible site?

At the end of Stage Gate 3, the practitioner will have come to the following conclusions:

- Identified a potential site for the hub location
- Determined the 'anchor' function for the site based on local context.

4.5 Stage 4: Evaluating the resource model

If the hub is feasible, please move to the fourth stage which analyses the delivery model. These steps aim to understand if the hub has a feasible resource model in the long-term. A resource model considers the delivery, operation and maintenance of the hub from inception.

4.5.1 Step 11: What is the resource model for the hub?

The resource model for the hub should consider the following questions as outlined below. There may be the need to consider two or more potential commercial delivery models. In this case, it is up to the practitioner, through agreement with others, whether to select a single model at this stage or retain all options through the end of the process.

What is the resource model for the hub?	○What are the potential resource models for each component? ○Which components will use which resource models?
Roles and responsibilities	○Can the hub be delivered by a single party or will it be delivered by multiple organisations ○Who could the lead organisation be? ○Who could the partners be and what will their relationship be to the lead organisation? ○What is the role of the local authority? ○Planning and consent
Funding	○What funding is available for development, delivery (construction, set up etc) and operation? ○What income streams are there from each component and elsewhere? ○Which components will contribute to the funding? ○Will the hub be self-financing or will it require support?
Overall resource model	○What is the overall resource model for the hub? ○What are the procurement options? ○Resource model assessment against key success criteria

Details of the considerations for planning and consent for the hub resource model are included as part of **Appendix A**.

4.5.2 Step 12: Roles and responsibilities in the resource model

Not only will the practitioner need to consider whether individual components can be delivered by a single party, they will need to consider the hub in its entirety can be delivered by a single party of through a multi-party arrangement with partners. This assessment will need to consider whether any one organisation has the technical capability to operate all components. This stage will also need to consider what legal agreements will be required between the operator and sub-operators.

The lead partner may be different to the operator of the anchor component and while the anchor may form the focus for activity at a hub, its operator may not have the capability and be willing to expand its remit to operate the entire hub.

The range of components identified within the hub operational specification should help to identify the potential range of partners. Overall, the following provides an indication of the range of potential partners in delivering hubs across the range of potential functions. The following diagram provides a number of examples:

Community functions	•County or unitary councils •Parish/town councils •NHS organisations •Community or charity groups •Private sector
Commercial functions	•Retail businesses •Mobile service suppliers •Leisure and tourism providers •Commercial space providers •Utilities providers including communications, renewable energy, parcel locker •Developers as part of new developments
Mobility modes operators:	•Ride-sharing operators •Bicycle, cargo bike and e-scooter share companies •Bus, Digital Demand Responsive Transport and coach operators •Car club operators •Network Rail and Train Operating Companies •Highways England

Local authorities are likely to have a pivotal role in the delivery of hubs. The underlying purpose of local authorities is to support and improve the well-being and quality of life of their residents. In particular, their roles in delivering the following service areas means that they can be central to the development of hubs:

- Economic development
- Spatial planning
- Mobility
- Education
- Public health and social care
- Environment
- Tourism
- Emergency planning
- Community development

4.5.3 Step 13: Funding

Funding will be required across the hub lifecycle. The practitioner will need to identify funding for each stage from the range of sources available depending on the components proposed.

An analysis of the components should reveal what potential income streams there may be directly from the hub operation. There are potential further ancillary income streams which could support the development, delivery and operation of hubs.

The practitioner will need to undertake an assessment of the potential operating costs of the hub alongside the potential revenues to assess whether the hub could be self-financing. This will need to be considered alongside the operational model and wider resource model analysis to assess which components can be operated under one model with all income and costs considered together. This will then need to be considered alongside the other forms of income contributions that could be provided by other components and ancillary activities.

Planning funding mechanisms may be used but will typically have to be underpinned by case for need or policy imperative. Sources will include:

- Section 106 agreement (strong policy support required to justify financial contributions)
- Community Infrastructure Levy (CIL) – Government guidance already says that CIL can be used on infrastructure that benefits a wider area e.g. a transport project where a LA is satisfied that this would support the development of their own area
- The reforms to the planning system proposed in the August 2020 Planning for the Future consultation document and the proposed scrapping of Community Infrastructure Levy and Section 106 agreement contributions and their replacement with an infrastructure Levy based on land value could provide a boost to funding for local authorities
- Integration of public sector budgets such as health, education and public transport, e.g. 'Total Transport' which pools resources by linking up bus services with other road transport services, such as school transport

In the context of utilising Section 106 agreement, it will be useful to consider what policy requirements the local authority already has. For example, in relation to transport contributions for new developments that justify seeking financial contributions or obligations to construct hub infrastructure. It may be possible for the local authority to introduce policy support which in turn allows developers to be released from obligations to pay transport contributions and instead provide a hub.

4.5.4 Step 14: Overall resource model

Using the resource model assessment, the hub operational specification, and the strategic context, the practitioner should assess a "whole-ecosystem" business model for the hub delivery. This assesses how the components which make up the "whole" hub can be greater than the sum of its parts.

As with much of the process to develop a hub, the procurement process very much depends on the components included in the hub but also who will be operating it. Procurement may also be wider than simply the operation of particular components and could cover the development and construction process from developing the strategy that identifies the need for hubs thorough feasibility and design and from statutory procedures and construction through to ongoing programme management and maintenance. The extent to which procurement is required will also depend on the resource model.

There would be significant differences in procurement approaches between public, private and third sectors as the legal constraints on each are very different. Early market testing will be key to identifying whether any procurement is actually required, and if it is, which approaches would be most appropriate in a specific case.

Appendix B provides further detail on further commercial considerations that the practitioner may need to consider, including advice on:

- Concessions or Managed Hubs Solution
- Procurement law: OJEU or framework
- Procurement law: working with other public sector bodies
- Procurement law: allowing for innovation
- Procurement law: dealing with charitable/community trusts
- KPIs and maximum pricing – price control: competition law
- State Aid

The practitioner should evaluate the hub operational specification and resource model assessment against the key success criteria checklist in Table 2. This early stage design may not yet satisfy all key success criteria, but this qualitative evaluation should be repeated as the design detail is developed, to holistically assure a high-quality design.

Stage Gate 4 – Do we have a feasible resource model?

At the end of Stage Gate 4, the practitioner will have come to the following conclusions:

- Identified the resource model for the hub
- Considered the roles and responsibilities in the resource model for the hub
- Considered capital and revenue funding arrangements for the hub

4.6 Stage 5: Evaluating hub delivery

If the hub is identified to have a feasible resource model, the process should continue to Stage 5. Stage 5 evaluates the delivery of the hub in terms of the initial assessment to the hub start up, as well as consideration to monitoring, evaluation and review.

4.6.1 Step 15: Initial feasibility assessment for the hub start up

Following the resource and commercial considerations of the hub in Stage 4, a workshop should be undertaken to establish the parameters of the hub delivery governance structure and programme management.

A project programme should be considered to set out a road map for key milestones and timescales from the start-up of the rural hub through to opening and maintenance. A key target date for the delivery of the rural hub should be identified to enable realistic timescales to be planned for in advance.

A business plan should be developed for the hub to maximise and manage its commercial offer and delivery. The business plan will set out the strategy for the hub, identify potential issues, measure progress and support the future-proofing of the hub, covering objectives, strategies, sales, marketing and financial forecasts.

Key potential risks and issues should be recognised to understand the barriers to delivery of the rural hub and how to potentially overcome and mitigate such risks through risk management. This provides an opportunity to reflect on whether the risks and issues presented could impact on the realistic and practical delivery of the rural hub.

Should the development of the rural hub proceed, risks should be managed and reported throughout the life cycle of the rural hub project to identify the latest scope of risks associated with the project.

A monitoring and evaluation plan should be established for the hub during development, in line with the SMART objectives set out in Step 6. In line with the Department for Transport's best practice Monitoring and Evaluation guidance, consideration should be given to 1 year post opening and 5 years post opening measurable targets for the hub in line with the objectives.

Consideration need to be given to the management of the monitoring and evaluation, if this is to be local authority managed or by the hub operator.

4.6.2 Step 16: Review and confirm hub selection

Step 16 presents the final step is the hub selection process chart guidance. Having completed steps 1 to 15, this last step seeks to re-evaluate the outcomes of these previous steps and reflect on the rural hub product that has come through the process chart. It is important to take account of all steps and stage gates throughout the process chart and make an overall summary of the rural hub that has been developed. The rural hub outcome of steps 1 to 15 should then be reviewed against the alignment with the key success criteria and objectives to make a final decision if the rural hub successfully passes the guidance and should be considered for development.

5 Next Steps

5.1 Rural hub guidance

The purpose of this guidance is to meet Midlands Connect's objectives to:

1. Develop a set of detailed guidance for practitioners (such as local authorities) on how to firstly seek the right location/conditions for a rural hub and secondly how to make the proposition commercially viable.
2. Identify a number of broad opportunities across the Midlands where hubs might be brought forward.

This guidance and the process chart provide the initial toolkit to identify rural hub opportunities in the MC area. The guidance takes practitioners through 16 steps, spread across 5 stages, to identify the market and location for a rural hub, its appropriate components, the dependencies and the potential resource and operational model.

This guidance has first been trialled against a number of pilot areas that range in geographic location, size and characteristics. This process provides further assurance that the guidance is suitable for application across varying rural typologies of the Midlands Connect area.

5.2 Opportunities

As part of stakeholder engagement for rural hub development, there would be merit in neighbouring authorities and practitioners to liaise in the development of hubs to maximise agglomeration opportunities and the use of shared services.

Outside of the individual community needs, there are regional wide issues which should be addressed. For example, many of the Midlands rural areas do not currently benefit from comprehensive mobile and high-quality broadband coverage. Such dependencies as internet access are critical in the reliant operation and communications of all hub developments going forward.

Further opportunities to consider going forward include:

- Moving to electrification and supporting the carbon agenda in rural areas.
- Position hubs to support inclusion of the hidden social and economic inequalities in rural areas.
- Review of the evidence and potential gap for hub location analysis.
- Wider funding and resource opportunities to move hub development forward (including funding outside of public sector transport funding).
- Long-term impacts of COVID-19 and Brexit.

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Appendix A: Further planning and consent considerations as part of 'Step 11: What is the resource model for the hub?'

Further planning and consent considerations as part of 'Step 11: What is the resource model for the hub?'

Planning

In addition to the above, the statutory basis on which planning decision making is made is underpinned by the legal requirement for land use policies to be a primary consideration. The scope of the hub components and the matters that need addressing in their design will be informed by national and local land use policies. Local planning and transport policies need to be aligned in order to ensure that such proposals are successfully delivered.

The local planning authority will also want to align public realm planning policies and environmental planning policies (such as achieving net zero carbon) with planning and transport policies to ensure coherence and a holistic policy context to inform development proposals.

Changing policy takes time. A quicker solution in the interim will be to look at the use of Supplementary Planning Documents. These can be used to provide detail around integration of rural mobility hubs into development proposals by leveraging off existing national and local planning, environmental and transport policies which will either expressly or impliedly support such proposals.

It will also be helpful to identify express support within existing national and local planning policies for mobility hubs e.g. the National Planning Policy Framework (NPPF) already supports high density around "commuter hubs" that justifies rural mobility hub concepts.

To ensure maximum and unequivocal support, the hub concept needs to be clearly defined in planning policy. Consideration in local planning policy formation and development proposal including masterplanning has to be given to which the hub concept is suitable to a particular location:

- Will there be a mix of Rural/Market Town hub, Village hub, Hamlet hub, Standalone hub and Rural Interchange hub?
- Policies will have to be drafted to ensure that the best hub concept is built in the most appropriate location.
- An understanding of the components of each hub concept will also determine the extent to which a development proposal has to be adapted and guided by policy e.g.
    - Public transport
    - Non-public transport
    - Mobility related components (bus, tram, rail, demand responsive mini-buses, ride hailing, car charging points, bike parking, bike repair, digital pillars, child car seats)
    - Non-mobility facilities and services (cafes, co-working space, community facilities, retail safer crossings, step free access, waiting area space, covered seating, Wi-Fi, phone charging)

Assuming that each hub proposal will be determined as an individual planning application with each hub potentially comprising different elements, it will be desirable for the local planning authority to have a defined hub consenting approach for all hub concepts rather than for it to be approached on a piecemeal basis.

Site assessment will be important from a planning policy perspective. The local planning authority should consider undertaking at an early stage an assessment of local land uses to inform policies and to inform the most appropriate hub concept in any given location. This includes an analysis of:

- How local land uses can be integrated with existing public transport modes
- Identification of gaps in existing transport modes particularly public transport serving various land uses
- Whether local land uses can be redesigned to reduce private car space
- Consider how hubs tie in with public realm improvements and the provision of non-transport services to support the locality

Identify risk that land uses and land use policies pose e.g. have to be mindful of the paradox of intensification where higher density development close to public transport hubs can lead to congestion in specific sites.

Ease of delivery will be highly relevant when considering individual locations. Will any existing permitted development rights be wide enough to cover the proposed development/change of use for the hubs? If not, express planning consent may be required. The local planning authority should consider whether it may be attractive to fast-track that process e.g. via a local development order. It will also be necessary to consider whether Traffic Regulation Orders (TRO) are required.

Consenting

Aside from the need for planning permission for the development of hubs or change of use into hubs, consents may be required from the Environment Agency or Natural England for either environmental or wildlife consents depending on the location of a rural hub and the scope of the rural hub concept.

Where works are required to the public highway, consent from the highway authority under Section 278 of the Highways Act 1980 may be required where works are proposed to the public highway, concept may also be required for Highways England in relation to works to highways under their control.

Further, minor highway consents may be required for works to verges, the creation of highway crossovers, and the placing of cables and other infrastructure under highways. Responsibility for obtaining any relevant consents will depend on who has primary responsibility for delivering the hub proposal.

For assets placed in, on or under the highway under Section 50 of the New Roads and Street Works Act 1991 an asset register will have to be maintained by the street works authority.

All of these statutory consents carry with them cost risk and it is standard for highway authorities to require indemnification for claims arising out of any such works. For all hubs or on street charging there is a potential public liability risk. For example, in relation to on-street charging points the tethering of cables may cause trip hazards. Consideration will have to be given to whether standard highway consents adequately cover such risks and if not bespoke consents will have to be drafted.

Conditions applied to planning permissions for residential or commercial developments may be appropriate to require small scale rural hubs to be provided, or for developments to be future proofed through requiring the installation of cables and other infrastructure in anticipation of the later delivery of a rural hub by the local authority or a third party. In terms of large-scale rural hubs, particularly any which are not directly associated with other development proposals and which are stand-alone commercial propositions, the detailed requirements will be set out in planning application documents, and the phasing of delivery will no doubt be addressed through agreements under Section 106 of the Town and Country Planning Act 1990.

Appendix B: Further commercial considerations as part of 'Step 14: Over all resource model'

Further commercial considerations as part of 'Step 14: Overall resource model'

Concessions or Managed Hubs Solution

If a concession route is selected, it will very likely be subject to the procurement rules – specifically the Concession Contracts Regulations 2016 ("**CCR 2016**").

The CCR 2016 is more flexible than the full procurement regulations (PCR 2015) but will require MC to follow a clear process.

Regardless of whether the PCR 2015 or CCR 2016 apply, the procurement requires careful planning and it is good practice for this to include detailed, well-planned market engagement to ensure the market is warmed up and able to meet the practitioners needs. Some LAs may seek to avoid the CCR 2016. However, this creates a number of risks and it is recommended against such avoidance strategies unless considerable care and good justification apply. This is because:

- It creates risk of procurement challenge (either through the courts or politically)
- It is harder to demonstrate clear value for money
- It creates increased state aid risk

It is recommended that the next step is for the practitioner to engage with its procurement resource (to the extent that it is not doing so already) and plan the approach to market engagement the wider procurement strategy on the project.

The use of the new CCS Framework may be a potentially useful option in considering EV charging to save time and cost during the procurement process. However, given the bespoke nature of rural hubs and the wider variety of service provision, care should be taken to ensure that the selection process is properly focussed on the project specification and matching the right tenderers to that. This would be rather than potentially compromising on that choice in pursuit of what is perceived to be a faster and more efficient route for procurement of services.

Procurement law: OJEU or framework

The practitioner may run a full procurement under the CCR 2016, starting with advertisement in the OJEU (advertising arrangements will change if started after 31 December 2020).

Alternatively, the practitioner may elect to run a process under an appropriate framework or dynamic purchasing system ("**DPS**"). For example, Crown Commercial Service set up its Vehicle Charging Infrastructure Solutions (VCIS), a DPS which runs to April 2024.

Procurement through a DPS or framework can be quicker than full procurement and less labour-intensive as basic documentation is already in place. However, DPS and framework agreements have limitations. In particular:

- The scope can be too narrow. In the case of CCS's VCIS, the specification includes vehicle charging infrastructure, funded either by the supplier or the authority (including by lease) as well as some consultancy services. Any extension to the scope needs to be very limited to avoid procurement and state aid issues arising.

Before deciding to use a particular framework or DPS, it is important to carefully review the scope of services that can be called off, the contract terms, evaluation methodology and also whether there is a suitable range of suppliers to meet the practitioner's needs.

- Running its own procurement will enable greater tailoring to its own requirements. There may be greater opportunity to review supply chain and to look at social value (though the VCIS does have some opportunity for reviewing social value).

At the relevant time, it is recommended that the practitioner examines whether any existing DPS or framework (including VCIS) offers an appropriate procurement route, in light of the scope of the practitioner's requirements, the range of suppliers available, how the practitioner wishes to evaluate bids and its expectations regarding contract terms.

Procurement law: working with other public sector bodies

The practitioner will likely wish to work with other public sector entities. It will be important to ensure that the relationship between these entities complies with procurement law.

It is anticipated that it will likely be possible to structure the relationship between the practitioner and the other public sector entities to fall outside of the procurement rules on the basis that they are engaged in public sector collaboration that satisfies the so-called "Hamburg waste" test codified in CCR 2016, Regulation 17. It will be important to ensure compliance with the detailed (and rather technical) requirements of Regulation 17.

If for technical reasons Regulation 17 is not applicable, there are other options that may be available, such as ensuring the parties are entering a pure land deal (lease from the University / Hospital to the practitioner); or ensuring the value of the contract is sufficiently low to avoid the need for competitive tendering.

At the relevant time, it is recommended that the practitioner assesses whether any proposed relationship satisfies the requirements of CCR 2016, Regulation 17. If not, explore alternative structures.

Procurement law: allowing for innovation

If material changes are proposed to the concession contract, this may necessitate the termination of the contract and a new procurement.

This rule can inhibit innovation during the term of the contract. For example, in 2012, a London Borough Council faced an investigation by the European Commission due to a proposed switch to low energy light bulbs on its street-lighting PFI project.

To avoid this risk, it is important to ensure the advertisement and the subsequent contract foresee (so far as possible) future technology changes. The contract should provide a clear mechanism for change control, in particular setting out the scope of acceptable changes and an appropriate way of adjusting price (if relevant).

This change control mechanism needs to be far more detailed than in a typical private sector contract. During market engagement, consider what future innovation is most likely. Ensure the contract is drafted to accommodate this, for example through a tailored change control mechanism.

Procurement law: dealing with Charitable/Community Trusts

The practitioner may wish to engage charitable/community trusts to carry out some work, which, in principle, should be done through a procurement process.

There are exceptions to the general rule requiring the practitioner to run a procurement process. For example, it can avoid procurement when awarding certain low value contracts.

It is unlikely that the so-called Teckal exception (also known as the in-house exception) will assist. This is provided for under CCR 2016, Regulation 17, but is unlikely to apply because a trust's charitable status makes it very hard for the practitioner to demonstrate that it exercises over the relevant trust a control equivalent to that which it exercises over its own organisation.

In light of this risk, it is recommended that at the relevant time, the practitioner takes steps to determine what involvement it would like to solicit from individual charitable/community trusts and then determine the legal basis on which this may be achieved on a case by case basis.

KPIs and maximum pricing - price control: competition law

The practitioner may wish to control the maximum price that will be charged from any charging infrastructure or wider service provision to ensure it is affordable and encourages use of the hubs to drive amenity and deliver social and climate benefits.

Some care is required as in some specific circumstances price controls may result in breaches of competition law. Setting maximum pricing is likely to result in positive outcomes for consumers and for this reason is not expected to result in competition law difficulties.

This could change if the practitioner installs and operates hubs elsewhere (but not through the same concessionaire), in which case there is a significant risk of price coordination / price fixing resulting from the price cap.

The practitioner should evaluate whether in practice there is a risk of this arising. If so, it should consider what safeguards are appropriate to avoid being party to (or facilitating) anti-competitive behaviour.

The practitioner should evaluate whether in practice there is a risk of the anti-competitive scenario outlined arising. If so, it should consider what safeguards are appropriate to avoid being party to (or facilitating) anti-competitive behaviour.

Subject to being satisfied on this point, operators can be obliged to set pricing that promotes fair market competition, encourages uptake of EVs and breaks down socio-economic barriers to EV use and deliver carbon savings, as seen on other projects.

State Aid

It is presumed that the practitioner will put funding into the project to acquire sites / leases, to undertake groundworks and to establish grid connections. Since any infrastructure/services provided at any hub is likely to be in competition to some extent with privately owned infrastructure/services, the funding could constitute state aid and appropriate state aid cover is required to enable this.

There must be appropriate state aid cover for all those who benefit from the aid, and a detailed assessment is required. Parties includes:

- Local authorities
- Third party site owners
- The contractor(s) installing the infrastructure
- The operator(s) of the infrastructure
- End users of the infrastructure

In the case of EV charging infrastructure, it is noted that in principle, installation of local infrastructure is capable of exemption under the General Block Exemption Regulation ("GBER") where certain conditions are satisfied, and this recognises the importance of such infrastructure. Two key requirements of GBER that need to be considered are that:

- The operator must be selected under competitive procurement; and
- The price charged to end users should be a market price (rather than a subsidised price).

Appendix F

Proposed Bus Stop Quality Standards

	Greater Nottingham	Urban & Market Town	Rural Timetables Routes	Rural Demand Responsive	Expected Delivery Timescales
Timetable Style	Chronological where there are frequent routes. Stick maps.	Chronological where there are frequent routes. Stick maps.	Matrix Timetable	If there is a semi-fixed route	Mar-23
Fares Information	Yes - single, return & day ticket in print. Additional ticket information provided via a web link or QR code.	Yes - single, return & day ticket in print. Additional ticket information provided via a web link or QR code.	Yes - single, return & day ticket in print. Additional ticket information provided via a web link or QR code.	Yes - single, return & day ticket in print. Additional ticket information provided via a web link or QR code.	Mar-23
Contact Information	Yes	Yes	Yes	Yes - would also need to include information about how to book DRT service	Mar-22
Route Map/ Diagram	Yes	Yes	Yes	Something to include which villages are served and where can travel	Mar-22
Wider Network Map/onward journey planning	Yes	Yes	Yes (where shelter exists) and as QR code elsewhere	Yes - perhaps explanation about how DRT links into the fixed route network	Mar-23
Advertising	Where space - ticketing initatives etc.	Where space - ticketing initatives etc.	Where space - ticketing initatives etc.	No	Mar-22
Possible Other	• QR code to include takeaway timetable information • QR code to link to real time bus service data for stop	• QR code to include takeaway timetable information • QR code to link to real time bus service data for stop	• QR code to include takeaway timetable information • QR code to link to real time bus service data for stop	QR code could link to online DRT booking portal (if this is available)	Mar-23

Appendix G

Passenger Charter

DRAFT BUS PASSENGER CHARTER – KEY ELEMENTS FOR INCLUSION

Title of charter.

Geographical area, LTA, bus operators and service types covered.

Date of charter and 'valid until' date.

Statement about purpose of charter: what passengers can expect from their bus services and how to complain if their expectations are not met.

Statement that charter does not affect your legal rights.

Link to documents which spell out your legal rights such as conditions of carriage.

WHAT YOU CAN EXPECT FROM US

Safe, clean, comfortable buses

- Buses will be thoroughly cleaned inside and out every day. [any 'special' routes that may have more?]
- Buses will be maintained by skilled staff on a regular and planned basis to comply rigorously with all legal requirements.
- Heating, cooling and lighting systems will be checked on a daily basis; buses will not be deployed if these are not working
- Drivers will be trained on how to give customers a safe and comfortable journey, and what to do in case of an emergency
- All buses will be fitted with CCTV and we will follow the CCTV Code of Practice published by the Information Commissioner's Office. The presence of such CCTV equipment on a vehicle will be confirmed by the appropriate signage, such as a 'CCTV is in operation' at the point of boarding to give customers the option not to consent to CCTV before boarding.

Helpful driving team

- Drivers will undertake periodic training including customer service training.
- Drivers will wear a uniform and will be smart and clean in appearance.
- If for any reason your journey is seriously delayed, your driver will endeavour to tell you what the problem is and keep you updated to the best of their ability.

We aim to give you the best service

- We aim to run every bus on time, but sometimes there are external factors outside our control which may impact on service reliability. Our target is to run 95% of our services no more than one minute early or five minutes late.
- We will regularly monitor our performance and display the results of service reliability on the NCC [website, social media etc – whatever the 'central location' is], on a monthly basis.
- Any changes of route to services because of roadworks or other factors (such as special events), will be advertised at least a week in advance through the [central location] and operators' own websites, digital platforms and where possible on the buses.
- In the event of significant disruption to services, full details will be passed on to [central location] and will be fed through to real time information screens.
- We will regularly review the bus network with a view to meeting the growing needs of the residents of Nottinghamshire and reducing journey times where possible.
- We will work in partnership with other operators and the council to provide an integrated network.
- We aim for high passenger satisfaction levels and these will be monitored and published through [central location]. Our target is for at least 95% of our passengers to be satisfied with their bus service to be measured through the Transport Focus annual surveys.

Keeping you moving

- If your bus has not arrived within 10 minutes of the scheduled arrival time, please telephone us on X and you will be directed to the operator of that service. If the bus you wish to catch has departed early, been cancelled, or is significantly delayed, the operators may at their discretion:
    - Advise alternative bus service(s) that you could use to complete your journey, and refund any additional fares you have to pay if these services are not operated by us.
    - Send an alternative vehicle to collect you and take you to your destination, at no cost to you.
    - Book a taxi to collect you and take you to your destination, at no cost to you (using an authorised taxi operator, with a booking on our account, so no money needs to be paid to the driver).
    - Refund your fare with a voucher for a local day ticket.

- We will take one of the above steps if it was our fault that you were not able to catch your bus, the total delay to your journey will be 30 minutes or more (compared to waiting for the next bus) and the alternative transport will collect you sooner than waiting for the next bus.
- We will never leave you stranded due to early running, delays or cancellations. This includes situations where a problem with our service causes you to miss a connection onto another bus service.

Information about our services

- The ultimate destination and service number or name of the route/brand will be shown on the front of the bus, and the service number or name will also be displayed on the rear of the vehicle.
- Printed timetable information will be provided, and operator websites and apps will be kept up to date.
- Up-to-date timetable information will be displayed at all bus stops.
- Comprehensive timetables and maps will be published [in central location] and will be available at all bus interchanges.
- Where possible, notification of service changes will be available at least 21 days in advance through the [central location] and information will be supplied to customers, on request, by email and post. Notices will also be available on buses.

Fares & Ticketing

- Information on all fares and ticket products available will be [in central location] along with guidance on which will be the best product for you.
- We will offer contactless facilities on all buses.
- We will ensure that no passenger will be disadvantaged by travelling on more than one operators' services.
- Consistent products will be made available across the county and the same rules apply for travel no matter which service you travel on.

Inclusivity

- All buses meet the requirements of the Equalities Act.
- All new buses will have audio and visual announcements.
- Priority seating will be made available for elderly and disabled customers, as well as those with reduced mobility.

- We'll make reasonable adjustments to meet the individual needs of customers.
- All drivers will receive initial and ongoing training in customer service and disability awareness skills when selecting our staff.
- There will be an available helpline that can be accessed by people with disabilities, directed through [central location] where timetable and fare information can be accessed in accessible formats.
- Large print timetables, maps and departure lists for bus stops are available on request via [central location].
- Journey assistance cards are available to help people with disabilities make our staff aware of their needs.
- We have a scheme that allows people who use certain "class 2" mobility scooters to travel on our buses with the scooter following an assessment. Details of approved mobility scooters are available from the [central location], which can also provide access to the formal approval process and issue of a permit for travel required before taking a mobility scooter on a bus.
- Space will be available on each bus to accommodate the carriage of wheelchairs and prams. Alternative solutions will be provided for wheelchair users should a wheelchair space be occupied on the bus.
- To help you stop the correct bus at a bus stop, we can provide laminated A4 signs with bus route numbers on. When you hear a bus approaching, hold the sign up and if it is the correct bus, the driver will stop for you.
- Assistance Dogs are welcome on our buses, and travel free of charge.
- This charter will be made available in alternative formats.

Putting Things Right

- There will be highly trained Customer Service teams available to help you 7 days a week available.
- All complaints will be acknowledged within 24 hours and we aim to provide a full response within five working days. If we cannot provide a response within five days, you will receive an update within this timescale to advise you of this.
- Our ability to respond to these times will be monitored and published [through central location].
- Our customers will be given a voice through regular listening sessions and forums, and through independent engagement.

Independent appeals

- If you are unhappy with our response to any complaint you have the option of approaching Bus Users UK (www.bususers.org or 0300 111 0001) who will try to resolve the issue for you. They may refer your complaint to the Bus Appeals Body (www.busappealsbody.co.uk). We will act on the Bus Appeals Body's recommendations.

Your customer rights[2]

- You have a right to be provided with appropriate and comprehensible information about your rights when you use regular bus and coach services.
- We will not charge you a different price based on your nationality.
- You are entitled to adequate information throughout your journey. Where feasible, and where you have made a request, we will provide the information in accessible formats.
- We will not refuse to let you travel because of a disability that you have, unless it is physically impossible to carry you safely. If we are at fault for the loss or damage to your mobility equipment, we will compensate you fully for its replacement or repair.
- We give disability-related training to our staff.
- In addition to our commitments above, you have a right for your complaint to be dealt with if it concerns any of the matters covered by this section of the Charter (headed "Your rights"), provided you submit it within three months.
- We must respond to these complaints within one month of you submitting them and give you a final reply, stating whether your complaint is substantiated or rejected, within three months.
- You have the right to appeal these complaints to Bus Users UK if you disagree with our response. Bus Users UK is subject to a three-month time limit for dealing with appeals and must refer unresolved complaints to a Traffic Commissioner.
- If they fail to refer your complaint promptly, when the time limit expires, you have the right to refer it to the relevant Traffic Commissioner. A list of Traffic Commissioners' offices can be found at www.gov.uk.

[2] Includes text that is copyright of Confederation of Passenger Transport (UK) and used with their permission.

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D&P/10.21/78570

Bus Service Improvement Plan for The Greater Nottingham (Robin Hood) Area

Developed by Nottingham City Council,
Nottinghamshire County Council, and the Bus Partnership Group

October 2021

Nottingham City Council

Nottinghamshire County Council

ROBIN HOOD

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Introduction

In Greater Nottingham, we like to keep moving forward and despite a network that currently delivers much of the ambition of National Bus Strategy and objectives of the Bus Service Improvement Plan initiative, our journey is one of continuous improvement. We do not take previous success for granted and are acutely aware of the existential threat that the Covid-19 pandemic has dealt the bus network locally and the potential that this BSIP has to support the recovery of bus from Covid-19. With this in mind a detailed analysis of the current network has been undertaken to identify areas which need to be targeted for improvement locally.

Nottingham has the largest economy in the East Midlands and as one of the UK's Core Cities is a key driver of national prosperity. Nottingham is also a modern European city with a well-recognised international brand from Robin Hood to Raleigh Bikes, which has been built on the city's historical and industrial heritage.

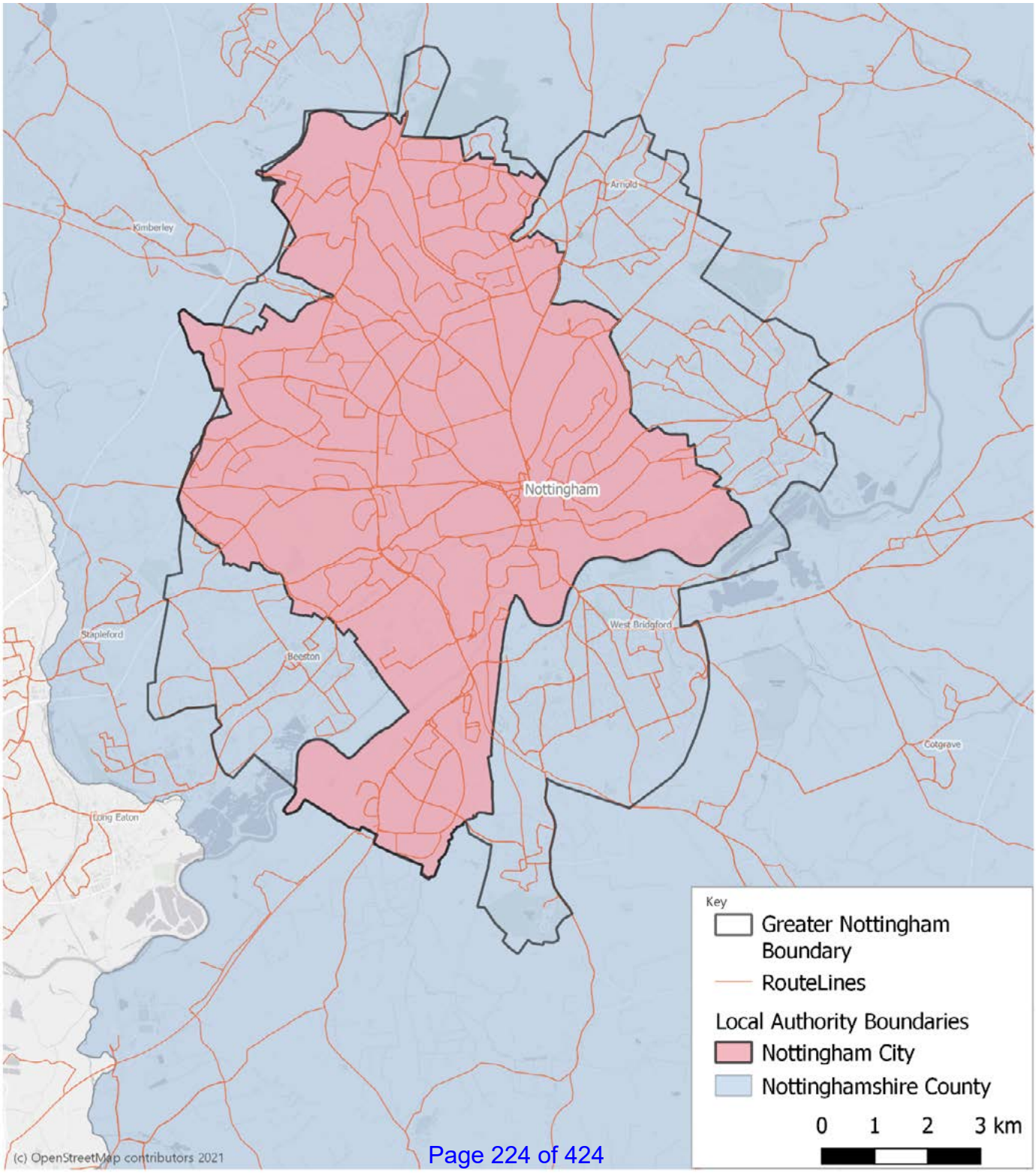
Today, Nottingham has a reputation for being at the cutting edge of scientific innovation, thanks to the presence of two world-class universities and our emerging expertise in areas such as life-science. The city is also known for its vibrant cultural scene, world class sporting venues and growing creative and digital economy. Sir Paul Smith, the internationally renowned fashion designer, and one of the city's most famous sons, retains a significant manufacturing base in the city for his global fashion empire.

A successful Advance Quality Partnership Scheme (AQPS), one of the first to be implemented in the United Kingdom, has operated in Nottingham City Centre for a number of years. This has delivered award-winning high-quality bus services, advanced digital information systems, a longstanding commitment to comprehensive bus priority and operation of multi-operator smart ticketing via the Robin Hood scheme. Coupled with early adoption of stringent emission standards for buses and agreed standards of customer service. Pre-pandemic the partnership delivered some of the highest bus usage per head of population outside of London, supporting growth of the combined bus and tram network locally.

Despite the strong position in Greater Nottingham, there is much more that can be achieved. Therefore, the opportunities presented by the National Bus Strategy are welcomed. The existing strong partnership between the Councils and the bus operators is well placed to develop a Bus Service Improvement Plan and use an Enhanced Partnership to facilitate the delivery of further improvements. These should help overcome the set-backs of lost patronage suffered during the pandemic and continue the virtuous cycle of growth and development already occurring pre-COVID.

Overview of the Greater Nottingham Area

Nottingham's Bus Service Improvement Plan (BSIP) will cover the geography of the existing Robin Hood Ticketing Area and incorporate the entire Nottingham City Council Local Transport Authority Area alongside a number of urban areas that sit within the Nottinghamshire County Council Local Transport Authority Area, as illustrated in the map below.



Around 97% of Nottingham's current bus network is operated by commercial services, with Nottingham City Transport (the dominant urban operator) having a market share in patronage terms of 85% (71% of mileage operated), trentbarton (18% of mileage operated) (the key inter-urban operator) and others including Stagecoach, Marshalls, CT4N and Centrebus operate the remaining 12% of commercial bus services. The remaining 3% of the network is run under tendered contracts, with financial support, service specification and fares determined by the City and County Councils under the linkbus and NottsConnect brands. The Easylink dial-a-ride service is also supported by the two local transport authorities.

There is a limited suburban rail network but the bus network is complemented by a fully integrated tram system with 3 routes which prior to the pandemic carried just under 20 million passengers a year. The local public transport network is supported by two bus and 6 tram-based park and ride sites. With a new bus park and ride site and expanded existing tram site to the north of the city planned as part of the transforming cities programme. The alignment of the BSIP against the Robin Hood Ticketing Area ensures that the Greater Nottingham conurbation is incorporated in one plan, covering the "Robin Hood Network" and ensures that the logical travel to work area for urban bus services is packaged together in an Improvement Plan that reflects how the current bus network operates and how passengers use the bus system locally.

The area covered by the BSIP outside of the city of Nottingham falls wholly within Nottinghamshire and Nottinghamshire County Council has been integral to its development and ensuring compatibility and coordination with the BSIP being produced for the rest of Nottinghamshire.

Demographics

The population of greater Nottingham is estimated as 505,207 (based on a 2019 estimate from Nomis). Nottingham City ranks 11th most deprived out of 317 districts in England. Of the total population of Nottingham City 13% of people are over the age of 65, which is 5% lower than the UK national average, which is not too surprising given the city -focus. 30% of the population are aged 18 to 29; full-time university students comprise around 1 in 8 of the population. Despite its young age-structure, Nottingham has a higher than average rate of people with a limiting long-term illness or disability.

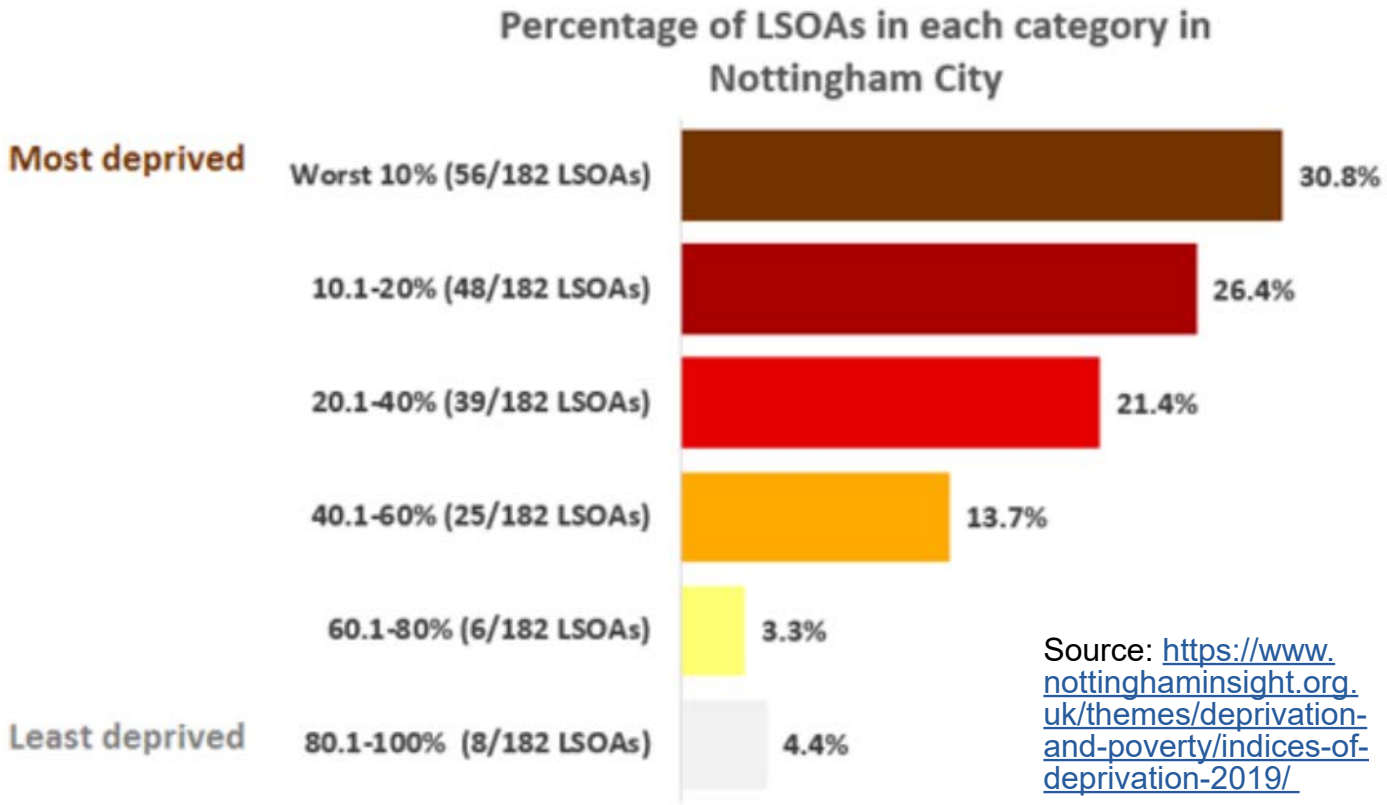
As of September 2021, Nottingham City has 15,982 unemployed people, with the highest affected age group being 25-49. The unemployment rate is 6.9% compared to the national average of 4.6%.
In terms of car ownership, 56.3% of households have access to a car or van compared to nationally, where just under three quarters of households have access to a car or van.

In terms of car ownership, 56.3% of households have access to a car or van compared to nationally, where just under three quarters of households have access to a car or van.

Of the total population in the districts of Gedling, Broxtowe, and Rushcliffe (county area) 8.69% are elderly which is comparable to the national average. There are also 3,946 unemployed people and the unemployment rate is 2.2% which is slightly less than the national average . Regarding Car ownership there are 63.8% of households with access to a car or van which is comparable to the City area.

Levelling Up

The delivery of this plan and the improvements to bus services it will facilitate are key to delivering the Levelling Up agenda locally in Nottingham, which has identified the city as a priority one area.
The figure below shows that over half (57.2%) of the city's Local Super Output Areas (LSOAs) fall into the lowest IMD quintile (lowest 20%) for the whole of England, and less than one-in-ten (8%) of Nottingham's LSOAs are in the top quintile (top 20%).



Source: https://www.nottinghaminsight.org.uk/themes/deprivation-and-poverty/indices-of-deprivation-2019/

Index of Multiple Deprivation for Nottingham

While these trends are comparable with a number of other East Midlands' cities, and also reflect Nottingham City's tightly drawn administrative boundary, they underline the critical importance of levelling-up the local economy and providing access to employment and education opportunities for Nottingham's residents through comprehensive and affordable bus services.

Development of the Bus Service Improvement Plan

Building on the long-established relationship between the local authorities and bus operators in the area, and existing Advanced Quality Partnership Schemes in Nottingham City Centre and Beeston Town Centre, a Robin Hood Network Enhanced Partnership Plan and Schemes will be developed and implemented in April 2022 using the Greater Nottingham BSIP as a blueprint and mirroring the same geography of this Plan.

This BSIP will run from 2021 to 2025 in line with the existing Nottingham Bus Strategy which sits within the current Local Transport Plan and the Nottinghamshire Local Transport Plan that runs until 2026. It will be incorporated into the existing Nottingham Bus Strategy which has established an improvement plan for bus services via infrastructure investment as part of Nottingham's Transforming Cities Programme, prior to the national requirement for BSIPs. This BSIP will build on the two existing plans and look to secure additional funding from the government's £3bn transformation fund to accelerate and broaden improvements to bus services locally and ensure that Greater Nottingham's world class bus system continues to improve and drive the modal change required to reduce congestion and meet emissions targets.

An annual review and update of the BSIP will be undertaken by the Greater Nottingham Bus Partnership in a dedicated AGM outside the existing quarterly Business As Usual meetings.

The Nottingham Bus Partnership is independently chaired, by Jon Parker of ITP, a former Transport Planner of the year and expert in bus strategy with a wealth of national and international experience. The chair role provides an important mediation function between the local transport authorities and local bus operators as well as providing additional technical expertise to the local transport authority teams and valuable insight and ideas which significantly strengthen the outcomes of the Partnership's work. The full membership of the Partnership is as follows:

- Independent chair
- Nottingham City Council
- Nottinghamshire County Council
- All bus operators
- Sustainable Transport Nottingham
- DVSA

Aims and objectives of the BSIP

The National Bus Strategy calls for us to deliver better bus services and specifically calls for measures to be implemented and targets set in relation to bus service journey times and reliability (punctuality) improvements. National Transport Focus research points to punctuality as being the bus customer's number one priority. The same research indicates rising year on year dissatisfaction levels with bus journey times and highlights a number of highways related reasons for the same.

Nottingham City Council, Nottinghamshire County Council and Nottingham's bus operators are committed to speeding up bus journey times and making them more reliable. In return, services will be more attractive to users and non-users alike, be more environmentally friendly and require less financial support in the future. High quality bus priority measures will ensure an efficient network which in turn reduces costs and ensures affordability."
There is much ambition to build on the progress already achieved in the Greater Nottingham area over recent years, and partners have agreed, and are fully behind, the vision and objectives set for the BSIP. These are set out below.

Vision:

Nottingham's Robin Hood Bus Network will be:

- Accessible – Reliable, easy and simple to use and as attractive as travelling by car, helping to reduce congestion.
- Integrated – seamless connections between all modes of travel.
- Fair – fair pricing, affordable for all.
- Smart – 21st century technology used to provide live information and smart payment systems.
- Clean – Supporting operators to switch to zero emission vehicles to improve air quality for all our citizens, well in advance of the government's ban on the sale of new petrol and diesel cars. Whilst delivering decarbonisation to address the Climate Crisis and support Nottingham to be Climate Neutral by 2028 and Nottinghamshire's Climate Emergency commitments.

Overall aim:

Together we will ensure convenient, affordable and reliable public transport journeys are the reality for every citizen, whatever their age and situation, wherever they live, both within and outside of Greater Nottingham, however they want to get around.

We will provide an unrivalled, clean, safe and fully integrated public transport network we can all be proud of.

BSIP Goals:

This improvement plan will deliver a Robin Hood Bus Network, with quick, efficient and punctual bus services, that provides:

- "Turn-up and go" reliable bus frequencies that keep running into the evenings and weekends on main corridors
- Fully integrated services with simple multi-modal ticketing across bus and tram
- Increases in bus priority both digital and physical
- High quality information for all passengers in more places
- Genuine passenger engagement
- Year on year passenger growth

Objectives:

- Maintenance of pre-covid high frequency level of services and accessibility across the bus network
- Roll-out of further bus priority across the network ensuring buses have priority over inefficient transport modes
- Delivery of measures to address operator pinchpoints on the network.
- Upgrades to the existing real time information estate
- Improvements to bus stop waiting infrastructure in district centres
- Roll-out of the new smart ticketing and contactless payment products
- Bus station and interchange improvements
- Extension of camera enforcement, traffic regulation orders and new red routes
- Delivery of an enhanced Robin Hood Network marketing campaign
- Deliver "Levelling Up" through better access to jobs and opportunities
- Help deliver the governments Transport Decarbonisation plan

Introduction

The expectation on BSIPs is for local areas to deliver a fully integrated bus service, with simple multi-modal tickets, more bus priority measures, the same high-quality information for all passengers in more places, and better turn-up and go frequencies that keep running in to the evening and weekends. If we deliver on these aspects of bus provision, then the expectation is that it will drive a further growth in patronage. This chapter therefore summarises the existing evidence of public transport delivery and use across the Greater Nottingham area against each of the key BSIP outcomes, which in turn has then enabled us to carry out a gap analysis to identify and cost the proposed improvement areas later in this BSIP.

What do people think about buses in Greater Nottingham?

Before exploring existing service delivery, infrastructure and usage, it is critical to gain an understanding of user and non-user needs and perceptions of local bus services. This will ultimately help to ensure any measures within the BSIP are targeted in areas which will result in the greatest uptake in usage. As such, an online survey was undertaken during July and August 2021 to gather opinions from both users and non-users of buses in Greater Nottingham as to how bus services could be improved in order to attract more passenger trips. The data was split to only include those residents within the confines of this BSIP area and attracted 1,720 responses, spanning both users and non-users.

65% of respondents used the bus 2 days or more a week, and the most common reasons for bus travel were for social activities and shopping. People choose to use the car over the bus mainly because the car is more convenient; and the car is significantly quicker than the bus. 76% of respondents who use the car said it was easy or fairly easy to park their car.

When asked what improvements would make them use the bus at all/more, the key issues identified were:

- Better bus stops and shelters (78%) and improved bus information (71%)
- More frequent services (70%) to more destinations (72%), with better connections between services (71%)
- Multi operator ticketing (76%) to make it easier to transfer between services, along with lower fares (72%) and contactless payment (71%); and
- Reduced delays (71%)

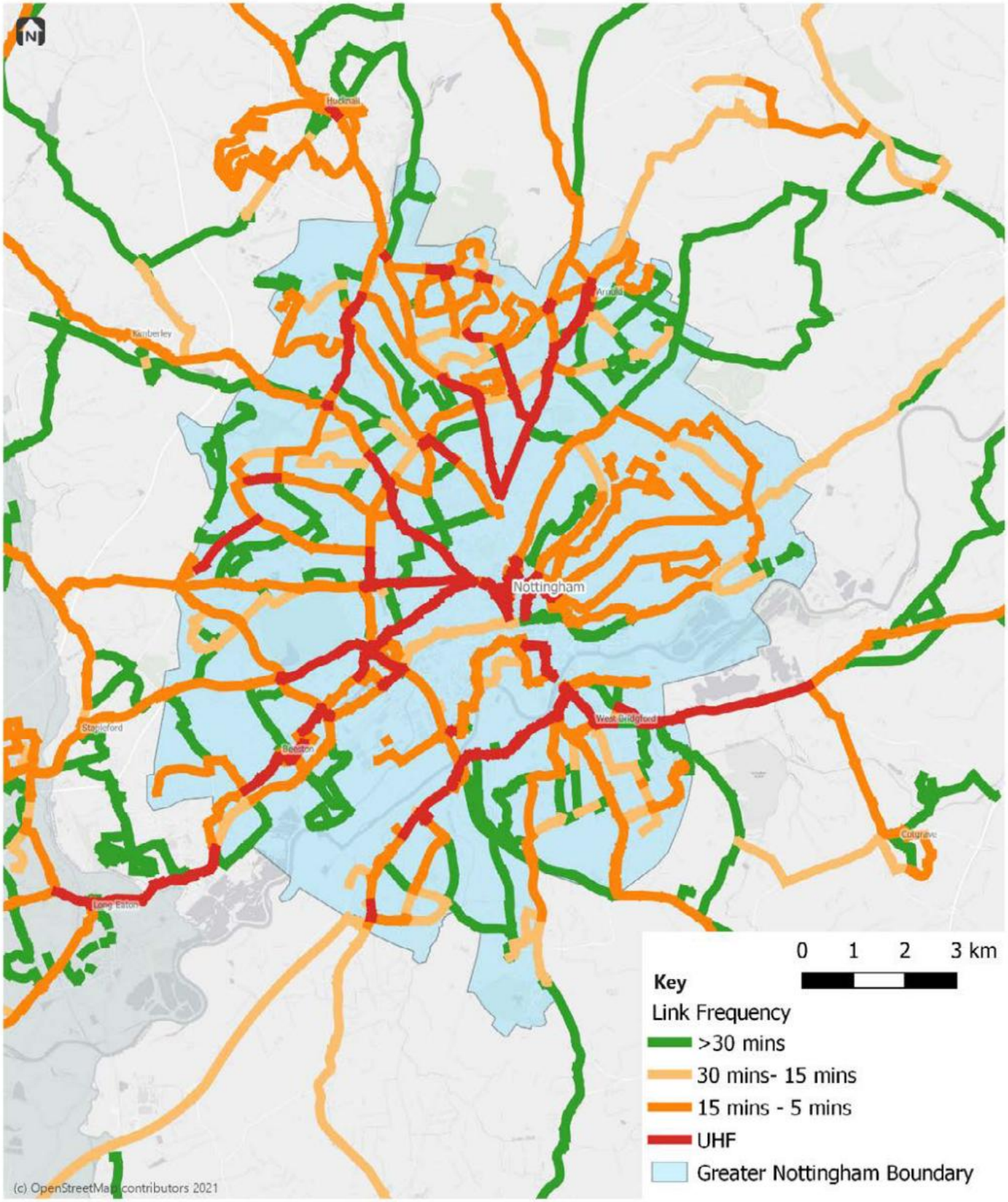
Additionally, surveys undertaken by Transport Focus also show that satisfaction across a range of factors is already higher than the national average for the main operator, Nottingham City Transport compared to other operators nationwide, and this has consistently been the case over the last 5 years (currently standing at overall satisfaction of 94% against other operators' scores ranging between 71% and 97%).

Having understood the current views of users and non-user, the rest of this section explores aspects of the current Greater Nottingham bus network against each of the stated BSIP national outcomes.

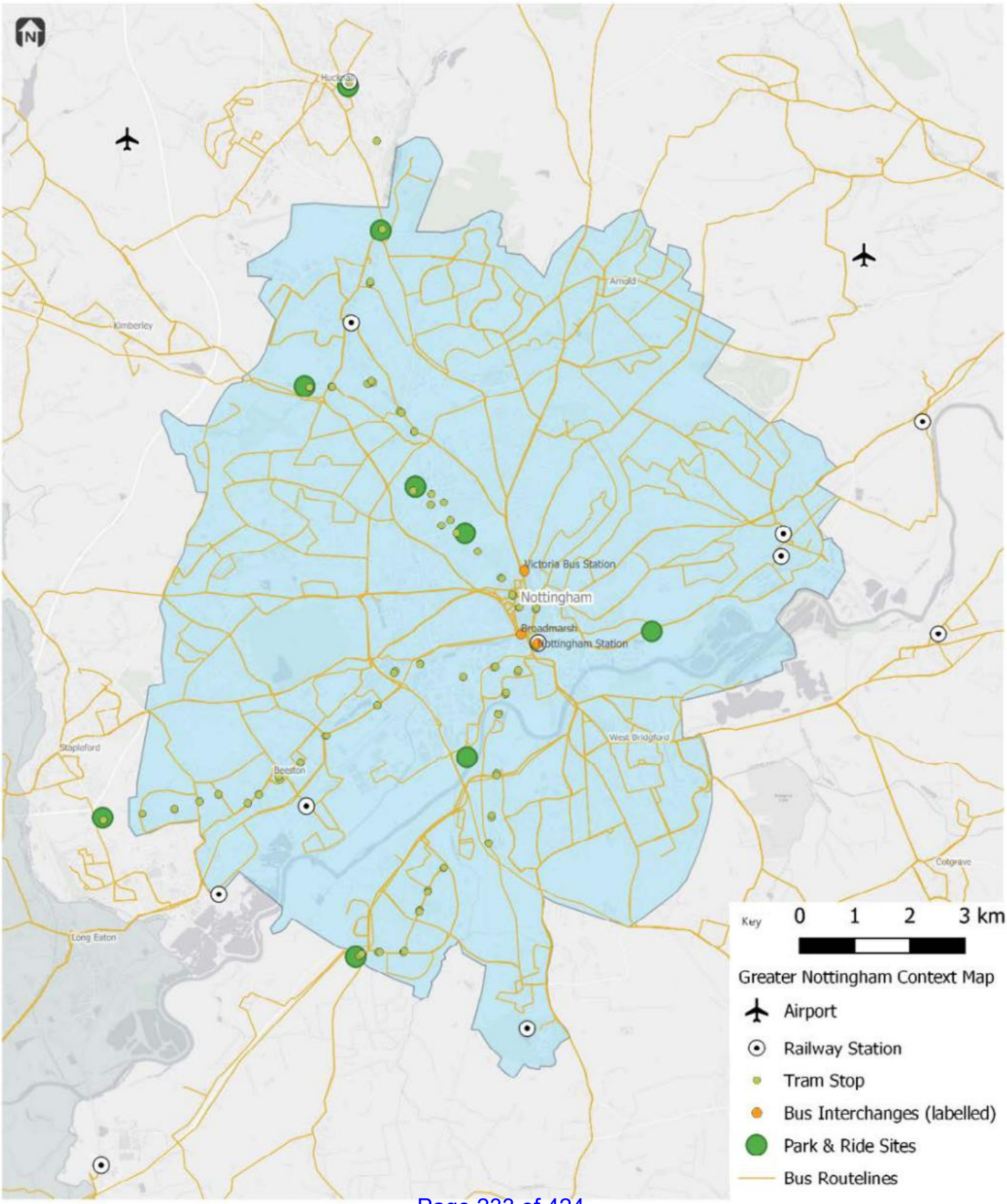
BSIP Outcome 1: fully integrated bus service

Nottingham City Transport (NCT) is the main bus operator in Greater Nottingham, accounting for 85% of the market. Other operators serving the area include trentbarton (12%), with Stagecoach, CT4N, Marshalls and Centrebus and Nottingham City & County Council (tendered services) making up the remaining 3% of the market. There is also an 'Easylink' service operated by CT4N across the City (funded jointly, and open to registered users and Concessionary pass holders.) which is a traditional dial-a-ride service and is complementary to the public transport offer but not fully integrated in to the Robin Hood Multi-Operator ticketing offer.There are also a number of Community Transport/Voluntary Car Schemes within the conurbation for registered users. They are Rushcliffe CVS, Gedling Voluntary Travel Scheme and The Helpful Bureau.

The map below shows the extent of the network, highlighting the hourly link frequency at the AM peak, showing the combined frequency of bus services along each road, regardless of service or operator.



These services complement the rail and tram network, and there is good coordination of services at key interchange points. The map below shows the key interchange points in the area.



BSIP Outcome 2: simple multi-modal tickets

A report by TAS Partnership, setting out the findings of a national fares survey undertaken in 2019 shows that the average single fare in Great Britain is £2.48 (£2.45 in urban East Midlands; £2.62 in rural East Midlands); average day fare is £5.21 (£5.92 in urban East Midlands; £6.93 in rural East Midlands); and average weekly fare is £18.03 (£21.49 in urban East Midlands; £23.48 in rural East Midlands).

Single fares vary within the Greater Nottingham area, given the varying lengths of route, ranging from a flat £2.30 on NCT, to variable singles based on route length on Stagecoach (Nottingham to Arnold is £2.20) and trentbarton services. Network and day caps vary from a cap of £4.20 on NCT services, to a cap between £6.60 - £10.10 on a trentbarton service, depending on the time of day, and area, as these fares are calculated using a tap on tap off (TOTO) system, and £7.20 for a Stagecoach network ticket. The Robin Hood multi-operator, multi-modal ticketing scheme enables travel on all operators across Greater Nottingham. A day cap of £4.80 is available for adults. Paper day tickets, ITSO smart season cards and Pay as You Go (ITSO) with complex single and multi-operator day capping provide a comprehensive range of travel products to cater for most travel needs for adults, under 19's and students. In addition to this, Nottingham contactless will offer multi operator capping from November 2021. The multi-operator offer broadly mirrors the commercial offer, however, there are some areas of inconsistency and elements of the scheme which require improvement:

- Not all operators in Greater Nottingham are involved in all areas of the scheme – most (but not all) bus operators sell and accept paper day tickets and smart season cards, but fewer operators are involved in the Pay as You Go scheme, and fewer still in Nottingham Contactless.
- The Robin Hood pricing mechanism leads to wide ranging premium differential across the product range compared to commercial operator prices. Some prices are higher than they should be, while other prices are lower than they should be, including undercutting a very small number of commercial operator prices for the equivalent product.

A range of tickets are available by different operators, focussed on attracting different markets according to the types of service they operate. Different products cater for different demographics, travelling at different frequencies.

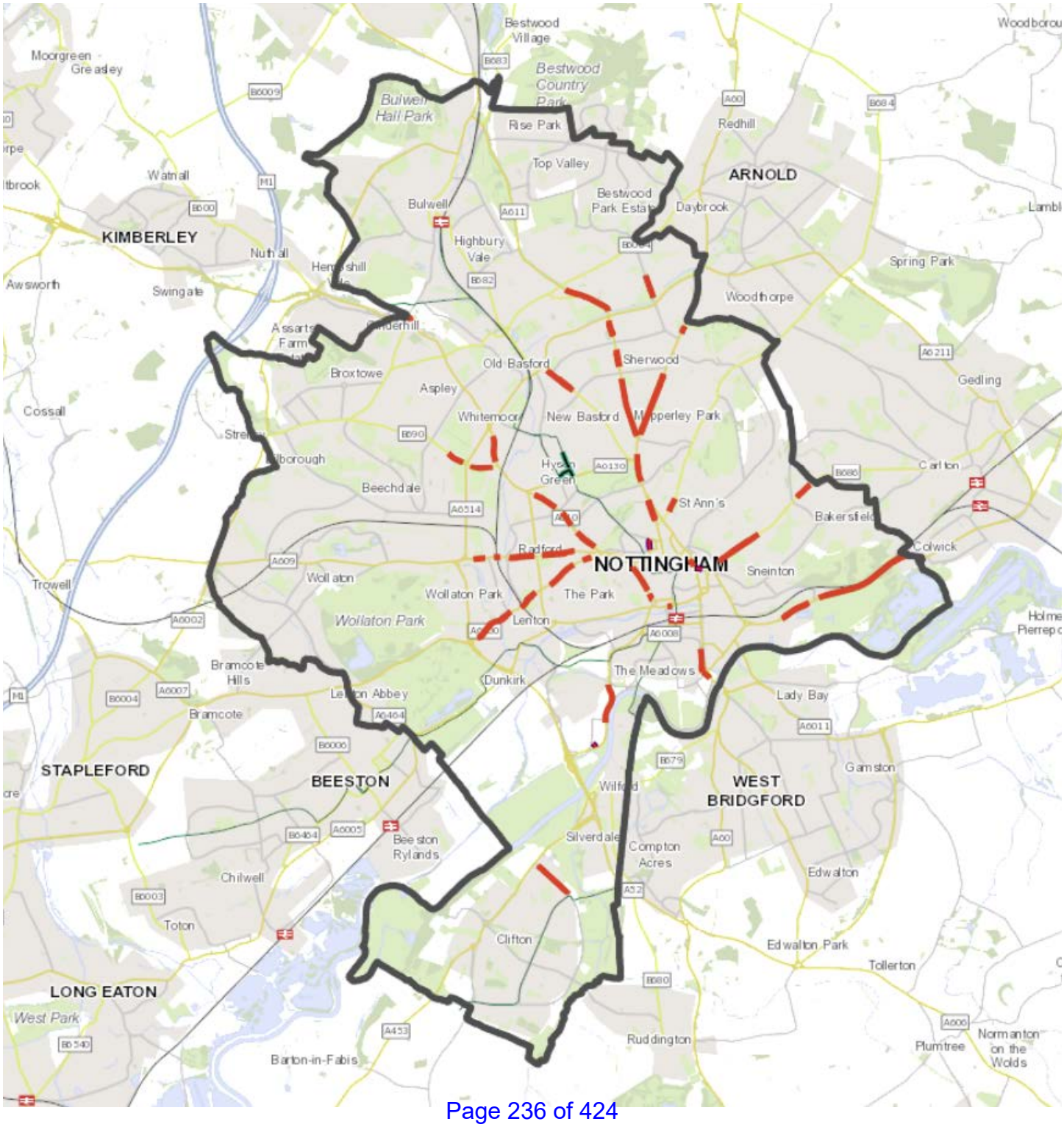
Although there is some consistency in tickets across the main operators, for instance, Robin Hood, NCT, TB and CT4N all offer U19 tickets, different operators offer different discounts. For instance, under 19 ticket discounts range from 23% - 50% off the cost of an adult equivalent ticket; student ticket discounts range from 10% - 20% off the cost of an adult equivalent ticket. Some day tickets are available for 24 hours from purchase, others available for the day of purchase only.

Tickets are available for purchase on-bus; on-line; and via apps for the main operators (NCT; trentbarton; Stagecoach; CT4N and Robin Hood). Contactless payment is available on all services, although the type of contactless payment differs. Some offer retail transactions (old school Model 1) only, while others offer a tap and cap model (old school Model 2) with single operator day capping in an Account Based Ticketing (ABT) environment. Multi-operator contactless ticketing across bus and tram is due to go live in November 2021. However, although available, there are some restrictions to the use of contactless, where some operators restrict the type of ticket which can be purchased via contactless, others have a daily spending cap on contactless payments.

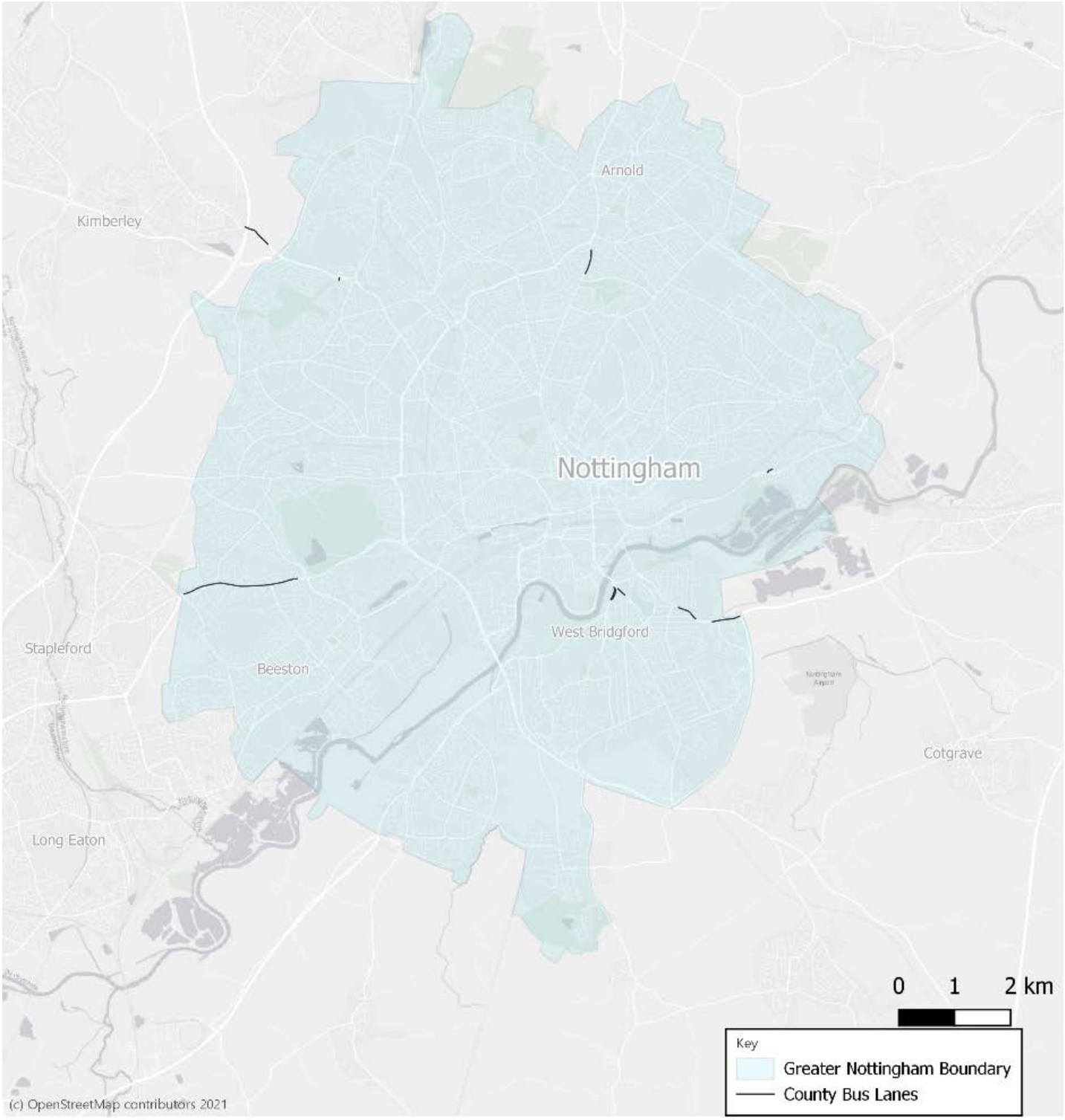
BSIP Outcome 3: more bus priority measures

There are 26km of bus lanes in the area, (with a further 2km planned as part of the current Transforming Cities programme) illustrated in the map below. Each of these sections of bus lanes has encountered challenges of infringements by private cars, and some are only operating during restricted hours.

Map showing bus lanes in Nottingham City



Map showing bus lanes in Nottinghamshire County (within Greater Nottingham BSIP)



Nottingham City and Nottinghamshire County Councils, in partnership with Nottingham City Transport, were early adopters of Traffic Light Priority (TLP), deploying fixed units at six Scoot junctions in 2011 that communicated with onboard radios and delivered a material improvement in bus reliability. Investment in 71 junctions within Greater Nottingham followed, giving the region one of the largest TLP networks outside of London. Seeking to extend the benefit of TLP to other bus operators, Transforming Cities has delivered a centralised TLP system that will not only roll out TLP to more junctions at lower cost, but also deliver the benefits to buses operating in Derby and Derbyshire as part of a D2N2 regional system.

BSIP Outcome 4: high-quality information for all passengers in more places

Operators in the Greater Nottingham area provide information through their own websites, social media, and apps including: Journey planning; Route maps; Timetables; Real-time information; Service disruption updates; and Journey capacity. Nottingham City Council also provides a consolidated journey planning and travel information service for Greater Nottingham via the Transport Nottingham website, and the Robin Hood network also provides details on services, routes, fares and ticketing. Travel Information Centres are also located within the City to allow face to face customer interaction and access to printed and online materials and tickets.

Timetables and integrated maps are also provided through individual operators and the Robin Hood marketing group. The City coordinates the printing of information materials for distribution to outlets across the area (e.g. libraries, bus stations, local centres etc.). Operators provide and install information at bus stops for their own individual services.

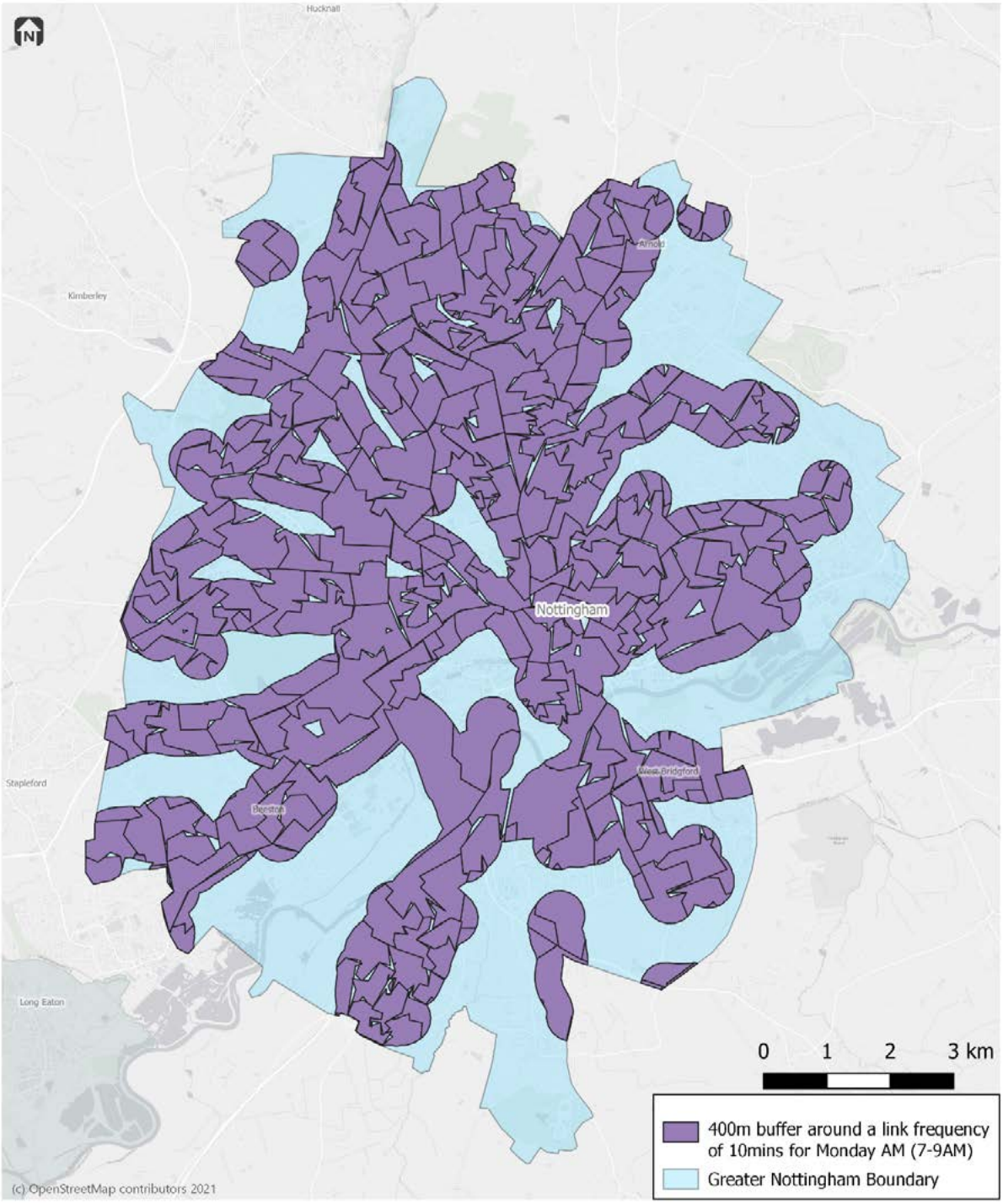
Although Nottingham is characterised by high quality information for bus passengers, there is always a need to continuously improve, with the ambition to further improve the bus stop and waiting environments in district centres, and the development of mobility hubs to allow better and more seamless transfer between modes.

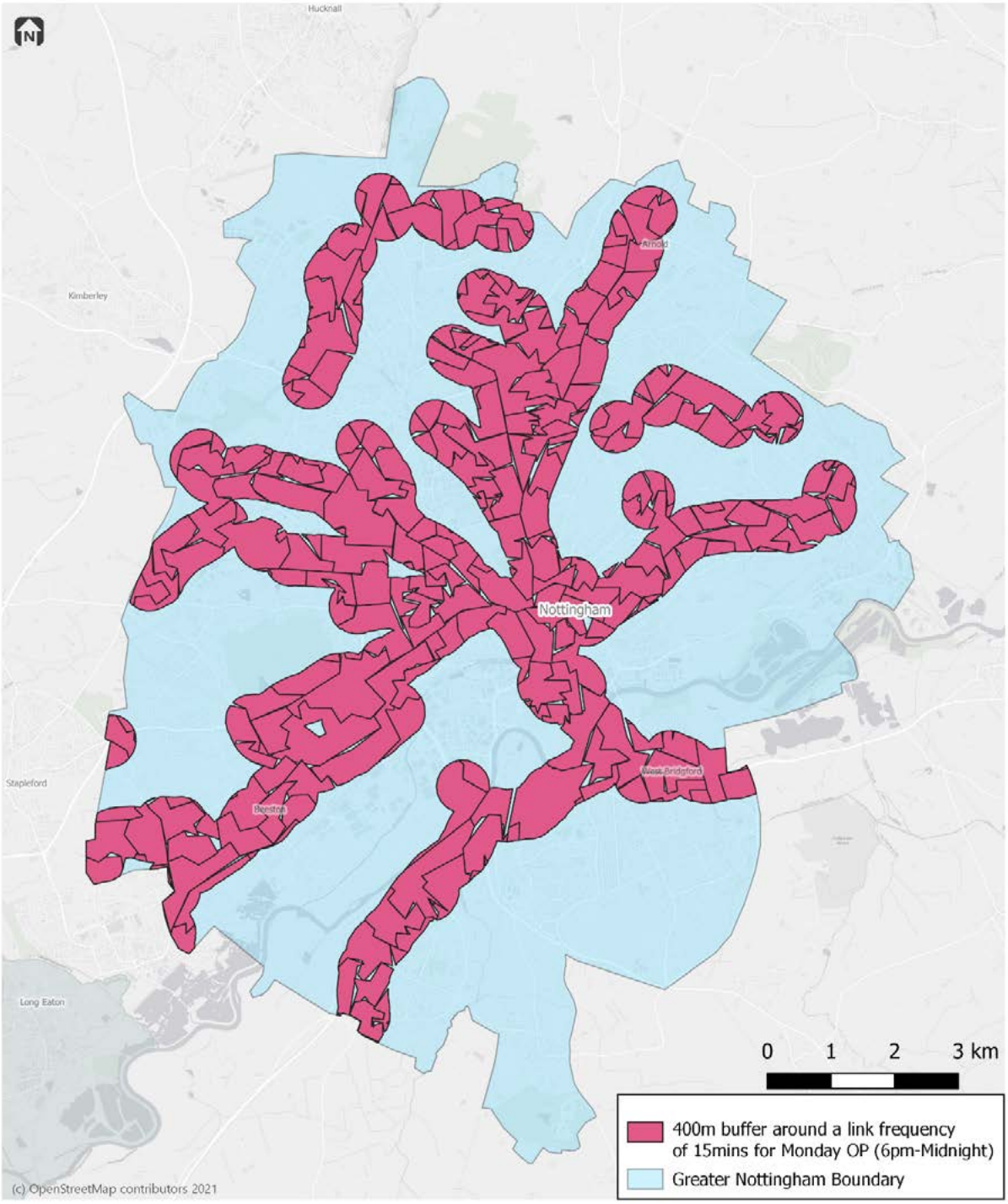
Marketing of the Robin Hood Card is agreed jointly between the Council's and operator's, but otherwise the partners approach marketing in different ways and to different degrees. Although there are some good examples of marketing initiatives, such targeted marketing/promotion campaigns including ticketing offers for specific services or user-groups, there is no Greater Nottingham-wide approach to marketing at present.

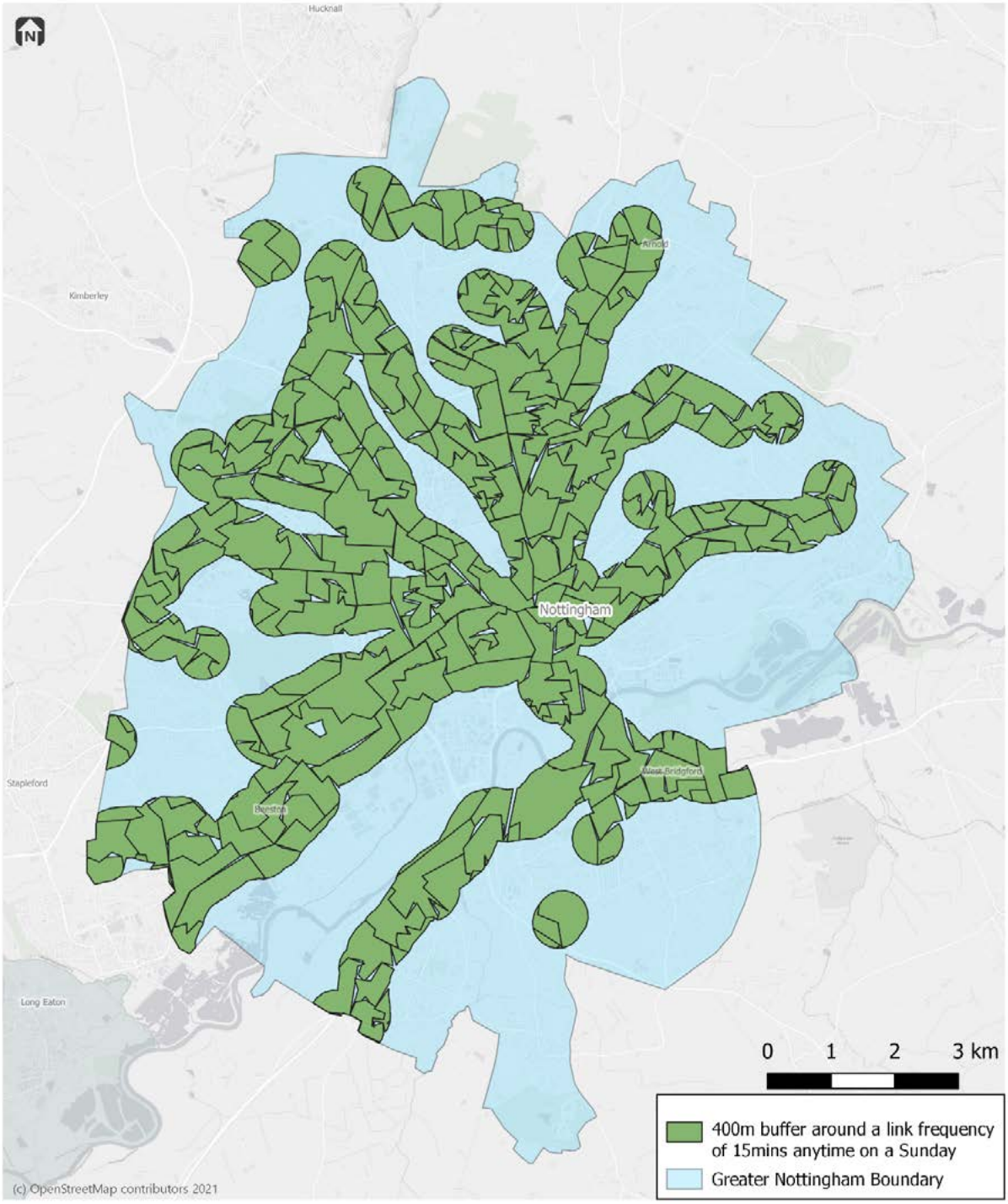
There are currently around 1,500 RTPI screens at stops across the BSIP area – which is roughly 60% of all stops.

BSIP Outcome 5: better turn-up and go frequencies that keep running in to the evening and weekends

The area is currently well-served by bus, with 77% of the population within 400m of a frequent (10 minutes or more) bus service during the weekday. 53% of the population live within 400m of a 15-minute frequency service in the weekday evening, and 63% live within 400m of a 15-minute frequency service on a Sunday. These are illustrated below.




Hucknall
Kimberley
Arnold
Nottingham
West Bridgford
Beeston
Stapleford
Long Eaton
0 1 2 3 km
400m buffer around a link frequency of 15mins for Monday OP (6pm-Midnight)
Greater Nottingham Boundary
(c) OpenStreetMap contributors 2021

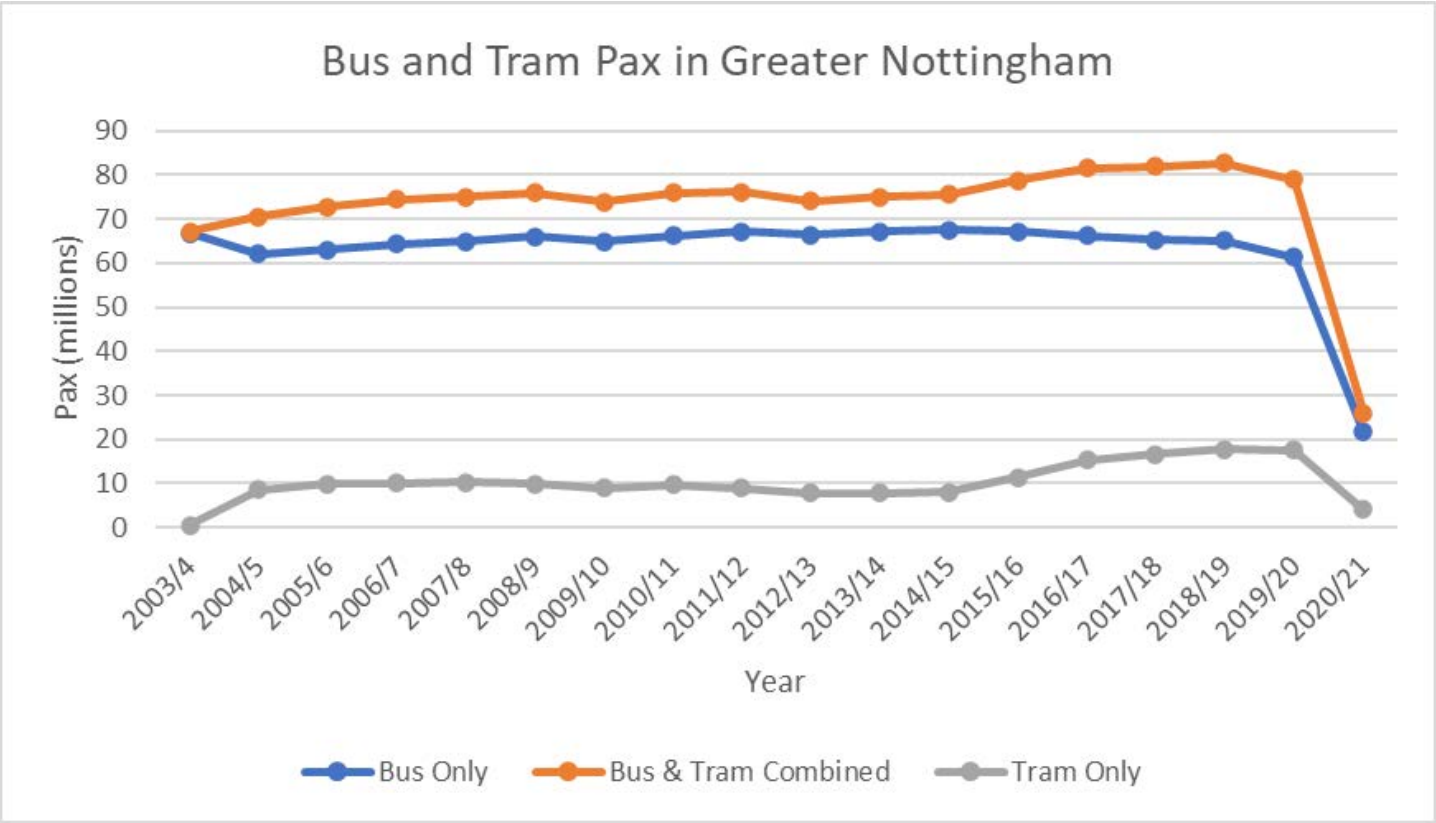


The percentage of population within 400m access to these services is set out in the table below.

		Population (2019 Estimate)	% of Population with access
Weekday morning	10 min	387,698	76.7%
Weekday evening	15 min	269,049	53.3%
Sunday	15 min	316,521	62.7%

BSIP Outcome 6: Growing patronage

For over 15 years Nottingham has been working towards providing a low emission, high quality, integrated, attractive, and affordable public transport system. The successful public transport network pre-pandemic carried 83 million passengers a year across Greater Nottingham and 62 million in the city of Nottingham itself (Nottingham City Council, 2019). Since 2003 the number of passengers has increased significantly and unlike many other UK cities, growth in bus use has been delivered, reflecting the high standards of quality and high levels of passenger satisfaction. Nottingham's tram network has also been heralded as one of the most successful light rail project in the country, carrying nearly 20 million on 3 routes. This is of course set in the context of a limited suburban heavy rail network within the Greater Nottingham area, but is still a significant achievement.



Whilst England saw a **decrease** in patronage of 12% between 2007/8 and 2018/19, patronage on Nottingham's bus and tram network saw an **increase** in patronage of 9% (bus patronage alone only decreased 2% during this time, mainly through the introduction of the tram and transference of passengers).

As witnessed across the UK, the Covid pandemic and associated government guidance and social distancing has had a large impact on bus patronage. On average, services lost 65% of their patronage during 2020/21 compared to 2019/20. City centres have been impacted more due to changing retail behaviour and the number of office commuters who have been working from home; a blend of home and office working is likely to continue which is likely to impact on patronage in the future. In addition,

Concessionary passholders are not travelling as much as they did pre-pandemic (currently at around 50% of pre-pandemic levels), and travel patterns in general will have changed indefinitely. As such, it is unlikely, that patronage will return to pre-pandemic levels in the near future. As of October 2021, patronage is around 75% of pre-pandemic levels.

BSIP Outcome 7: Financial support for buses

Subsidy is provided to the tune of £1,574,225 by the City of Nottingham and £574,400 by Nottinghamshire County Council to plug gaps in the commercial network (equating to £4.25 per head of population), but the strong commercial offer locally helps to suppress this expenditure, with very few dedicated school services, for example, required due to the strength of the commercial network. A summary of the mileage and routes supported by the City and County Council can be found in Appendix A. Strain on local transport authority budgets means that external revenue support from the National Bus Strategy fund will be required to maintain comprehensive access to bus services across Greater Nottingham.

The Covid pandemic has had a seismic effect on the bus market and more funding will be required to stimulate demand whilst people grow in confidence to return to bus travel. There will also be those who's travel patterns will have changed as a result of the pandemic and for those (such as commuters and elderly people), the pre-pandemic patronage levels will not return. Instead we need to look at new ways to encourage new passengers onto the network to return to pre-pandemic levels and beyond. With this in mind the bus network will be reviewed in April next year and a revised network (with National Bus Strategy funding support) will be implemented to achieve the BSIP targets.

BSIP Outcome 8: Other factors that affect bus use

Mobility and Accessibility

Feedback from citizens living in the city of Nottingham identified particular travel problems for people with mobility difficulties caused by the 9.30am restriction on using Mobility Bus Passes. The City council undertook a consultation exercise which received over 1,000 responses, and this identified key impacts of the restriction, including:

- Difficulty of getting to medical appointments, with problems in changing appointments leading to delays in treatment.
- Difficulty of getting to work/voluntary work.
- Increased travel costs leading to hardship, with people with mobility difficulties having a lower than average income, and potentially priced out of the employment market.
- Feeling like independence has been taken away and social exclusion, with restrictions/curfew on activities impacting on wellbeing.
- Creating barriers in day to day life for groups with specific disabilities, for example:
    - for deaf and blind people difficulty in communicating with drivers for buying tickets and complication of using different payment systems at different times of the day, leading to a reluctance to use public transport and wellbeing issues;
    - stress for people with anxiety and other illnesses no longer able to travel with one pass, or early to avoid crowds;
    - the artificial time restriction for travel (from 0930) creating difficulties for people in wheelchairs as limited space within vehicles is often taken in the period after 9.30am and people can be forced to wait a long time to be able to access a vehicle.

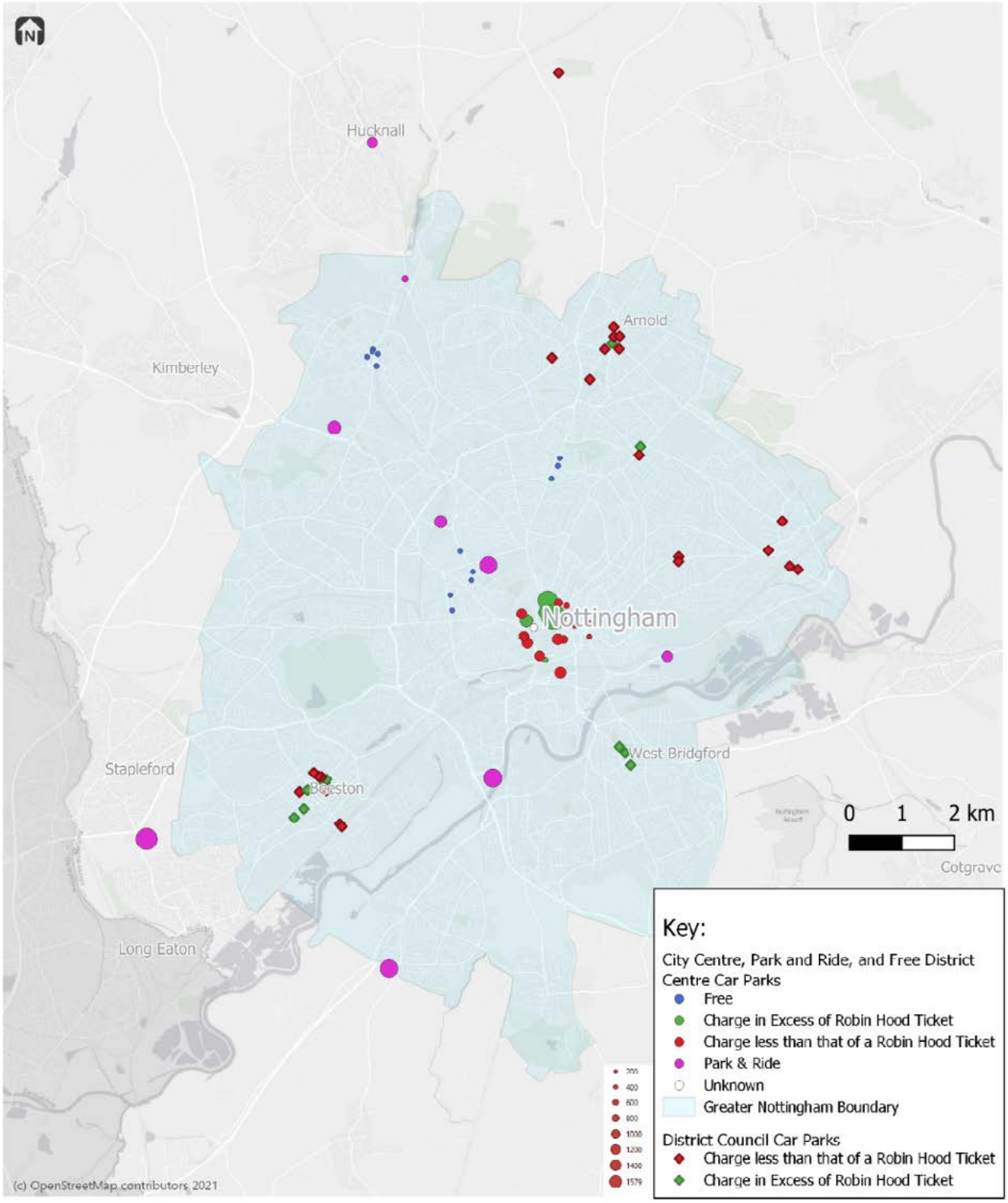
Exploring how we can support travel up to 9.30am for this group will be important in continuing to build an accessible and integrated public transport system which removes barriers to travel, in particular to work, education, leisure and health facilities. We are also looking to trial some on-bus technology to improve the passenger experience for disabled travellers.

Parking provision

Parking provision in the city centre is on the whole managed by the local authority and an existing agreement is in place via the current Advanced Quality Partnership which ensures that day rates within the city council's parking estate always exceed the cost of the Robin Hood Multi-Operator Day Bus and Tram Ticket. We will work with district councils, local members and neighbourhoods to look at charging structures for parking beyond the city centre.

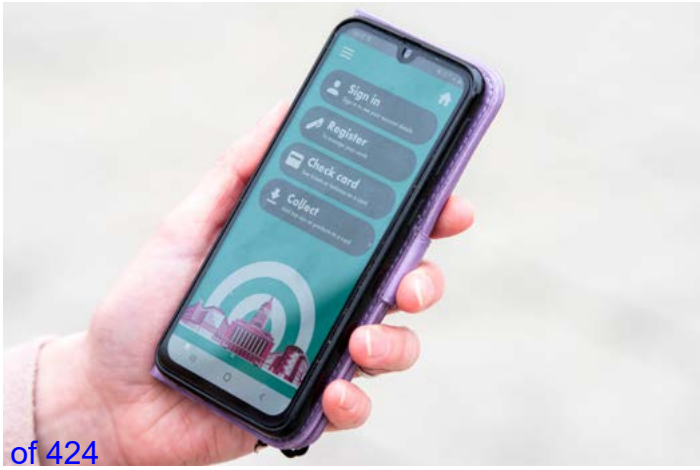
Importantly, Nottingham is the only authority in the UK to have implemented a Workplace Parking Levy, with revenues re-invested in the sustainable transport infrastructure of the City.

Full details of parking charges are provided in Appendix B, and the map below shows a summary of the car parking provision in the area, highlighting the size of the car parks and whether the cost of parking exceeds the cost of a Robin Hood ticket.



Branding

There is a strong Robin Hood brand which is used for the multi-operator ticket, and which encompasses the whole BSIP area. Bus users recognise the current branding and their experience of using the bus is improved as a result (Pre-COVID, the entire Robin Hood scheme had an annual turnover of c.£9m, accounting for around 12% of all public transport ticket sales for travel in and around Greater Nottingham). The operators through the existing bus partnership, the Robin Hood marketing group, and their own endeavours, continue to innovate and seek ways to strengthen branding and identity of services in order to support an ever-growing level of patronage, and in particular to make it easier for car drivers to consider switching to the bus.



Section 2 - Current bus offer to passengers

Nottingham City Transport (NCT) is the main operator in the Greater Nottingham area, accounting for 85% of the market. NCT has a strong brand and colour-codes services according to the corridor/area served (and in some places name buses after local people to strengthen the link to local places). This flows from publicised information through to the livery of the vehicles as demonstrated below.

trentbarton the main inter-urban operator also has a strong localised brand rooted in the communities it serves:

Congestion, traffic levels and average speed.

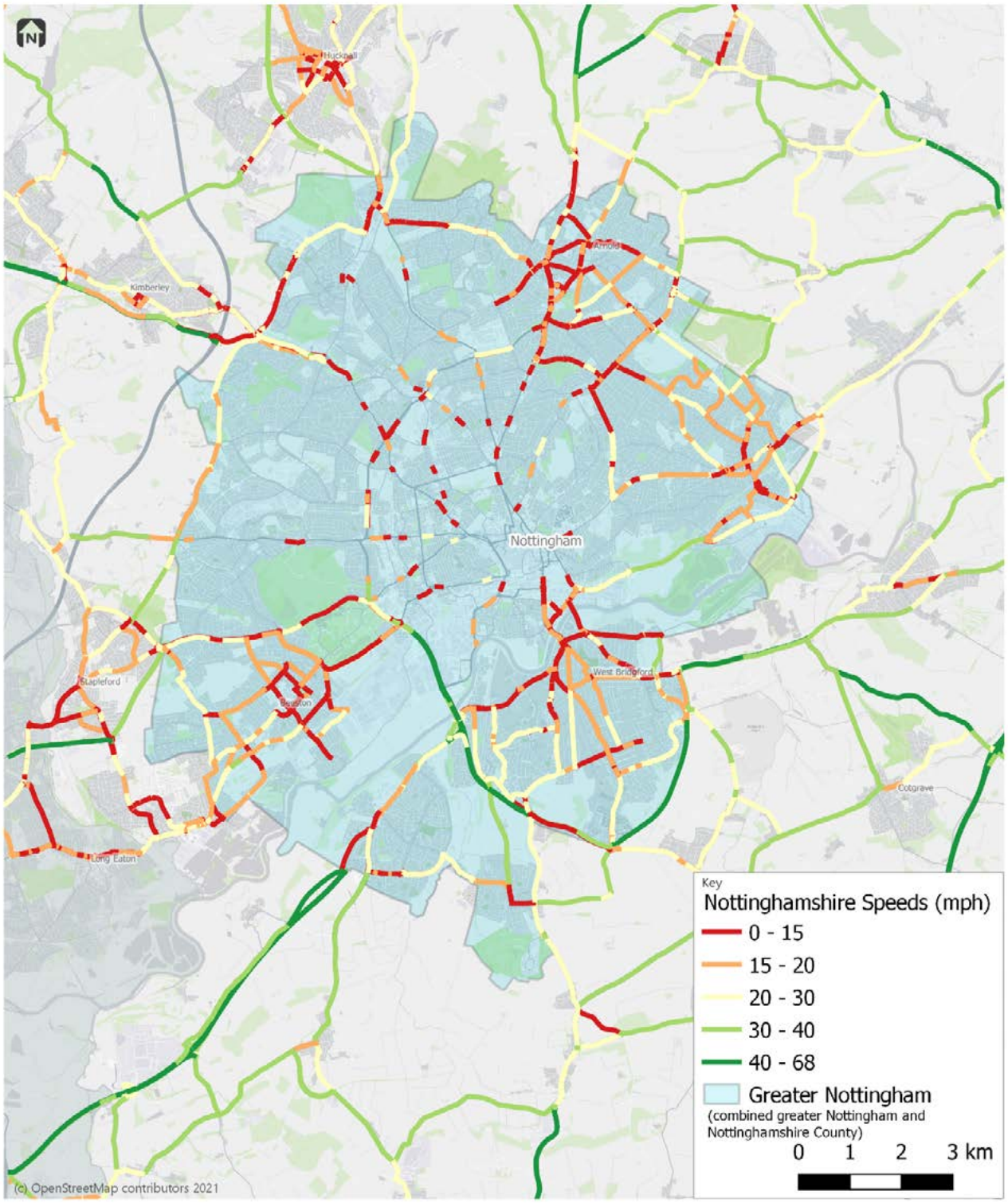
The maps below show the average traffic speed, and the traffic levels, on key links in the Greater Nottingham area; and the areas where buses encounter reliability problems. Particularly congested "hotspot" or unreliable areas where bus priority improvements have been identified include:

- Mansfield Road, junction with Forest Road
- Hucknall Road, junction with Arnold Road
- Edwards Lane, junction with Oxclose Lane (inbound)
- Edwards Lane, junction with Oxclose Lane (outbound)
- Moor Bridge

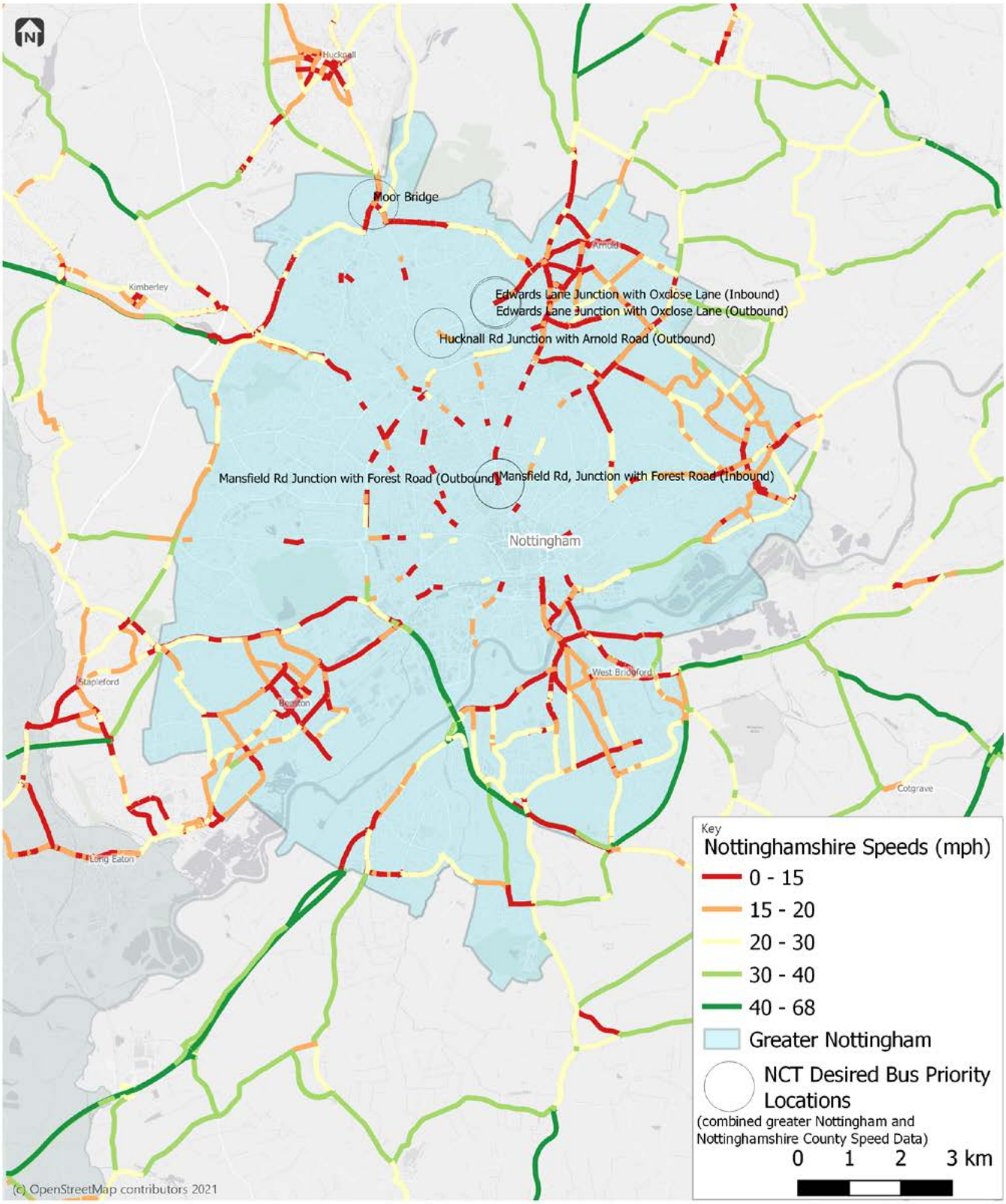
With extended priority also required along the following corridors necessary to address wider network congestion issues:

- A52 – Derby Road (Priory island link)
- A52 West Bridgford
- A60 - Nottingham Railway Station to Central Avenue, West Bridgford
- A60 – Mansfield Road – Front Street Arnold
- Upper Parliament Street to Victoria Centre
- A609 – Ilkeston Road to Wollaton Road
- Edwards Lane
- Hucknall Road

Traffic congestion in Nottingham increased between 2011 and 2014 and has since largely been constrained, while overall traffic flow has, despite annual variations of around +/- 1.75% remained around 916 million vehicle km pa between 2011 and 2019 (due to lockdowns the traffic levels fell considerably during 2020). Although congestion has in broad terms been kept from growing, it still creates a strain on the road network. Both Nottingham and Nottinghamshire have a street works permit system in place which prevents unplanned works and imposes penalties on contractors who overrun allotted works schedules.


Hucknall
Kimberley
Arnold
Nottingham
West Bridgford
Beeston
Stapleford
Long Eaton
Cotgrave
(c) OpenStreetMap contributors 2021
Key
Nottinghamshire Speeds (mph)
0 - 15
15 - 20
20 - 30
30 - 40
40 - 68
Greater Nottingham
(combined greater Nottingham and Nottinghamshire County)
0 1 2 3 km

The map below shows the main pinch-points for buses within the Greater Nottingham area.



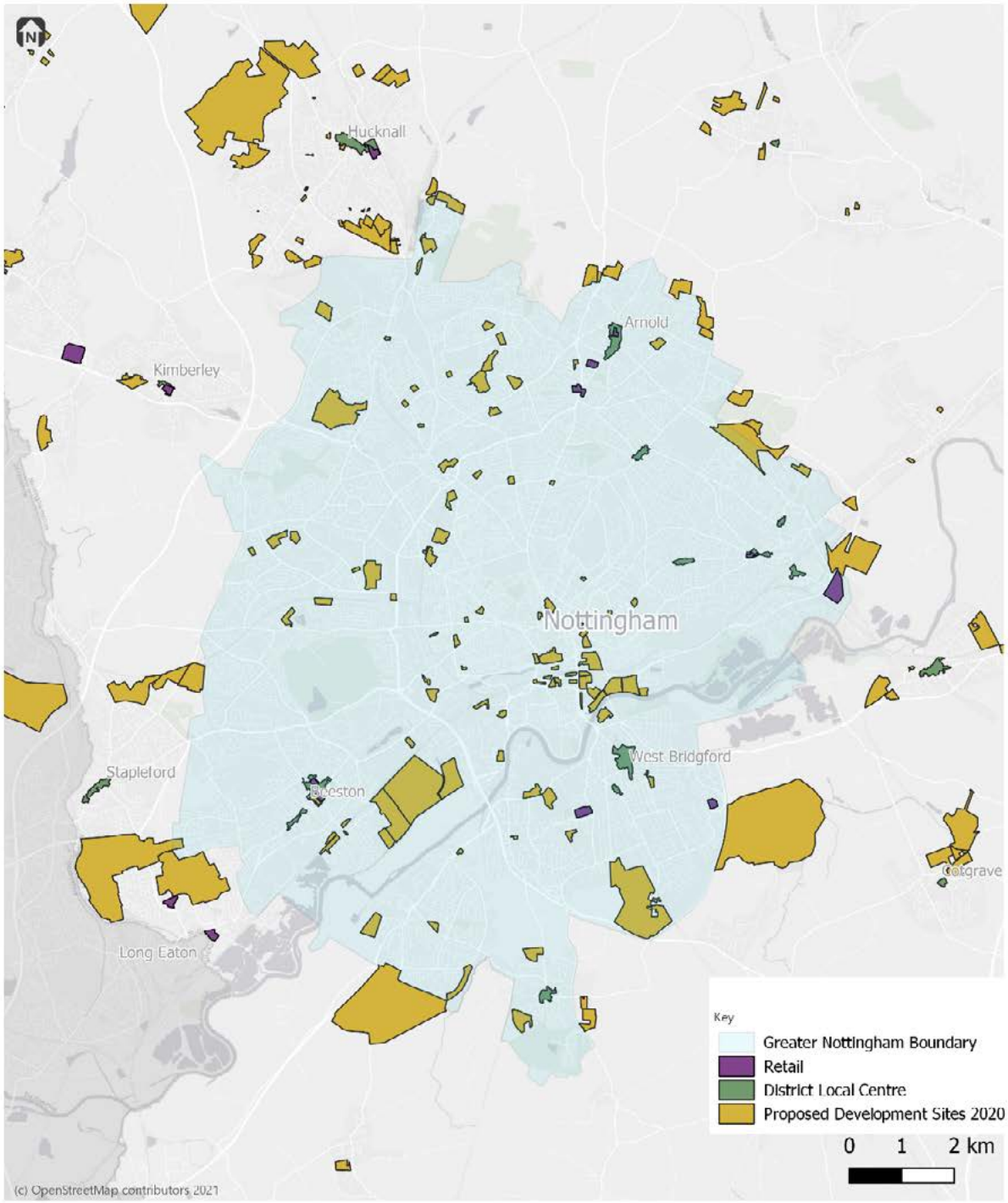
Congestion has had a negative impact on the operation of services over the years, leading to increased journey times for the passenger and the need for additional vehicles to be utilised, simply to maintain the existing frequency, for example:

- The running time for the Threes service along the A60 has increased by 26% since 2009, and requires an additional 1PVR to maintain the timetable.
- Journey time has increased by 18% on the Rainbow 1 service, and current punctuality is 61.8%. An additional 6 vehicles are required to maintain reliability on this service and service 9 combined, costing approximately £900k per year to operate.
- NCT has added in additional vehicle resources on services 44, 45, 46, 47 and 58 to accommodate the longer journey times experienced in these areas at peak times, costing an additional £520k per annum

The existing AQPS has provided an effective forum for allowing operators and the authority to share experiences and concerns, and to jointly address identified congestion hotspots with targeted bus priority improvements.

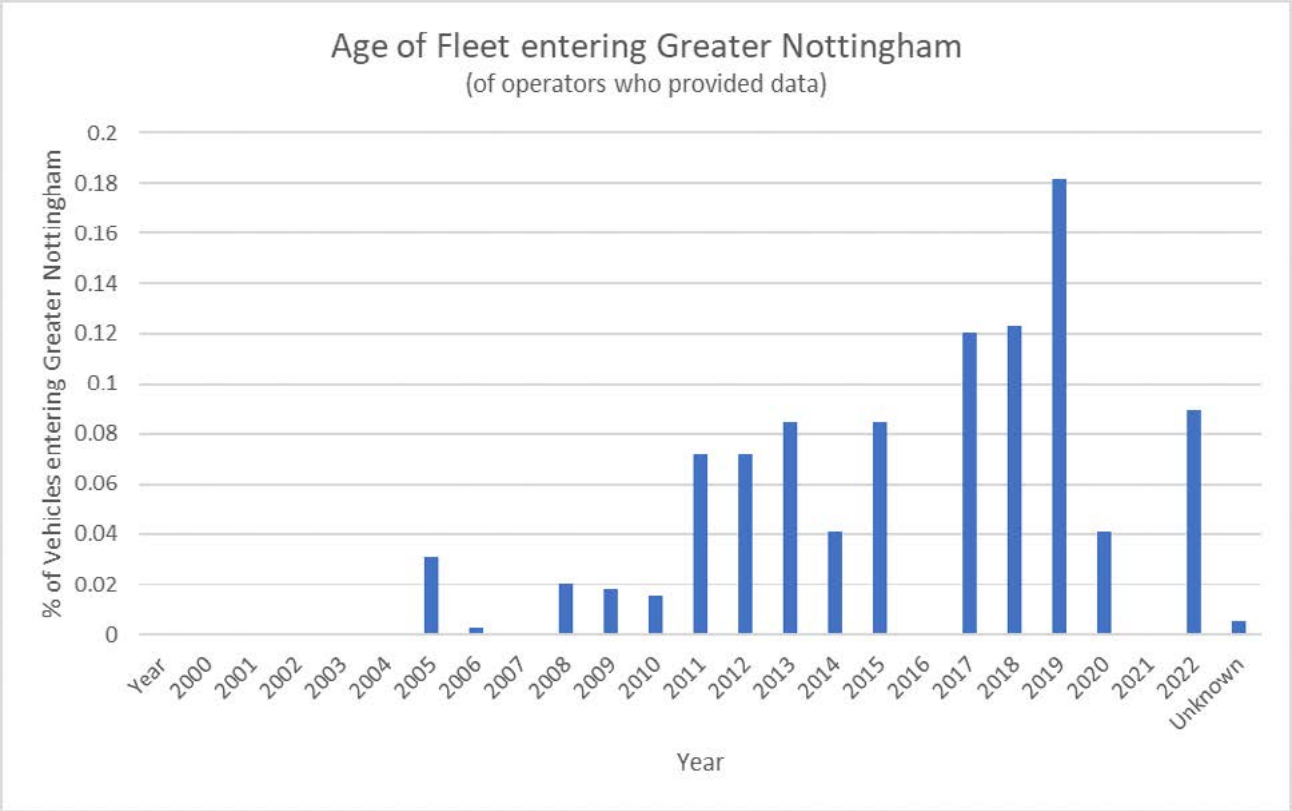
In addition to the traffic currently, more trips will be added to the network in response to the high level of development planned in the area, the location and size of which are illustrated below. Although S106 monies will be used to mitigate this impact, wider measures will be required to support bus priority measures across broader corridors, and hence make bus more attractive for new residents.

Map: Proposed major development sites



Bus fleet

The average age of the fleet operating in Greater Nottingham is 6-7 years old, the split of which is shown below.

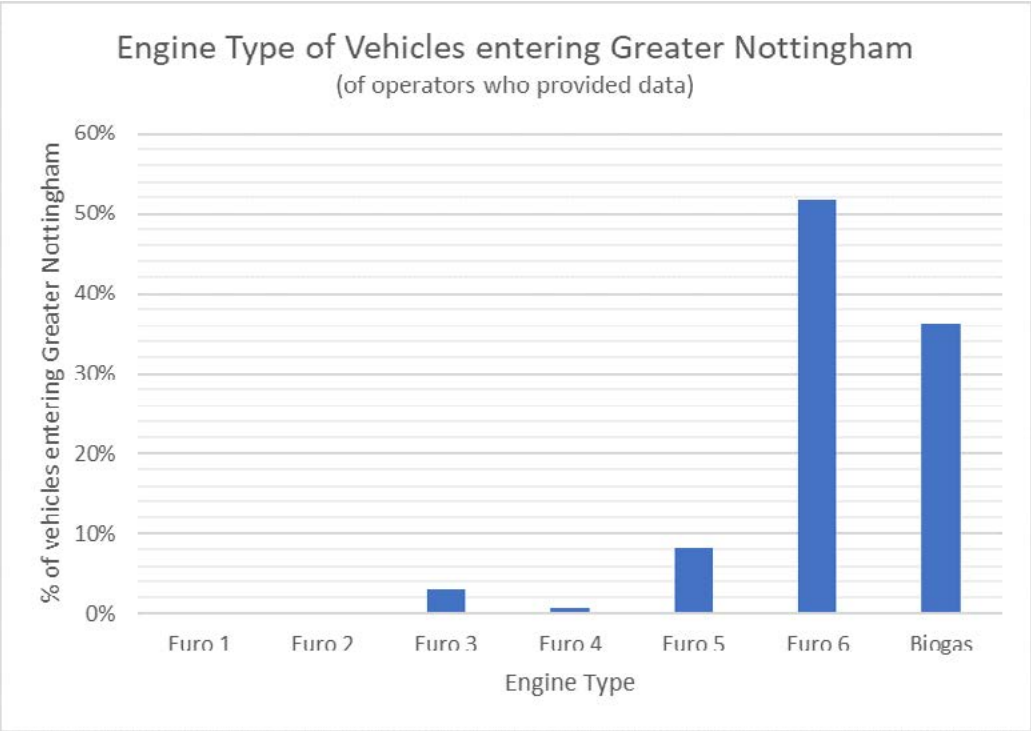


Year	Number	Age	%
2005	12	17	3%
2006	1	16	0%
2007	0	15	0%
2008	8	14	2%
2009	7	13	2%
2010	6	12	2%
2011	28	11	7%
2012	28	10	7%
2013	33	9	8%

Year	Number	Age	%
2014	16	8	4%
2015	33	7	8%
2016	0	6	0%
2017	47	5	12%
2018	48	4	12%
2019	71	3	18%
2020	16	2	4%
2021	0	1	0%
2022	35	0	%

The majority of buses (88%) have Euro VI diesel engines or operate on biogas (all buses that pick up or drop off in the City Centre are required to be Euro VI or better as part of the AQPS). The breakdown is shown below.

Summary	Number	%
Euro 1	0	0%
Euro II	0	0%
Euro III	12	3%
Euro IV	3	1%
Euro V	32	8%
Euro VI	202	52%
Biogas	142	36%
Total	391	



Nottingham City Council and Nottinghamshire County Council also operate a fleet of 35 Electric Buses on their tendered services networks.

Local Authority Technical Support and skills

Both Nottingham and Nottinghamshire have well-established public transport teams, covering strategy, operations and infrastructure, and an excellent track record of project delivery. There is also a strong partnership already in place between the City Council, County Council and operators, who have a long-standing track record of working together to achieve shared outcomes. This partnership has got stronger during the pandemic, as demonstrated by the establishment of the Transport Local Resilience Forum which sought to oversee the response to and recovery from the pandemic.

The organograms in Appendix C show the staff structure in the City Council and in the County Council and their roles in relation to bus-related activities.

Investment in the Network

Over £250 million is being invested in the regeneration of Nottingham's Southern Gateway in and around Nottingham Station – including redevelopment of Broadmarsh shopping Centre, a new Nottingham College and regional headquarters for Her Majesty's Revenue and Customs. The Transforming Cities Fund with its focus on improving urban connectivity through better Public Transport, Cycling and Walking infrastructure will support better journeys throughout Greater Nottingham and across the Derby – Nottingham Metro area. Activity underway supported by the Transforming Cities Fund includes:

- Modernisation of public transport information systems - better disruption updates, more accurate bus arrival information and realtime feeds available via Google Maps.
- Traffic light priority for buses across the region.
- Further development of Robin Hood Smart Ticketing and contactless payment.
- A new Thane Road bus lane connecting the Boots Enterprise Zone and extension of Daleside Road bus priority through Colwick.
- Improved bus priority along Nottingham's northern growth corridor.
- New Park and Ride site and complementary bus priority measures
- Development of Demand Responsive Transport on the urban fringe to complement the core public transport network.

Activity underway supported by other central government funds including the **Clean Bus Technology Fund, National Productivity Fund, Ultra Low Emission Bus Funds** and Local Enterprise Partnership funding includes:

- Delivery of contactless payment on bus and tram services.
- Roll-out of low and ultra-low emission buses and supporting charging and fuelling infrastructure.
- Exhaust retrofit of existing diesel buses to Euro VI making them 90% cleaner.
- New Broad Marsh Bus and Coach Station

This significant investment in public transport infrastructure is being implemented to help improve the region's economic vibrancy, health, wellbeing and quality of life by improving the efficiency and accessibility of an integrated transport network for residents across the Derby – Nottingham metro area. Improved connectivity by bus, tram, rail and road will complement better walking and cycling links helping to move people and goods to jobs and services and the new opportunities presented by the key growth areas across the city region including:

- HS2 Growth Hub and Science Park
- East Midlands Gateway and Strategic Rail Freight Interchange
- East Midlands Airport
- Derby and Nottingham City Centres

Supporting Policies

Continuing to develop the Greater Nottingham BSIP area as a national exemplar for integrated sustainable transport aligns with key strategies covering economic growth, climate change, health, safety and quality of life. The main strategies are:

- Nottingham Bus Strategy (2020 – 2025)
- Nottingham Growth Plan
- Local Transport Plans for both authorities
- Local Air Quality Plan
- Housing Strategy
- Local Plan (Planning and Development) and District Local Plans in the conurbation
- Derby – Nottingham Metro Strategy
- Nottingham Street Design Guide
- City of Nottingham Carbon Neutral by 2028 Strategy and Nottinghamshire County Council Carbon Management Plan and Environment Strategy
- Nottinghamshire Integrated Passenger Transport Strategy
- Council Plans for both Nottingham and Nottinghamshire

The current investment package in bus is wholly aligned with the ambitions and objectives of the National Bus Strategy and the achievement of the BSIP Objectives and infrastructure interventions sought by government to improve bus services.

From a purely operational service basis passengers in the Greater Nottingham area currently benefit from a commercial network that has:

- Robin Hood Card, Multi-Operator ticket for Bus and Tram
- Contactless Payment with Multi Operator Bus and Tram from Autumn 2021.
- 8 Park and Ride sites (2 bus & 6 tram based) circling the city on key radial routes.

- Low Fares (Child Fares extended to under 19s on Nottingham City Transport, trentbarton and Robin Hood).
- An Advanced Quality Partnership Scheme for the city centre (Euro VI emission standard, revised stop departure caps).
- 88% of all vehicles which are Euro VI or biogas (100% compliance required for vehicles boarding and alighting in City Centre, buses currently being retrofitted which were disrupted by Covid, so compliance delayed for Victoria Bus Station until early 2022).

Conclusion: Barriers and opportunities

This chapter has sought to pull together data and insight that helps to inform the current state of the bus network across the BSIP area, and draws out key issues and challenges against each of the national BSIP Outcomes. This insight is then used to inform the proposed measures, such that they are targeted in the areas of greatest need / most impact.

The following SWOT analysis seeks to capture and summarise the key issues.

Strengths	Weaknesses
• High quality frequent and reliable network already exists • One of the UK's greenest fleets with extensive BioGas, Electric and Euro VI standard vehicles in operation • Good value for money fares offered through Robin Hood multi-operator ticketing and high quality commercial ticketing offers. • Strong existing partnership working • Long term sustained growth in patronage • High levels of passenger satisfaction • Highly regarded as leading transport authorities. With the two largest bus operators winning the UK bus operator of the year title more times than any other area in the UK.	• Known pinch-points and congestion hotspots remain • Lack of cross city centre services
Opportunities	**Threats**
• Opportunities to tackle congestion and strengthen bus priority across the Greater Nottingham, and at identified pinch points • Ability to improve attractiveness through increasing car parking charges in district centres • Ability to raise the bar by moving from high quality and frequency corridors to a BRT style specification on key routes • Continued enhancements to the ticketing offer through the Robin Hood multi-operator platform • Potential greater reach and engagement with minority groups. • Enhanced Marketing Plan to improve awareness and benefits of public transport.	• Unknown long-term impact of pandemic on confidence and use of local bus services, and likely future demands • Competing demands for road-space from other sustainable modes (cycling and e-mobility)

The Core Targets for measuring the success of the BSIP are set out below.

	Baseline	2022-23	2023-4	2024-5	2030-31
Core indicators					
Passenger Satisfaction	95% (2019)	93%	95%	96%	97%
Passenger Growth	61.39m (2019)	-10%	0%	2%	10%
Reliability	91.5% (2019/20)	92%	93%	94%	95%
Journey Time	16.15 kph or 3 min 43 sec per bus km (Oct 2021)	16.2kph	16.5kph	17kph	17.2kph
Additional Monitoring					
Value for Money	78% (2019)	78%	79%	80%	81%
Punctuality	81% (2019)	80%	82%	83%	84%
Public Transport Information	73% (2020)	74%	75%	76%	78%

These targets have been set to best reflect the aims and objectives set out in Chapter One and draw upon data which is already available through the existing partnership arrangements. We have defined baseline data and targets for 4 mandatory indicators, (as defined by DfT), plus an additional 3 local indicators which enable us to assess how we are performing locally against the wider aspects of bus delivery which are relevant to maintain and attract customers. The indicators, baseline data, and targets will be reviewed as part of the first BSIP refresh, when we hope to have a better understanding of the longer-term impacts of Covid on bus use. Data for each indicator will be reported six-monthly.

The following sets out how we intend to monitor each target, along with commentary as to why the indicator was chosen and previous performance:

	Methodology and commentrary
Core indicators	
Passenger Satisfaction	Derived from annual Transport Focus Passenger Surveys, and reflects BSIP focus on meeting passenger needs. Nottingham has historically performed well against this indicators (Highest = 97%; previous years were 92%, 94%, 91%), and hence target is to maintain and continuously improve exceptionally high levels of passenger satisfaction (the slight dip in 22/23 reflects expected network deterioration / congestion before improvements are completed). The 2019 Transport Focus survey has been used as the baseline as this represents the latest independent and representative survey undertaken. The reason for all the improvements in this BSIP is to provide a better service for the passenger and this indicator will help show the holistic impact of interventions.
Passenger Growth	Measured by reviewing operator patronage data on a route-by-route basis, which is currently submitted to the Local Transport Authorities as part of their returns to the DfT, and reflects BSIP ambition to grow patronage. In addition to overall passenger growth we will also monitor patronage on a granular level – by area; corridor; service; ticket type; time of day/day of week; demographic - to understand the impact of the different specific BSIP measures, which will be used to inform the development of the BSIP in future years. Greater Nottingham has seen increases in overall 'bus and tram' usage, and hence the indicator will look at both sets of data independently and in aggregate (Chapter 2 provides background)
Reliability	Measured using operator punctuality data, which is the percentage of services operating to the Traffic Commissioner window of between -1 and +5 minutes of the scheduled timing point. Reflects BSIP ambition to grow patronage through improving overall levels of reliability as a result of enhanced bus priority, enforcement, and associated supportive measures. Reliability will be measured for the whole of NCT's network in Greater Nottingham which covers 85% of the market and all key corridors and geographic areas. Only NCT's data will be used initially as other operators adopt different methodology in measuring reliability which may cloud the results, however as the BSIP develops we will look to obtain a fully aggregated data set covering all operators. Data will be analysed on a route-by-route basis to determine the impacts of the specific interventions identified on each of the corridors set out in Chapter 4. Baseline data has been derived from a full year's worth of data (April 2019 – Mar 2020). The slight dip in 22/23 reflects expected network deterioration / congestion before improvements are completed.
Journey Time	Measured using operator data to record average journey speeds (kph) across the entire network during a representative Autumn Week (1st week October) and Spring Week (3rd week March – to avoid Easter). Reflects BSIP ambition to grow patronage through reducing average bus journey times as a result of enhanced bus priority, enforcement, and associated supportive measures. Data is recorded on a route-by-route basis enabling an understanding of how specific measures on different corridors, set out in Chapter 4, impact on journey time. Baseline data has been derived from a sample neutral week (w/c 21/10/21). Despite the recent investments and improvements to bus operation, statistical analysis of local timetables shows that bus journey times during the AM peak are longer than they were 20 years ago, rising from an average of 31 mins in 1999 to 36 mins in 2019. We will also work with operators to monitor performance against Journey time consistency (maximum journey time within 15% of minimum journey time).

The following sets out how we intend to monitor each target, along with commentary as to why the indicator was chosen and previous performance:

Indicator	Methodology and commentrary
Additional	
Value For Money Satisfaction	Derived from Transport Focus Annual Passenger Surveys. Nottingham has a high baseline, and a strong track record (Highest = 81%; previous years were 77% and 79%), hence aim is to maintain high standards and continuously improve through marketing and education alongside new Robin Hood fare products (as set out in Chapter 4). The slight dip in 22/23 reflects expected network deterioration / congestion before improvements are completed.
Punctuality Satisfaction	Derived from Transport Focus Annual Passenger Surveys. Nottingham has a good track record (Highest = 86%; previous years were 84%, 84%, 84%) so ambition is to return to previous high levels by 2024/25. The slight dip in 22/23 reflects expected network deterioration / congestion before improvements are completed. This will supplement the reliability targets and show whether the perceived punctuality reflects the actual punctuality. This will help inform whether new ways of information dissemination and marketing are required.
Public Transport Information Satisfaction	Derived from National Highways and Transport surveys for Nottingham, using the latest survey (2020) as the baseline. This records the percentage satisfaction in the public transport information available. Nottingham has a good track record (73% in 2020 compared to an average of 44%) so ambition is to maintain high standards and continuously improve through extending and raising the prominence of the Robin Hood brand.

As well as measuring and monitoring these targets, additional data will be collected to monitor performance and to understand the success of the measures implemented to help guide the development of the BSIP and bus network in the future. These include:

- Lost mileage per route - another indicator of reliability issues
- Targets for responding to complaints and responding to delayed/cancelled services, as identified in the Passenger Charter – to monitor whether the quality aspects and commitments to passengers are being maintained.
- Percentage of population that have access to a frequent bus service at different times of the day and days of the week – to guide network development, particularly when new developments are built.
- The proportion of public transport use as modal share to access the city centre - , pre-pandemic the levels of use within the inner traffic cordon were around 40%.

Delivering intensive services and investment on key corridors, with routes that are easier to understand

Nottingham's Robin Hood Network has extensive turn up and go corridors along all main corridors. There are however a small number of areas that do not benefit from a 10 minute day frequency and 15 minute evening frequency or are not within 400m of this type of turn up and go corridor. Where this is the case, we will work with operators to understand the opportunities for service enhancements, and the commercial viability and sustainability of these in future years. Routes with identified future or latent demand will be prioritised with a view that some kickstart funding will enable those routes to become commercial quicker, enabling investment elsewhere in the future. Assuming public subsidy rules permit, and a long-term funding settlement is provided by government, we will look to enhance the bus services in a phased approach. To support this activity we will if appropriate look to procure network strategic planning and network scheduling tools and we will ensure that we work with developers and local planning authorities to ensure that buses are integral to new development and good levels of section 106 funding are secured to support their operation.

It is important to recognise that the Covid pandemic has had a huge impact on bus patronage and services in the Greater Nottingham area are not yet seeing patronage at pre-Covid levels. At the moment, patronage is around 75% of pre-pandemic levels, and it is hoped that this will increase over coming months with the return to offices, schools and universities. However, commuters are less likely to travel as much as they did previously, and more people are seeking services more locally, suggesting city centres will face more of a challenge in obtaining pre-pandemic levels of patronage.

Nottingham's Robin Hood Network is a well-recognised brand that has been built up over the years and provides a simple London Underground style mapped network of turn up and go services that link into a complementary tram network. A hub and spoke model, which focuses service interchange on the city centre and key district centres such as Beeston and West Bridgford, supported by widespread real time information at stops, interchanges and bus stations, supports the legibility of the current network and routes.

A significant bus service improvement programme is currently being delivered via the Transforming Cities Programme, delivering bus lanes; traffic light priority; real time information upgrades; further development of contactless payment and smart ticketing and a new bus-based park and ride site to the north of the city. The BSIP will build on these improvements, mirroring the corridor improvement approach along other key corridors.

These will be targeted for the delivery of further traffic light priority, real time information upgrades, standardisation of branding and timetable information, bus priority and eliminating operator pinch points. This targeted approach will support the reliability and efficiency of bus services, reducing journey times

and enabling a higher frequency of service to be operated with reduced operating costs. It will also improve the legibility of the services provided.

Implementing significant increases in bus priority

Nottingham's Robin Hood Network has extensive bus priority throughout the conurbation but time is still lost in the city centre and out towards the fringes of the urban core where dedicated bus lane provision is less prevalent or absent.

A package of measures will be required across the network to deliver significant increases in bus priority, these include:

- Extension of traffic light priority beyond the corridors and 117 Junctions included in the current Transforming Cities Programme
- Review of Permit Schemes to minimise network disruption
- Identification of pinch points not picked up by the Transforming Cities Programme
- Roll-out and extension of yellow box enforcement using new powers
- Review of Bus Lane operational times to reflect new travel patterns
- Camera enforcement of Bus Stop Traffic Regulation Orders and bus stop clearways (in the conurbation) at key locations
- Investment in staff resource in the conurbation to improve enforcement of bus stop clearways
- In the conurbation, the County Council will engage with relevant partners to review loading restrictions to minimise impact on buses and investigate the potential to implement red routes.
- Review on-street parking, particularly in district centres that impacts negatively on efficient bus operations.

The package of measures identified above will combine to provide marginal gains which will augment the journey time savings benefits derived from existing bus priority and plans to:
explore the feasibility and develop a Strategic Outline Business Case to convert comprehensive bus priority on Nottingham's Core Arterial corridors into fully blown Bus Rapid Transit routes:

- A52 – Derby Road (Priory island link)
- A52 West Bridgford
- A60 - Nottingham Railway Station to Central Avenue, West Bridgford
- A60 – Mansfield Road – Front Street Arnold
- Upper Parliament Street to Victoria Centre
- A609 – Ilkeston Road to Wollaton Road
- Edwards Lane
- Hucknall Road

In return Greater Nottingham's bus operators will maintain their historic levels of investment in state of the art, low emission buses, meeting accessibility requirements, providing contactless payment, integrated ticketing (Robin Hood), high spec audio visual passenger information and a world class

passenger experience.

Nottingham City Council has been dedicated to improving bus reliability and speeds through reducing congestion for many years. The Workplace Parking Levy, the first of its kind in the UK, was introduced in 2012 and whilst not eliminating congestion it has limited its' growth when compared to other major cities. Pre pandemic:

- 42% of workplace spaces were liable for the charge
- 40% of journey's were made by public transport
- No large employers have left the city following implementation

This was a bold and at times contentious political decision, illustrating the commitment to encouraging public transport use and providing the necessary 'sticks' to enable modal shift. We will continue to work with partners in reviewing the level and cost of car parking, ensuring that day rates within the city council's city centre parking estate always exceed the cost of the Robin Hood Multi-Operator Day Bus and Tram Ticket.

We will also work across Greater Nottingham to establish a protocol for parking charges in district centres, where many car parks continue to offer free all-day parking.

Fares must be lower and simpler

Greater Nottingham has reasonably priced bus fares and a relatively simple fare structure across the urban area. With flat fares in place across all the main public transport operators, and the Robin Hood multi-operator product in place to support multi-operator and multi-modal travel, the customer proposition is simple and clear. This can be improved, and through engaging with bus operators there are areas in which this BSIP can deliver for bus users.

In partnership with operators, we are constantly reviewing the products and seek to respond to the desires and needs of the bus passenger. For instance, very recently (September 2021), a Robin Hood Flexible Days carnet style multi-operator ticket was agreed, through the Robin Hood Partnership, to support the changing nature of travel demand post-COVID and meet the travel requirements of the public.

However, there is more that can be done. Robin Hood product prices are generally sold at a premium to single operator products. However, a review of scheme prices highlighted anomalies between the premium applied to different season products. While the adult day ticket is sold at a 20% premium to average single operator day ticket prices, season product price premium differential can be as much as 63% - as is the case for the under 19 1-month product price.

To both simplify and reduce prices for customers, we will review the Robin Hood premium for season products with a view to consistently applying the premium across all season products. Not only will this ensure that customers understand how products are priced, but will likely result in lower fares for young people and students, and for most adult season products.

Consideration has been given to subsidising a reduction in the Robin Hood premium to reduce multi operator ticket prices. Applying a 10% or 0% premium has been modelled, but both are forecast to lead to a significant amount of abstraction from single operator product sales. It will also likely lead to multi operator product prices undercutting single operator prices in some circumstances, while operator support for a reduced premium is limited due to the long-term sustainability of the initiative. We will, however, continue to engage with operators to support the reduction in the premium where it can be justified commercially.

Bus operators in Greater Nottingham, as well as the Robin Hood scheme, already offer discounted travel for those aged 18 and below. All operators also offer a student discount for those in education from age 19 upwards. There is an aspiration to support 19, 20 and 21 year olds who are not in education to use public transport more frequently. Through this BSIP, we will explore with operators how these young bus users can access the discounted prices that those in education enjoy to support the start of their working lives. Furthermore, we will explore the possibility of a discounted travel scheme for jobseekers, building on previous schemes delivered through the Robin Hood partnership. This would also align Greater Nottingham with the broader county area where there are aspirations to introduce a jobseekers travel scheme.

There must be seamless, integrated local ticketing between operators and this should be across all types of transport

In Robin Hood, Greater Nottingham has a fully operational, comprehensive integrated ticketing scheme. Robin Hood consists of paper day and smart season tickets, as well as single and multi-operator capping via ITSO-based Robin Hood Pay As You Go. Pre-COVID, the entire Robin Hood scheme had an annual turnover of c.£9m, accounting for around 12% of all public transport ticket sales for travel in and around Greater Nottingham. The scheme continues to be highly regarded by the travelling public. However, there is room for improvement, through this BSIP and the implementation of an EPS.

Firstly, we are in the process of exploring how a Mobility as a Service (MaaS) offer can be introduced to build on the integrated public transport ticketing platform to enable a subscription-based model to access a wider variety of travel modes to enable efficient movement around Greater Nottingham. The outcome of this BSIP will support this roadmap towards implementing MaaS and reducing barriers to accessing mobility services. In the short term however, there are areas in which ticketing can become simpler to understand and more seamless for the bus user.

Robin Hood

At present not every operator in Greater Nottingham is part of the Robin Hood Scheme. To support the simplification of bus services, all operators who are not currently a member of the partnership will become part of the day and seasons scheme, and most operators will become part of Pay As You Go, subject to them being technically able to be part of the scheme.

To support post-COVID recovery of bus services, the Robin Hood partnership will introduce a new 20-day and 50-day Robin Hood carnet product. This helps to bridge the gap between day tickets and season products that offer less value if people do not travel on a daily basis. The introduction of a carnet helps to better align Robin Hood with the commercial single-operator offer in Greater Nottingham given that the two largest operators also sell carnet products.

Nottingham Contactless

Nottingham contactless is being launched to enhance seamless ticketing in Greater Nottingham. This is being rolled out across three local bus operators and will incorporate contactless multi-operator day capping from late 2021. The scheme will then be extended to non-consecutive day capping, in particular to reflect new hybrid working patterns, and then will be, followed by 7-day capping. Usage will be monitored before decisions are taken on extending to 28-day capping at a later date.

It is essential that the public transport offer is as simple as it can be for the user. So where contactless capping is introduced, Robin Hood season card products will be kept under constant review and potentially rationalised to simplify the ticket offer for bus users and prevent duplication or significant overlapping of travel products.

Initially, Contactless capping will not be rolled out to all operators. However, there is a commitment from other operators that once the technology allows for multi-operator capping across multiple ETM providers, PSP providers and Merchant Acquirers, all local bus operators (including trentbarton, Stagecoach and Marshalls) will be part of Nottingham Contactless. This will require some alignment of policies and some clear customer messages if this is to be rolled out further. Given the flat fare structure within the urban area, there is no need for customers to ‘tap out’ on urban services, but on the inter-urban services where graduated fare scales are common, ‘tap out’ readers are required. We will continue to work with bus (as well as light and heavy rail) operators to ensure that the further roll out of contactless capping is simple for users.

This BSIP will also explore how Nottingham Contactless can enhance its offer to public transport users. The scheme currently provides a tap and cap model, and once rolled out across all participating operators, will provide a multi-operator tap and cap system that ‘Bus Back Better’ requires.

Service patterns must be integrated with other modes

Nottingham's key Transport interchanges namely Nottingham Station, Victoria and Broad Marsh Bus Stations are on the whole well served by bus and tram services through the existing hub and spoke network. Direct tram and train integration is in place at Hucknall and in Beeston the first joint bus and tram platform was implemented in the UK. The handful of suburban rail services outside of the central core also on the whole benefit from decent bus connectivity at good frequency levels. We will continue to work with bus operators and train and tram operators to ensure, where possible, bus services are integrated with each other and with other modes going forward.

These interchanges are seen as important element of a persons' journey and as such should be safe, comfortable and attractive places to interchange, with effective real-time information. Significant improvements having been delivered for Victoria and Broad Marsh Bus Stations through the Transforming Cities and Local Enterprise Partnership funding. Improved alignment of the bus bays at Victoria Bus Station has been delivered to support better boarding and operational efficiency and a complete new revamped Broad Marsh Bus station (See figures below)

Beeston bus and Tram interchange - a UK first

Broad Marsh bus station

Victoria Bus Station

Exciting plans for a much-improved bus interchange at Bulwell are also set to be delivered as part of the Transforming Cities Programme. Which will see the current drive in and drive out arrangement replaced with a saw tooth arrangement and significant improvements to the passenger waiting facilities, with state of the art shelters, real-time facilities and sustainable off grid power provided.

Bulwell interchange

We will work in partnership with bus operators to review options for north to south east and west bus connectivity to Nottingham Station supported by improvements to bus priority to ensure the reliability of any new cross city services.

We will also invite relevant rail operators to play a role in any future Enhanced Partnership, and have already started that discussion with East Midlands Railways and Cross Country (including a draft MoU).

The local bus network is presented as a single system that works together, with clear passenger information

Nottingham's Existing Robin Hood network brand (https://www.robinhoodnetwork.co.uk) will be extended and raised in prominence across the network. In practice this will mean:

- Standardisation of maps and promotional information at all stops in the Greater Nottingham Area with the Robin Hood Brand.
- A review of individual operator timetables, map and promotional information at all stops in the Greater Nottingham area.
- Upgrade of bus stop flags and bus stops in Nottinghamshire to the Robin Hood specification.
- Upgrade to shelters in district centres to include green roofs, off grid power and PV glass.
- Greater use of the new TFT bus stop displays to market the Robin Hood Network offer.
- A refresh of the Robin Hood Network Marketing Plan and additional resource to heighten levels of activity as part of the recovery from the pandemic.
- Continued development of the Robin Hood App (Journey Planner and Ticketing) to support seamless journeys.
- Formalise a virtual passenger transport control hub that oversees the provision of AVL TLP and RTPI services and distribution of bus service data across the wider D2N2 area.
- Maintain existing interchange provision and explore potential sites for new interchanges in the conurbation.
- Connect all local bus operators to the real time information estate.
- Introduce bus shelters and/or upgrade bus shelters to common standards at bus stop locations.

Information and marketing is and will be key to the success of the Greater Nottingham bus network. This is borne out of the recent public survey where 1,715 residents in the Greater Nottingham area responded on issues relating to the bus. A large percentage of people stated they would use the bus more if certain measures were in place, including some measures that are already in place, eg. 76% of recipients said they were likely to use the bus more 'a great deal' or 'to a certain extent' if there were a multi-operator ticket. This suggests there is much work to be done to educate and market the current attractive bus-related measures as well as the new measures being taken forward as part of the BSIP. The use of multiple delivery channels will be used including paper, web , social media and the use of 'social influencers' , which has proven to be highly effective during the pandemic in influencing travel behaviour.

Modern buses and decarbonisation

Nottingham's current bus fleet is one of the youngest in the UK. Nottingham City Transport and trentbarton, the two dominant bus operators in the Greater Nottingham area, have consistently invested in state of the art buses, with great accessibility and fully kitted out Audio Visual Passenger information systems.

The existing Advanced Quality Partnership Scheme for Nottingham city centre has delivered a Euro VI compliant bus fleet and both Local Transport Authorities have worked with all operators in the city to secure government funding to retrofit SCR systems to deliver the Euro VI standard across the Greater Nottingham area.

Nottingham City Transport currently operates the world's largest BioGas double decker fleet. These 120 buses have drastically reduced the carbon emissions of the fleet with Nottingham City Council working with the operator to secure funding from the DfT's green bus funds for both the buses and supporting infrastructure.

During the lifetime of the Bus Service Improvement Plan and the Enhanced Partnership due to be implemented from April 2022, Nottingham City Council and Nottinghamshire County Council will:

- Work with Nottingham City Transport to develop a Full Business Case for the full electrification of their 78 bus single decker fleet and Trent Bridge Garage. Alongside their 89 remaining Diesel Double Decker fleet and Parliament Street Garage.
- We will work with trentbarton to develop a Full Business Case for the roll-out of 60 Hydrogen buses.
- Agree with local bus operators that from 2030, all new bus purchases, will be Zero Emission.
- Work with local operators to formulate new projects for submission to the current ZEBRA and future Green Bus Funds.
- Participate and engage in Zero Emission networks across the bus industry and government to support the adoption of Zero Emission bus technologies locally. We would be willing to put ourselves forward as a 'centre of excellence' for other authorities should DfT wish to pursue this model to spread knowledge.

Give bus passengers more of a voice and a say

A passenger charter (Appendix D) is included in this document.

Engagement with passenger groups such as the Disability Inclusion Group and Sustainable Transport Nottingham will be formalised further with a regular report added to the quarterly Robin Hood Bus Partnership agenda as a standing item. We will look to implement smart accessibility improvements to ensure disabled users have better insight into availability of secured spaces.

A public engagement plan will be developed, with a particular focus on connecting with harder to reach and previously under-represented groups including but not exclusive to:

- Young People
- Women
- BAME Communities
- LGBTQ+

Historic under representation in the Robin Hood Bus Partnership governance structures will be addressed to ensure that the voice of passengers across Greater Nottingham's diverse communities is better heard.

More demand-responsive services and 'socially necessary' transport

Due to the comprehensive Public Transport Network, the role for demand responsive services within the Greater Nottingham area is limited beyond existing provision that already exists for specialised transport.

Existing "socially necessary" transport that is provided through the existing linkbus and nottsbus networks, augmented with deminimis support for some commercial services will be expanded where necessary to continue to plug gaps in the commercial network.

A technical specification for a potential DRT system which does not undermine the existing public transport network in Greater Nottingham and supports trips outside the operating hours of the mainstream public transport offer has been developed with the objective of supporting access to jobs in and around the urban area . But also across the city-region, particularly towards the key East Midlands Gateway Area. However, at this time there is a general consensus amongst local bus operators, backed up by research and scoping undertaken by independent consultants, that implementing such a system is too risky given the projected low levels of demand for it and the unsustainable revenue costs, that would be required to operate it. With the general view that such revenue funding would be better spent remodelling and enhancing the existing bus network as recovery from the pandemic is likely to continue well in to 2022-23.

We will continue to review DRT opportunities as part of our general supported services reviews / network development, and the independent review has provided us a framework that we can continue to assess the viability for DRT.

Longer term transformation of networks through Bus Rapid Transit and other measures

An evolution of Nottingham's existing high-quality network is required rather than wholesale transformation. The bus priority measures outlined on pg 43 will complete existing High Quality Bus Priority Corridors to deliver Light Bus Rapid Transit – continuous bus priority without dedicated guided busways and tram style rubber wheeled vehicles. But with offboard ticketing, comprehensive multi-operator contactless payment, with day, week and non-consecutive day capping, high quality waiting infrastructure and cutting-edge digital information.

Routes to the south and east of the city, will be reviewed to see if new mass transit links can be delivered using a rubber wheeled tram style Bus Rapid Transit. The New Leapool Park and Ride and complementary bus priority to the north of the city will also be reviewed in this context.

Each project/workstream will have its own implementation plan, with a designated project lead to coordinate and oversee progress.

The Robin Hood Bus Partnership will continue to meet monthly to monitor progress and take responsibility for the development and agreement of appropriate EP Schemes to gain suitable commitments to facilitate delivery of schemes/projects. The Partnership will receive monitoring reports.

There will be a designated person responsible for overall monitoring, collection and collation of data, to assess progress with expected outputs/outcomes and towards targets. Progress and performance towards targets will be reported in a performance report published 6-monthly.

The Bus Partnership will be responsible for overseeing the updating and revising of the BSIP annually, to reflect changing circumstances/new challenges/opportunities and responses from the public in annual satisfaction surveys, completed projects/schemes, and new areas for improvement/funding.

Following sign-off at the September and March quarterly meetings of the Robin Hood Bus Partnership, and a recording of actions to address any under performance a copy of the report will be published on the Robin Hood Network and Transport Nottingham websites:

- https://www.robinhoodnetwork.co.uk/
- https://www.transportnottingham.com/

Section 6 - Overview table

Name of authority	Nottingham City Council (Lead) Nottinghamshire County Council
Franchising or Enhanced Partnership (or both)	Enhanced Partnership
Date of publication	31 October 2021
Date of next annual update	1 April 2023
URL of published report	www.transportnottingham.com/bsip

Targets	2018/19	2019/20	Target for 2024/25	Description of how each will be measured (max 50 words)
Journey Time	Est. 16.15kph	16.15kph	17kph	Measured using operator data to record average journey speeds (kph) across the entire network
Reliability	Est. 91.5%	91.5%	94%	Measured using operator punctuality data (for each route), which is the percentage of services operating to the Traffic Commissioner window of between -1 and +5 minutes of the scheduled timing point
Passenger numbers	65.02m	61.39m	62.61m	Measured by reviewing operator patronage data on a route-by-route basis, which is currently submitted to the Local Transport Authorities as part of their returns to the DfT
Average passenger satisfaction	95%	95%	96%	Derived from annual Transport Focus Passenger Surveys

Delivery - Does your BSIP detial policies to:	Yes/No	Explanation (max 50 words)
Make improvements to bus services and planning		
More frequent and reliable services		
Review service frequency	Y	Greater Nottingham is currently well serviced in both the peak and off peak, but where corridors do not meet turn up and go frequency we will review. Those with the highest potential for commercial viability will be prioritised and kickstart funding applied to improve frequency.
Increase bus priority measures	Y	We will enhance the already extensive network, and that being developed through TCF funding, to address all identified pinch point on key corridors. This will take an evidence-based approach, informed by operator insight
Increase demand responsive services	N	Greater Nottingham is able to sustain a comprehensive, and largely commercial network. We will continue to support the existing Linkbus and Nottsbus services but we do not envisage these being expanded through the BSIP programme
Consideration of bus rapid transport networks	Y	We have identified a package of works (including new bus lanes, signal priority, no waiting and enforcement) across 8 strategic corridors that will turn these routes from high quality bus routes to BRT corridors.
Improvements to planning / integration with other modes		
Integrate services with other transport modes	Y	We already have a strong track record of integration, which will be extended to ensure all district centres are well connected and integrated (mobility hubs comprising: bus, tram, train, cycle, walk, e-mobility).
Simplify services	Y	We already have a simple, well defined and recognisable network in place, but we will continue to look for opportunities to make things even easier for the user to navigate the network across all operators
Review socially necessary services	Y	We will continue to review and support those services which are socially necessary but unable to be met by commercial providers alone. Due to the extensive commercial network across Greater Nottingham this is a relatively small component of our overall bus service offer.
Invest in Superbus networks	Y	The focus of the BSIP is to deliver BRT standard infrastructure and services on the core corridors into / out of the city, with coordinated corridor-based approach

Improvements to fares and ticketing		
Lower fares	Y	We will continue to offer value for money across the entire network, and through the Robin Hood ticket reduce the premium paid for multi operator ticketing. We will also introduce new carnet tickets to reflect post pandemic requirements, and work with district councils and partners to ensure low or no cost car parking does not encourage car use for local trips
Simplify fares	Y	We are continuing to expand the Robin Hood scheme to ensure it always offers the simplest and best value for money ticket option. Multi-operator contactless ticketing with day or week caps, combined with carnet and season tickets ensures users will always pay the right fare for their journey.
Integrate ticketing between operators and transport modes	Y	We will continue to enhance the Robin Hood scheme to ensure users have access to an integrated ticket between bus, tram and local train journeys. We will explore ways to enhance this through access to other forms of local transport (mobility as a service)
Make improvements to bus passenger experience		
Higher specification buses		
Invest in improved bus specifications	Y	We have already invested to ensure all buses are state of the art and green (including 120 biogas double decker buses), and we will continue with this programme, including a business case to fully electrify the 78 bus NCT single decker fleet, and to ensure all new bus purchases will be zero emission by 2030.
Invest in accessible and inclusive bus services	Y	Our passenger charter sets out a strong message of inclusivity, and we will strengthen our relationship with local Disability and Inclusion Groups, with regular reporting on progress. A public engagement plan will be developed to ensure we reach out to previously under represented and hard to reach groups.
Protect personal safety of bus passengers	Y	We will continue to improve the waiting infrastructure to ensure it is high quality, clean and visible
Improve buses for tourists	Y	All our work to simplify services and improve our multi-operator ticketing will enhance the experience for visitors to Greater Nottingham. This includes high quality park and ride facilities to ensure those arriving by car are captured on the outskirts of the city, and those arriving by train are able to easily, seamlessly and cost effectively navigate the city by bus

Improvements to fares and ticketing		
Invest in decarbonisation	Y	We will develop a business case for the electrification of the existing 78 single decker and remaining Diesel Double Decker NCT fleet, along with upgrades to the main depots to service and manage a larger commercial fleet of electric vehicles. This enhances the fleet which already includes 30 electric buses and 120 Biogas double deckers. We will also work with trentbarton on their plans for decarbonisation of their interurban bus services.
Improvements to passenger engagement		
Passenger charter	Y	This will build on our existing Passenger Charter developed as part of our AQPS and Bus Strategy, which puts the user experience at the heart of our approach
Strengthen network identity	Y	The network already benefits from strong branding and identity, which will be strengthened further through the ongoing work of the Robin Hood partnership group and expanded to more operators.
Improve bus information	Y	We will continue to invest in enhancements to the on board, at stop and at home (online) provision of real time and static information, including the further role out of TFT screens at stops / interchanges, a new virtual passenger transport control hub, and refinements to the Robin Hood app and website to ensure the journey planner continues to be enhanced and improve the user experience.
Other		

Appendix A: Contracted Services Expenditure

Nottingham City Council

Service	Route	Type of Support	Contract Payment Terms	Council Responsibility	Route Mileage (one direction)	Total Annual kms	Annual Contract Expenditure	Next Re-tender date
L2	City - Assarts Farm	Tender Contract	Min Cost	Whole Route	**9.00**	679,380	£483,561	Sep-26
L4	City - Beechdale	Tender Contract	Min Cost	Whole Route	10.00	281,112	£259,857	Sep-26
L5	City - Wollaton Park	Tender Contract	Min Cost	Whole Route	6.00	120,484	£128,544	Sep-26
L14	City - Bulwell	Tender Contract	Min Cost	Whole Route	6.90	378,196	£339,274	Sep-26
W1	City - Lenton Lane	Tender Contract	Min Cost	Whole Route	3.90	71,968	£88,062	Sep-26
Medilink	Queens Dr P&R - City Hospital	Tender Contract	Min Cost	Whole Route - shared with NHS Trust	7.57	532,310	£1,050,000	Nov-21
2	Silverdale - City	De Minimis	Min Subsidy	Silverdale and Wilford	5.91	4,156	£6,240	Rolling Review
13	Wollaton - Beeston	De Minimis	Min Subsidy	Wollaton to Beeston	8.37	8,828	£6,240	Rolling Review
19	Bulwell - Mapperley	De Minimis	Min Subsidy	Mildenhall Cres & Sherwood Vale	13.36	88,074	£31,200	Rolling Review
22 & 23	Gamston - Clifton Circle	De Minimis	Min Subsidy	Wilford Village	23.17	122,196	£6,500	Rolling Review
A1	Basford - Aspley Schools	Tender Contract	Min Subsidy	Whole Route	9.01	11,306	£36,101	Sep-26
A2	Rise Park - Aspley Schools	Tender Contract	Min Subsidy	Whole Route	7.92	27,711	£108,303	Sep-26
54	Clifton - Arnold	De Minimis	Min Subsidy	Larkhill, Sunninghill & Rivergreen	13.04	256,008	£45,000	Rolling Review

Total Network	**124.14**	**2,581,728**	**£ 2,588,882**
Revenue			**£ (1,014,657)**
Total Cost			**£ 1,574,225**

Nottinghamshire County Council

Greater Nottingham

Service	Route	Type of Support	Contract Payment Terms	Council Responsibility	Route Mileage (one direction)	Total Annual kms	Annual Contract Expenditure	Next Re-tender date
L73	Netherfield - Bakersfield - Netherfield	Tender Contract	Min Subsidy	Whole Route	25.1	6,275	£61,000	Jul-22
L74	Netherfield - Gedling - Netherfield			Whole Route	41.84	10,459		
L75	Netherfield - Burton Joyce			Whole Route	30.9	13,880		
22	Gamston - West Bridgford - Ruddington - Clifton	COVID Support Grant	Min Subsidy	Whole Route	184.43	46,108	£5,200	Mar-22
23	Gamston - Clifton - Ruddington - West Bridgford	COVID Support Grant	Min Subsidy	Whole Route	203.58	50,895	£5,200	Mar-22
528	Selston - Moorgreen -	Fleet operation	Min Cost	Whole Route	106.53	51,415	£110,000	Jul-22
865	Clifton - Kegworth - Normanton on Soar	Fleet operation	Min Cost	Whole Route	230.13	114,300	£85,000	Dec-21
Sherwood Arrow	Nottingham - Ollerton - Worksop/Retford	Frequency Support	Min Subsidy	Frequency Support	1970.2	708,966	£308,000	Jul-22
Total Network					**2792.71**	**1,002,298**	**£574,400**	

Appendix B: Parking Data

Cashless On-street Parking Schemes Nottingham

RingGo Code	Zone	Area	Street Name	Tariff
19001	5	Basford	Stockhill Lane	**£1.50** all day - Mon - Fri 9am - 5pm
19002	5	Sherwood	Edwards Lane	**£3.00** all day - Mon - Fri 8am - 6pm
19003	4	Meadow	Iremonger Road Incinerator Road Clarke Road Cattle Market Road Country Road Meadow Lane (North) Meadlow Lane (South)	**£3.00** all day - Mon - Sat 8am - 6pm
19004	5	Bilborough	Glaisdale Drive East Wigman Road	**£1.50** all day - Mon - Fri 9am - 5pm
19005	3	Crocus Street	Crocus Street Summer Leys Lane Eugene Street Waterway Street (West) Wallet Street Waterway Street (East)	All Week - 08:00 - 22:00 Up to 1 hour - 0.60 Up to 2 hours - £1.20 Up to 3 hours - £1.80 up to 4 hours - £2.40 Up to 5 hours - £3.00 Up to 6 hours - £3.60 Up to 7 hours - £4.20 Up to 8 hours - £4.80 Up to 9 hours -£5.40 Up to 10 hours - £6.00 Up to 11 hours - £6.60 Up to 12 hours - £7.20 Up to 13 hours - £7.80 Up to 14 hours - £8.40
19006	4	St Anns	Stonebridge Road	**£2.00** all week - Mon - Fri 8am - 6pm
19007	4	Redcliffe Road	Zulla Road Redcliffe Road	**£2.00** all day - Mon - Sat 9am - 5pm
19008	4	Mapperley Road	Villa Road Chestnut Grove Mapperley Road Cranmer Street	**£2.00** all day - Mon - Fri 9am - 5pm
19011	4	Meadow Way West	Meadows Way Robin Hood Way	**£2.00** all day - Mon - Sat 8am - 8pm
19012	4	Woodside Road	Woodside Road	**£1.50** all day - Mon - Fri 9am - 5pm

Free District Centre Car Parks (City)

Outside of the City Centre

Outside of the City Centre, there are a number of District Free Car Parks where parking is free of charge:

Area	District Free Car Park	Number of spaces
Bulwell	Holborn Place	51
	Gilead Street	48
	Duke Street East & West	72
	Station Car Park Station Road	61
Sherwood	Spondon Street	57
	Winchester Street	64
	Hall Street	31
Radford	Caulton Street	15
	Belper Road	21
	Randall Street	36
Hyson Green	Garfield Road	19
	Denman Street	43
	Gamble Street (On long term lease to Metropolitan Housing Association)	22

Issues have been reported that some of the above car parks are being used as unofficial commuter Park and Ride Sites and as a result these concerns are being investigated which could lead to a review of the management of these car parks.

City Centre Car Parks and Park and Ride Sites

City Centre Car Parks and Park and Ride Sites									
Name	Operator	Type	Parent and child spaces	Disabled spaces	Capacity	Opening times	Payment	CCTV?	Security
Victoria Centre	Capital Shopping Centres	Multi-Storey	Unknown	123 total	2,700 total	24 Hours	On foot	Yes	Yes
The Glasshouse	Metro Car Parks Ltd	Two storey	Yes	Yes	250	24 hours; 7days	On foot	Full coverage	24hr
Curzon Street	Nottingham City Council	Basement	0	8	100	7am to 10pm KD (Mon to Sat)	Pay and Display	Yes	Core hours
Brook Street	Nottingham City Council	Surface	0	4	45	24 hours	Pay and Display	No	No
Aberdeen Street	Nottingham City Council	Surface	0	2	40	24 hours	Pay and Display	No	No
Manvers Street	Nottingham City Council	Surface	0	None	44	Contract Parking only	Contract only	No	No
Stoney Street	NCP	Multi-Storey	0	n/a	350	7am to Mid	Pay on exit	N/a	N/a
Lace Market	Nottingham City Council	Multi-Storey	10	18	500	24 hours	On foot, App & Exit KD	Yes (not on every floor)	Yes
Train Station	Central Trains	Surface	Unknown	N/a	500	24 Hours	Pay and Display	Covers part	No
Sovereign House, Queens Bridge Drive	NCP	Multi-Storey	Unknown	N/a	405	24 Hours	Pay on exit	N/a	N/a
Canal Street	Nottingham City Council	Surface	0	None	58	Public Parking Evenings, Weekends and B/Holidays Only	Pay and Display	No	No
Arndale (Broad Marsh)	NCP	Multi-Storey	Unknown	n/a	412	7am-10pm	Pay on exit	N/a	N/a
St James Street	NCP	Multi-Storey	0	N/a	475	24 hours	Pay on exit	N/a	N/a
Mount Street	NCP	Multi-Storey	Unknown	N/a	514	24 hours	Pay on exit	N/a	N/a
Euro Car Park (Upper Parliament Street)	Euro Car Parks	Multi-Storey	0	14	221	7am 11.45pm	Pay on exit	N/a	N/a
Royal Moat House	Royal Moat House Hotel	Multi-Storey	Unknown	N/a	625	24 hours	On foot	N/a	N/a
Talbot Street	Pickerings	Multi-Storey	Unknown	4	510	6am-1am	On foot	Yes	Yes
Trinity Square	Nottingham City Council	Multi-Storey	0	27	440	24 hours	On foot, App & Exit KD	Yes	Yes
Racecourse Park & Ride	Nottingham City Council	Surface	10	10	470	Mon-Sat 7am- 7.30pm Closed for race days	Pay for bus only	Yes	Yes
Queens Drive Park &Rid	Nottingham City Council	Surface	15	18	1,066	Mon-Sat 6am-8.30pm	Pay for bus only	Yes	Yes
Forest Park & Ride	Tramlink Nottingham Ltd	Surface	13	24	982	6am-1am	Pay for tram only	Yes	Yes
Wilkinson St Park & Ride	Tramlink Nottingham Ltd	Surface	12	27	590	6am-1am	Pay for tram only	Yes	Yes
Phoenix Park & Ride	Tramlink Nottingham Ltd	Surface	0	19	667	6am-1am	Pay for tram only	Yes	Yes
Moorbridge Park & Ride	Tramlink Nottingham Ltd	Surface	0	6	119	6am-1am	Pay for tram only	Yes	Yes
Hucknall Park & Ride	Tramlink Nottingham Ltd	Surface	6	16	427	6am-1am	Pay for tram only	Yes	Yes
Toton Lane Park & Ride	Tramlink Nottingham Ltd	Surface	10	43	1,302	6am-1am	Pay for tram only	Yes	Yes
Clifton South Park & Ride	Tramlink Nottingham Ltd	Surface	10	45	1,004	6am-1am	Pay for tram only	Yes	Yes

Parking strategy and provision in the conurbation is led and on the whole managed by the district authorities.

The locations, number and number of spaces of district council owned car parks in the conurbation

		Car Parks			Spaces	
District	**Town**	**Long stay**	**Short stay**	**Total**	**Total number of spaces**	**Number of spaces designated for blue badge holders**
Broxtowe	Beeston	8	6	14	470	39
Gedling	Arnold	9	0	9	542	18
	Carlton	3	0	3	178	3
	Gedling	1	0	1	38	1
	Mapperley	3	0	3	191	0
	Netherfield	2	0	2	88	1
Rushcliffe	West Bridgford	3	0	3	298	22

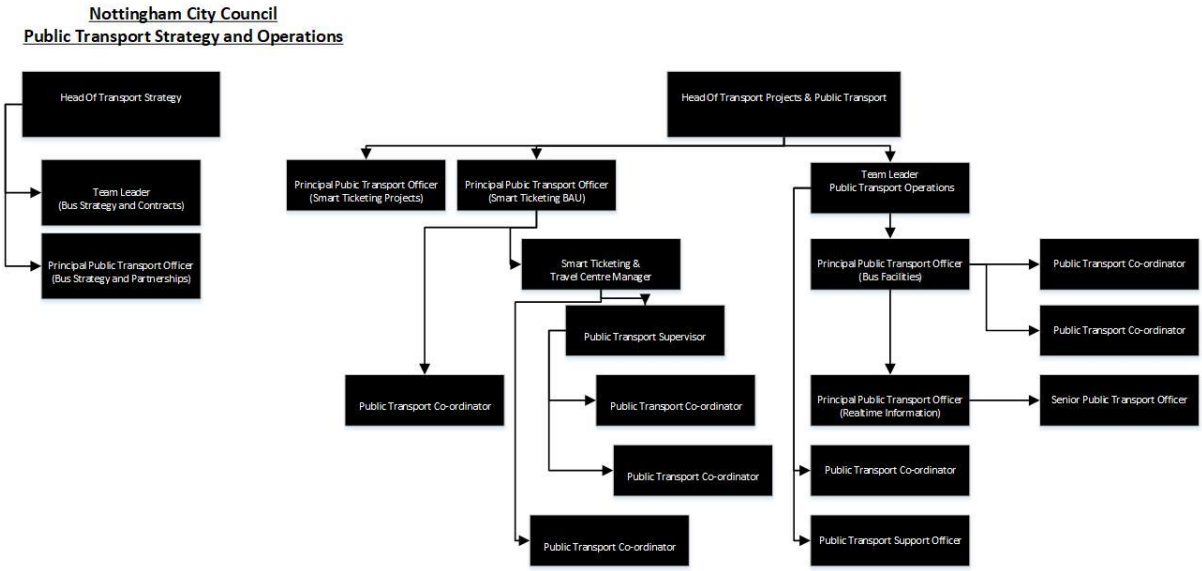
Charges applied for parking at district council owned car parks in the conurbation

		Type of charge				
District	**Total number of car parks**	**Free**	**Up to 30 minutes free**	**Up to 1 hour free**	**Up to 2 hours free**	**Charge applies for any length of stay**
Broxtowe	14	0	0	12	0	2
Gedling	18	0	0	0	18	0
Rushcliffe	3	0	0	0	2	1

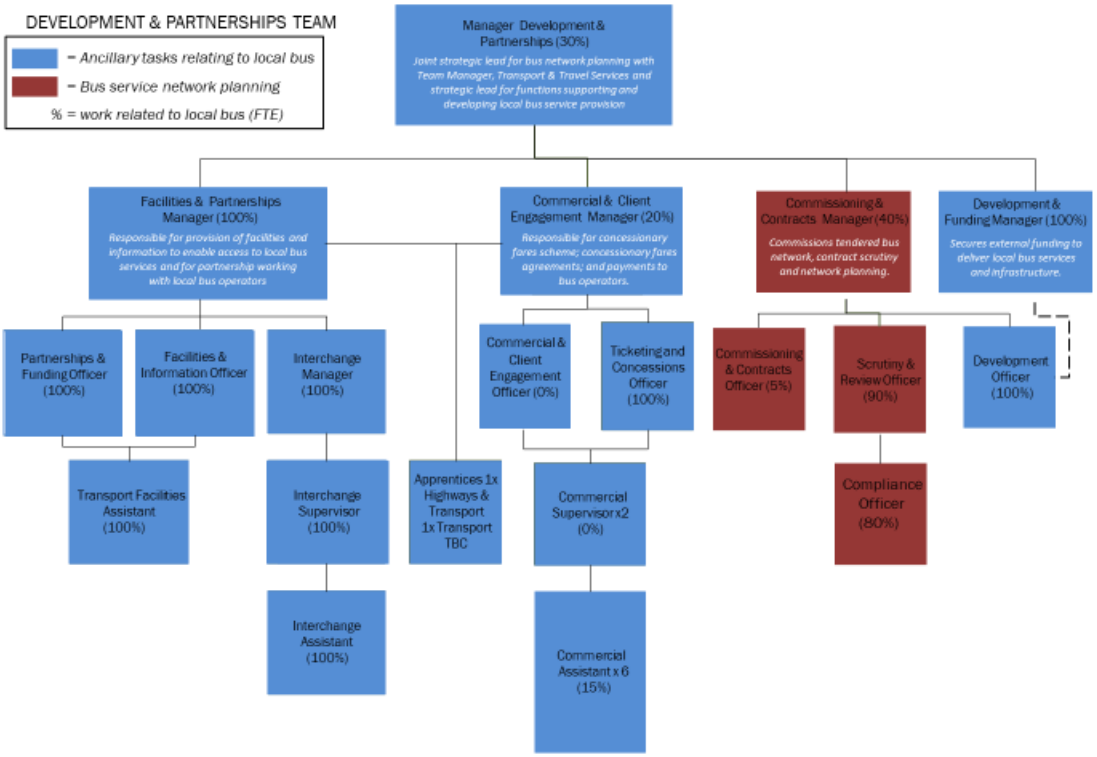
In 2019/20, Nottingham City Council spent £4.6m on Parking Enforcement and Nottinghamshire County Council spent £0.4m on Parking Enforcement

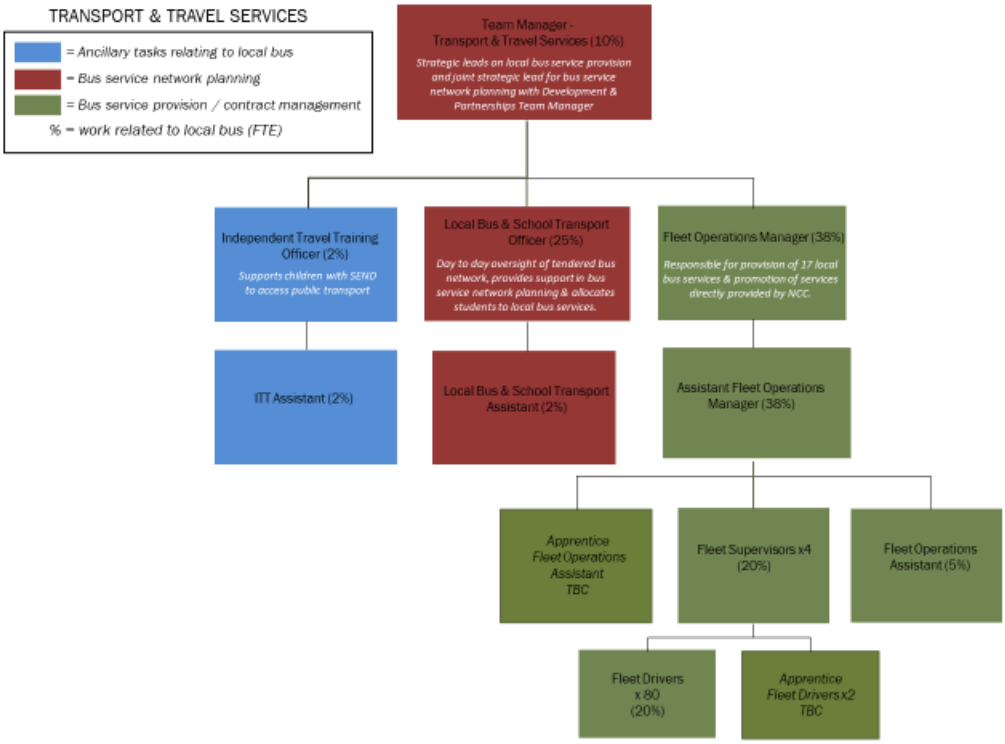
Appendix C: Organograms of Transport Services

City Council



County Council





Appendix D – Bus Passenger Charter

Greater Nottingham Bus Passenger Charter

Introduction

This Charter sets out exactly what you can expect from us and explains how to make the most of our services. It also sets out how we will put things right if we do not meet your expectations, and your rights under UK legislation.

The Bus Passenger Charter does not affect your legal rights.

What area does the Bus Passenger Charter cover?

Known at the Robin Hood Network area. This Bus Passenger Charter covers bus services in the Greater Nottingham area, which encompasses the entirety of Nottingham City and adjacent Nottinghamshire County areas including parts of the boroughs of Gedling, Rushcliffe and Broxtowe.

What operators serve the Greater Nottingham area?

These services are operated by Nottingham City Transport, trentbarton, CT4N, Stagecoach, Kinchbus, Marshalls and the Local Transport Authorities of Nottingham City Council and Nottinghamshire County Council.

What service types does the Bus Passenger Charter cover?

All local bus services are covered by the Bus Passenger Charter.

What you can expect from us

Safe, clean and comfortable buses

In the Greater Nottingham area, we will provide high standard buses every day, so that your journey and experience is a positive one. We will maintain a high standard of vehicle presentation and all buses operating across the defined Greater Nottingham area will be thoroughly cleaned, inside and out, every day. Levels of cleaning undertaken during the Covid-19 pandemic will be continued into the future.

We will continue our work to deliver Zero and Low Emission buses across Nottingham, with all buses operating into Nottingham City Centre required to meet the most stringent Euro VI standard as a minimum.

To ensure the safety of you and other passengers, buses will be maintained by skilled staff on a regular and planned basis to comply with all legal requirements. Heating and lighting systems will be checked on a daily basis, and buses will not be deployed onto a service if these are not working. And for your peace of mind, all buses will be fitted with CCTV, in multiple locations including on both the lower and upper deck of double decker buses, and we will follow the CCTV Code of Practice published by the Information Commissioner's Office. The presence of such CCTV equipment on a vehicle will be confirmed by the appropriate signage, such as a 'CCTV is in operation' at the point of boarding to give customers the option not to consent to CCTV before boarding.

Drivers will also be trained on how to give all customers a safe and comfortable journey, and what to do in case of an emergency.

A helpful driving team

Our bus drivers will be helpful, approachable and knowledgeable. To ensure that this is the case, drivers will undertake periodic training including customer service training so that they are always up to speed on the best ticketing options for the passengers and are well informed about the route they are driving on as well as the rest of the network. Drivers will also wear a uniform, and will be smart and clean in appearance.

If for any reason your journey is seriously delayed, your driver will endeavour to tell you what the problem is and keep you updated. They will be able to advise alternative services if the delay is route specific, to allow you to complete your journey as quickly as possible. The delays will also be communicated via operator's social media accounts, operator websites and on-street Realtime Information (RTI) displays.

We aim to give you the best service

We aim to run every bus on time, but please bear in mind that sometimes there are external factors outside of our control, which may have an impact upon service reliability.

Our target is to run 95% of our services, no more than one minute early or five minutes late. To prove to you that we are keeping to our promise of service reliability, we will regularly monitor our performance across the bus network and display the results on our Robin Hood Network and Transport Nottingham websites and social media accounts on a regular basis.

Any changes to services because of planned roadworks or other factors (such as special events), will where possible be advertised at least a week in advance through the Robin Hood Network and Transport Nottingham websites, newsletters, on the buses and own operator websites. In the event of unplanned roadworks and road closures, impacts on services will be advertised on the appropriate streams, e.g. Realtime displays, social media and Robin Hood Network and Transport Nottingham and own operator websites as soon as the Council and bus operators are made aware. In the event of significant disruption to services, full details will be passed onto the Realtime team at Nottingham City Council and will be fed through to the Realtime Information displays.

The Council and bus operators will work in partnership to provide an integrated network, and the network will be regularly reviewed, with a view to meeting the growing needs of the residents of the Greater Nottingham area. This will include looking to improve the efficiency of the bus services on offer, and reducing journey times where possible.

We aim for high passenger satisfaction, and this will be monitored and published through the Robin Hood Network, Transport Nottingham and own operator websites. Our target is for at least 95% of our passengers to be satisfied with their bus service.

Keep you moving

We want to keep you moving. Therefore, if the bus you wish to catch has departed early, been cancelled, or is significantly delayed, we may:

- Advise of alternative bus service(s) that you could use in order to complete your journey, and refund any additional fares that you would have to pay if these services are not operated by the originally intended bus operator
- Send an alternative vehicle to collect you and take you to your destination, at no cost to you
- Book a taxi to collect you and take you to your destination, at no cost to you (using an authorised taxi operator, with a booking on our account, so no money needs to be paid to the driver)
- Refund your fare with a voucher for a local day ticket or refund the cost of taxi

We will take one of the above steps if it was our fault that you were not able to catch your bus, the total delay to your journey will be 30 minutes or more (compared to waiting for the next bus) and the alternative transport will collect you sooner than waiting for the next bus.

We will endeavour to never leave you stranded due to early running, delays or cancellations. This includes situations where a problem with our service causes you to miss a connection onto another bus service.

Information about our services

Our services will be easily identifiable, with the ultimate destination and service number of the bus displayed on the front and side of the bus, and the service number or name will displayed on the front and rear of the vehicle.

Printed timetable information will be provided and operator websites and apps will be kept up to date.

Up-to-date information including bus stop plates depicting what services serve the stop, pagodas and timetable cases displaying combined and cohesive timetable information and network maps illustrating the core services within the Greater Nottingham area will be on

show where possible. Realtime displays will also display upcoming departures at Greater Nottingham's most frequently served stops.

Timetables and maps that are displayed at the bus stops will also be published on the Robin Hood website, and will be available at all waiting facilities, including both bus stops and bus stations.

Where possible notification of service changes will be available at least 21 days in advance through the Robin Hood website and information will be supplied to customers, on request, by email and post. Notices will also be available on buses. These notifications will be made available to customers within the stated timeframe, except service changes that are required as a result of Emergency Roadworks.

Fares and ticketing

Information on all fares and ticket products available can be accessed on the Robin Hood website, which will be accompanied by guidance on which product is best suited for you and your travel habits. A wide variety of ticketing options will include contactless facilities on all buses. Ticketing products will be consistent across the entirety of the Greater Nottingham area, where the same fares and rules apply no matter what service you are travelling on, and to coincide with this, we will ensure that no passenger is disadvantaged as a result of travelling on more than one operators' services.

Inclusivity

All of our buses will meet the requirements of the Equalities Act. Audio and visual announcements will be available on all of our buses, and we will continue to work to ensure that 'next stop' screens or displays are available on all buses in Nottingham. Priority seating will be made available for elderly and disabled passengers, as well as those with reduced mobility. Reasonable adjustments will also be made to meet the individual needs of passengers. Space will be available on each bus to accommodate the carriage of wheelchairs and pushchairs. We will aim to give wheelchair users priority over other users when it comes to the wheelchair bay. If other users are in the wheelchair bay, We will always assist and encourage anyone who is able to use an alternative area of the bus to do so, in order to allow those who need to use the space can do so. If the passengers fail to comply with this instruction, we will contact the next bus to see if the passenger can be accommodated or book a taxi for the passenger.

All drivers will receive both initial and ongoing training in customer service, and disability awareness skills will be monitored and preferable when selecting our staff. In addition to this, there will be a dedicated helpline for people with disabilities, provided by individual operators, where timetable and fare information can be accessed in accessible formats including large font, different colours and braille. Large print timetables, maps and departure lists for bus stops will also be made available on request. Journey assistance cards are available to help people with disabilities make our staff aware of their needs. Assistance Dogs are welcome on our buses, and travel free of charge.

This charter will be made available in alternative formats including large font, braille and audio.

Putting things right

If your bus service does not meet your expectations, there will be a trained Customer Service team available to help you 7 days a week. All complaints will be acknowledged within 24 hours and we aim to provide a full response within five working days. If we cannot provide a response within five days, you will receive an update within this timescale to advise you of this. Our ability to respond to complaints within the specified timeframes will be monitored and published on the Robin Hood Network and Transport Nottingham websites.

As well as having the means to make a complaint, bus passengers in the Greater Nottingham area will be given a voice though regular listening sessions and forums, and through independent engagement.

Independent appeals

If you are unhappy with our response to any complaint you have the option of approaching Bus Users UK (www.bususers.org or 0300 111 0001) who will try to resolve the issue for you.

Your customer rights

- You have a right to be provided with appropriate and comprehensible information about your rights when you use regular bus services.
- We will not charge you a different price based on your nationality.
- You are entitled to adequate information throughout your journey.
- Where feasible, and where you have made a request, we will provide the information in accessible formats.
- We will not refuse to let you travel because of a disability that you have, unless it is physically impossible to carry you safely. If we lose or damage your mobility equipment, we will compensate you fully for its replacement or repair.
- We have procedures for giving disability-related training to our staff.

In addition to our commitments above, you have a right for your complaint to be dealt with if it concerns any of the matters covered by this section of the Charter (headed "Your customer rights"), provided you submit it within three months. We must respond to these complaints within one month of you submitting them and give you a final reply, stating whether your complaint is substantiated or rejected, within three months.

You have the right to appeal these complaints to Bus Users UK if you disagree with our response. Bus Users UK is subject to a three-month time limit for dealing with appeals and

must refer unresolved complaints to a Traffic Commissioner. If they fail to refer your complaint promptly, when the time limit expires, you have the right to refer it to the relevant Traffic Commissioner. A list of Traffic Commissioners' offices can be found at www.gov.uk.

Nottinghamshire County Council

Report to Transport & Environment Committee

17 November 2021

Agenda Item:7

REPORT OF THE SERVICE DIRECTOR, PLACE AND COMMUNITIES

PFI WASTE CONTRACT AND THE RESOURCES AND WASTE STRATEGY

Purpose of the Report

1. To brief and update Members on Private Finance Initiative (PFI) Waste Management in Nottinghamshire and the opportunities for improvement resulting from the Resources and Waste Strategy for England 2018 and the associated Environment Bill.

Information

Background and Context

2. The County Councils 26-year Waste PFI Contract with Veolia has entered its sixteenth year. The PFI Contract manages the recycling, reprocessing, treatment and disposal of around 320,000 tonnes per annum (tpa) of waste against a total tonnage of Local Authority Collected Municipal Waste (LACMW) in Nottinghamshire of around 410,000 tpa. The balance of tonnage is treated through other contracts, including the Eastcroft Energy from Waste (EfW) facility.

3. The PFI contract covers the majority of elements of the Council's statutory duty as Waste Disposal Authority (WDA) for Nottinghamshire but does not include kerbside waste collections which are universally undertaken by the Borough and District Councils directly acting as statutory Waste Collection Authorities (WCA).

4. The Contract runs until 31 March 2033 and encompasses recycling and composting operations; delivers the network of Recycling Centres and manages the arrangements for treatment and disposal of residual waste (including the Eastcroft EfW tonnage when it is unavailable).

5. The contract has a value of approximately £28.5million per annum (mpa), and the Council receives around £2mpa in PFI credits from central government to support the arrangements.

6. Two reports on the impact of the Resources and Waste Strategy for England 2018 and the proposed Environment Bill on the PFI Waste Contract were considered by the Communities and Place Review and Development Committee in November 2020 and April 2021 and this report builds on the agreed recommendation from those reports.

Contract Performance

7. The key aim of the PFI contract was always to move the County away from landfill as a form of residual waste disposal. With methane emissions from landfill a major contributor to greenhouse gas emissions reducing reliance on landfill for the disposal of biodegradable waste has long been a UK priority, and is now a global imperative.

8. Through the contract, residual waste in Nottinghamshire is now largely sent for energy recovery with approximately 5% of residual waste being sent to landfill in 2019/20. Nottinghamshire's performance is one of the lowest in our statistical neighbours' group and is significantly better than our geographic neighbours of Derbyshire (20% landfill in 2019/20) and Leicestershire (32% landfill in 2019/20). The 5% still being landfilled is generally non-recyclable wastes, wastes not suitable for energy recovery or material sent to landfill during facility shutdowns when other options are unavailable.

9. Recycling and composting performance at the 12 Recycling Centres is generally around 80%, which is exceptionally high and helps maintain overall recycling levels in the County despite inconsistent kerbside recycling performance from the WCA. Furthermore, the Recycling Centres have consistently delivered 98% customer satisfaction in the annual service user satisfaction survey since 2010, which is carried out by an independent consumer research company.

10. Overall recycling and composting rates in Nottinghamshire have plateaued in recent years at around 43-44% mirroring the situation nationally. This is partly due to the withdrawal by central government of national targets imposed on the borough and district councils and the impacts of the financial crisis in 2007/08. The materials collected at the kerbside as part of dry recycling collections are consistent across all 7 WCA and all 7 also collect garden waste on a charged for basis. Despite this consistency of collections recycling rates vary significantly across the County ranging from 50% in Rushcliffe down to 25% in Bassetlaw. This variance is shown in table 1 below.

Table 1

	ADC	BDC	BBC	GBC	MDC	NSDC	RBC	County
2017/18	41%	25%	39%	35%	33%	32%	50%	44%
2018/19	36%	26%	38%	34%	33%	33%	49%	43%
2019/20	37%	25%	37%	33%	34%	33%	50%	43%

Material Quality and Contamination

11. The PFI contract specifies a maximum 5% contamination rate (by weight) for recyclable material that is presented at the Mansfield Materials Recovery Facility (MRF) by the WCA. The facility has been designed to separate the materials received by mechanical and manual sorting, but it can only operate efficiently and effectively if input standards are maintained at the 5% level. If materials are not sorted properly then the quality of the materials leaving the MRF will be unable to find markets and may not therefore be recycled and may have to be sent for energy recovery instead.

12. The present input specification for the MRF includes paper, cardboard, plastic bottles, yoghurt pots, margarine/butter tubs, tins, cans and aerosols. Contamination rates have increased in recent years (due to the decreasing funding to WCA through austerity measures to undertake public information and education and kerbside enforcement) and are now on average around 15%, with some loads reaching over 20%.

13. Much of the unwanted material is organic in nature, with food waste and liquid in cans and containers, and nappies the main issues, alongside glass, all of which can contaminate the large quantities of paper and card within the bins. Often whole loads are rejected because of contamination caused by just a few residents.

14. Previous analysis of Nottinghamshire waste has shown that around 20% of the material in the residual bin could have been recycled using the current systems with around 12% suitable for placing in the dry recycling bin, and a further 8% being glass which can be recycled through bring sites or kerbside collections where they are provided. Simply capturing this material could have a significant positive impact on recycling rates in some areas.

15. Communications campaigns can have a major impact on quality, but limited resources both nationally and locally have reduced the amount of repeat communications undertaken at a WCA level. This alongside the ever increasing demands on collection crews due to housing growth has limited their ability to check loads at the point of collection and means that other options to improve the quality of material are now necessary.

Opportunities for Improvement

Resources and Waste Strategy for England

16. As a response to plateauing recycling rates nationally and with an aim of improving quality, the Government published its Resources and Waste Strategy (RWS) for England in December 2018. The strategy sets out a roadmap towards increasing recycling rates across England and supports the circular economy.

17. Initial consultations on the proposals within the strategy took place in Spring 2019 and covered 3 key areas, these being consistent kerbside collections which aims to standardise collections across England, an Extended Producer Responsibility (EPR) which focusses on ensuring higher quality recyclable packaging and a Deposit Return Scheme (DRS) for drinks containers.

18. In March 2020 the Environment Bill (which will embed these proposals into law) started its route into legislation. Unfortunately, due to the COVID -19 Pandemic this has been delayed, but it is now expected that legislation will be in place by the Autumn, with many of the expected service improvements due to be in place by 2023/24.

19. A second round of consultations closed earlier this year and the responses are expected to be published late 2021/ early 2022. These consultations added further detail and expected timelines around the introduction of these key proposals.

20. Government has indicated that funding will be available for changes Local Authorities have to make to meet “new burdens” as a result of the Resources and Waste Strategy, although changes made before that will need to funded by the Council direct. DEFRA has indicated the calculation of funding support would be done on a formula basis, meaning winners and losers at the WCA level in a County as diverse as Nottinghamshire. How any formula would be applied at a WDA level is also yet to be clarified.

Deposit Return Scheme (DRS)

21. The proposals in the RWS include a Deposit Return Scheme (DRS) where an up-front charge would be levied on drinks containers, and when returned to an appropriate outlet would generate a cash return. The intention being to increase the number of these being captured for recycling. Previous evidence suggested that only around 50% of plastic drinks bottles are recycled.

22. Further detail is to be confirmed, but it is expected that the DRS will be an 'on the go' model, and will only include drinks containers under 750ml, which represents the items that are consumed outside of the home.

Extended Producer Responsibility (EPR)

23. Also proposed is an Extended Producer Responsibility (EPR) process where manufacturers would effectively be taxed for using virgin materials and rewarded for using recyclable ones. The intended outcome of this long term would be a move to the use of more recycled materials, and a stronger market for those materials.

24. In the short term there would be new tax streams which would be used by government to fund the local changes needed in kerbside collection and processing systems required to achieve a proposed 65% recycling rate by 2035.

Consistency in Collections

25. The key consultation, which will have the largest impact on the waste management service the WDA and WCA provide is the Consistency in Collections proposals.

Dry Recyclables

26. As part of the consistent approach to dry recycling collections the Government has legislated through the Environment Bill, the collection of glass bottles and containers, paper and card, plastic bottles, plastic pots tubs and trays and steel and aluminium cans by 2023.

27. The preferred solution proposed by the RWS is the kerbside separation of materials with only limited co-mingling allowed. If enacted fully in the Environment Bill this could fundamentally change the kerbside collection arrangements in much of England, and particularly in Nottinghamshire, which has an established wide ranging co-mingled collection model in place.

28. It should be noted, that as part of this mandated list of materials for collection the only items not currently collected in Nottinghamshire are plastic pots, tubs and trays and glass, though glass is separately collected at the kerbside by 4 out of the 7 Waste Collection Authorities and a significant tonnage is collected through the bring bank networks of those that do not currently collect it at the kerbside.

29. In the second round of consultations, the Government also consulted on the capture of additional dry recyclable materials, these being aluminium foil, trays and tubes, steel and aluminium aerosols, metal jar lids, food and drink cartons (i.e. Tetrapak) and plastic film such as bread bags and plastic bags.

30. In Nottinghamshire aerosols are already accepted and when responding to the consultations officers agreed that the other proposed items should be included provided there is access to

long-term sustainable markets and the appropriate costs around the sorting and collecting of these additional materials is covered, although concerns around the potential issue of food contamination, particularly on the foil products, were raised.

31. Work has already commenced on identifying improvements to sorting systems in order to meet the challenges of collecting additional materials at the kerbside, and it is expected that some small service enhancements will be enacted prior to the wholesale changes required once the Environment Bill becomes law. For example the recycling of plastic bottle tops through the MRF has now been agreed by Veolia and will be promoted as a change to the MRF input specification once the necessary changes to the sorting process are complete.

Separate Weekly Food Waste Collections

32. Another key element in the Consistency in collections proposals is that WCA will be required to introduce weekly separate kerbside food waste collections from 2023 dependant on current contractual obligations with the aim of increasing capture rates for organic material, allowing the banning of this material from landfill in due course.

33. Exploratory work on how separate food waste collections could be implemented across Nottinghamshire has begun, with Bassetlaw District Council leading on the project, and an implementation plan has been drafted. It is now also an item on the Joint Waste Management Committee and Joint Officer Board agendas to ensure discussion continues and all parties are involved in decision-making.

34. Veolia have begun discussions with potential third-party outlets to treat the food waste collected and have identified a potential solution for discussion with the WCA. The network of Waste Transfer Stations (WTS) should make implementing this at a County level relatively simple. The major costs and risks sit with the WCA who would need to procure food containers, new bins and vehicles and establish new collection arrangements.

35. All parties are awaiting further detail on what funding will be made available and this will determine the timelines around implementation as well as methodologies. Waste Management Officers are submitting an Expression of Interest to Defra in a bid for additional transactor and technical and commercial support which is available to help facilitate the introduction of separate food waste collections.

Garden Waste

36. Another key proposal is the suggestion of free garden waste collections during the 'growing season'. Waste Management Officers raised a number of concerns around this proposal as it was unclear what was meant by 'growing season' and what the knock-on financial effects of such a scheme would be on WCA. Additionally, whilst the increased tonnage of garden waste collected at the kerbside would increase recycling rates the impact of CO2 reduction appears to be minimal. There is also the likelihood that much of the collected garden waste would be diverted from the recycling centres.

37. Furthermore, if this proposal was to be taken forward it would mean Veolia would need to look for additional capacity for garden waste treatment as the current facility, Veolia Oxton, is already accepting approximately 75ktpa and is therefore operating at capacity. As a third-party facility (it is not a contract facility within the PFI Waste Contract) the site currently takes green

waste from Nottingham City through a commercial agreement which limits the available capacity for Nottinghamshire waste.

Wider Veolia Opportunities

38. Veolia is one of the largest resource management companies in the world, comprising a range of multinational businesses dealing with waste management, energy, water, industrial site services including facility decommissioning and land remediation. They are the UK's leader in waste management and can ensure our waste is dealt with effectively, sustainably, and ethically.

39. The Councils long term relationship with Veolia provides an opportunity to utilise the skills and experience of the private sector to effectively meet the operational and financial challenges of the RWS and build a new waste management service which increases recycling rates and consistency across the county.

40. The wider role of Veolia in resource management can also potentially be used to develop a range of solutions to problems which could help the Council achieve its aim of being carbon neutral in all its activities by 2030.

Other Options Considered

41. The WCA and WDA could implement significant changes to waste collection and waste disposal in Nottinghamshire by negotiation before the results of the Resources and Waste Strategy consultations have been published and proposals have been legislated. However, this would be at the risk of not receiving additional central government funding for "net burdens".

Reasons for Recommendations

42. Recycling performance has stagnated locally and nationally, and the quality of the dry recycling currently being collected is of poor-quality impacting on the ability of the contractor to meet required international market quality standards for material sales.

43. Government has published its Resources and Waste Strategy 2018 which presents a number of opportunities for improving recycling performance and is expected to legislate to deliver these improvements over the coming months and years.

44. There has been increasing public interest and demand to be able to recycle more material at the kerbside, and a growing awareness of the environmental impacts of poor waste management practices globally.

Statutory and Policy Implications

45. 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

46. There are no direct financial implications associated with this report, however any identified improvements progressed will require a financial business case and will undoubtedly require capital investment and/or attract increased revenue costs.

Implications for Service Users

47. The RWS and Environment Bill will bring about a fundamental review of waste collection and treatment systems across England. Whilst this report only identifies minor changes at this point, long term service users will be provided with enhance services which will allow a wider range of materials to be recycled at the kerbside.

Implications for Sustainability and the Environment

48. Enhanced recycling provision delivered through the RWS and Environment Bill will reflect and help deliver the Councils ambition to be Carbon neutral in all its activities by 2030.

RECOMMENDATIONS

That Committee:

1) Acknowledges and approves the ongoing work with and by partners to prepare for the requirements of the Resources and Waste Strategy for England 2018 and the Environment Bill.
2) Agrees the input specification for the MRF being widened to include plastic bottle tops once the necessary sorting process changes at the site are implemented in advance of any changes necessary to comply with the Environment Bill.
3) Approves the ongoing programme of communication and engagement activity with stakeholders to improve and increase the quantity and quality of material collected and sent for recycling.

Derek Higton
Service Director, Place and Communities

For any enquiries about this report please contact: Mick Allen, Group Manager, Place Commissioning, Tel: 0115 9774684

Constitutional Comment (ELP 27/10/21)

49. The recommendations fall within the delegation to Transport & Environment Committee by virtue of its frame of reference.

Financial Comment (RWK 18/10/2021)

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

Background Papers and Published Documents

- None.

Electoral Division(s) and Member(s) Affected

- All

Nottinghamshire County Council

Report to Transport and Environment Committee

17 November 2021

Agenda Item:8

REPORT OF THE CORPORATE DIRECTOR, PLACE

NOTTINGHAMSHIRE AND NOTTINGHAM LOCAL AGGREGATES ASSESSMENT – 2019 AND 2020 SALES DATA

Purpose of the Report

1. To inform the Committee of the 2019 and 2020 sales figures for aggregate minerals in Nottinghamshire and to approve the Nottinghamshire and Nottingham Local Aggregates Assessments (LAA).

Information

2. As a Minerals Planning Authority (MPA), Nottinghamshire County Council is required to prepare a Minerals Local Plan against which applications for minerals development can be assessed. As part of the ongoing monitoring of the adopted Plan, it is important to track the sales of 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. Due to delays in gathering sales data during the Covid-19 pandemic, this report covers two Local Aggregates Assessment periods. The first LAA covers the period 2010-2019 and the second LAA covers the period 2011- 2020.

5. The NPPF also requires MPAs to participate in an Aggregate Working Party (AWP) and take account of the advice of the AWP 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. Both LAAs are appended to this report for reference.

Sand and Gravel

7. Sand and gravel sales are very sensitive to economic conditions and as a result of the recession, fell sharply between 2007 and 2010. Since 2010, sales in Nottinghamshire have remained subdued as some existing permitted quarries in the county have not been worked. The impact of the Covid-19 pandemic and winter flooding along the River Trent is also likely to have reduced 2020 sales figures.

8. Sales of sand and gravel in 2019 (1.47mt) fell slightly compared to 2018 (1.56mt), however sales in 2020 fell significantly to 0.91mt. See table 1a.

Table 1a: sand and gravel sales

Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Sales (Million Tonnes)	1.56	1.71	1.55	1.39	1.43	1.52	1.27	1.30	1.56	1.47	0.91

9. The 2019 10-year sales average (1.47mt) was comparable to the 2018 figure (1.46mt) but fell to 1.41 million tonnes in 2020. The 3-year sales average increased slightly in 2019 (1.44mt) compared to 2018 (1.38mt) but fell in 2020 to 1.31mt. See table 1b.

Table 1b: 10 and 3-year sales averages

	10-year sales average 2010-2019 (million tonnes)	10-years sales average 2011-2020 (million tonnes)	3-year sales average 2017-2019 (million tonnes)	3-year sales average 2018-2020 (million tonnes)
Sand and gravel	1.47	1.41	1.44	1.31

10. Permitted reserves of sand and gravel have steadily fallen year on year as mineral is worked but not replaced by new quarry permissions. However, the landbank as of December 2020 still stands at 12.74 years, well above the minimum 7-year requirement set out in national guidance. See table 1c.

Table 1c: Permitted reserves and landbank figure

	Permitted reserves Dec 2019 (million tonnes)	Permitted reserves Dec 2020 (million tonnes)	Landbank Dec 2019 (Years)	Landbank Dec 2020 (Years)
Sand and gravel	18.94	17.97	12.85	12.74

Sherwood Sandstone

11. Sherwood Sandstone sales are much lower than sand and gravel as it is used in more specialist markets. 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. As with sand and gravel the Covid-19 pandemic will have influenced 2020 sales.

12. Sales of Sherwood Sandstone in 2019 (0.40mt) fell slightly compared to 2018 (0.46mt), however sales in 2020 fell significantly to 0.15mt. See table 2a

Table 2a: Sherwood Sandstone sales

Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Sales (Million Tonnes)	0.32	0.35	0.36	0.34	0.34	0.38	0.32	0.38	0.46	0.4	0.15

13. The 2019 10-year sales average (0.37mt) was comparable to the 2018 figure (0.36mt) but fell to 0.35 million tonnes in 2020. The 3-year average showed a small increase in 2019 (0.41mt) compared to 2018 (0.39mt) but fell to 0.34 million tonnes in 2020. See table 2b.

Table 2b: 10 and 3-year average sales

	10-year sales average 2010-2019 (million tonnes)	10-years sales average 2011-2020 (million tonnes)	3-year sales average 2017-2019 (million tonnes)	3-year sales average 2018-2020 (million tonnes)
Sherwood Sandstone	0.37	0.35	0.41	0.34

14. Permitted reserves of Sherwood Sandstone increased between 2019 and 2020 due to an extension to Bestwood 2 quarry and the reassessment of reserves at other quarries. As a result, permitted reserves have increased and the landbank currently stands at 25.66 years, well above the minimum 7-year requirement set out in national guidance.

Table 2c: Permitted reserves and landbank figure

	Permit74ted reserves Dec 2019 (million tonnes)	Permitted reserves Dec 2020 (million tonnes)	Landbank Dec 2019 (Years)	Landbank Dec 2020 (Years)
Sherwood Sandstone	8.1	8.98	21.9	25.66

Crushed Rock (including aggregate limestone)

15. Nottinghamshire only has one dedicated aggregate limestone quarry (at Nether Langwith). The quarry was originally opened to supplement a much larger quarry in Derbyshire, however it has been inactive since 2007. No sales were recorded in 2018, in line with previous years.

Alternative Aggregates

16. 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.

17. 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.

18. 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.

19. 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.

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

21. 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

22. 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 most recent 10-year housing trajectory data available from the District and Boroughs, house building rates are expected to peak in 2020 / 2021 at 8070 before steadily falling back to 4412 in 2027/2028. However, housing completions in the past three years have been around 4000 per annum, which would suggest a peak of 8070 house completions is unlikely. Future demand from outside the county – particularly from Rotherham and Doncaster is also taken into account.

23. The LAA does not regard these local factors as leading to a significant increase in sales of aggregates 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

24. The 2019 Aggregate Minerals Survey for England and Wales produced by the British Geological Survey for the Ministry of Housing, Communities and Local Government provides data on national sales of aggregate minerals. Total sales of primary aggregates produced in England and Wales including marine dredged sand and gravel, excluding imports from outside England and Wales stood at 148.1 million tonnes. This is an 8% increase on sales in 2014 (137 million tonnes). Crushed rock showed the largest increase (16%) from 82.5 million tonnes in 2014 to 95.8 million tonnes in 2019. Sales of land-won sand and gravel increased (1%) from 40.5 million tonnes in 2014 to 40.9 million tonnes in 2019.

East Midland Sales

25. The EMAWP Annual Monitoring Report collates data relating to aggregates sales for each Minerals Planning Authority in the East Midlands. The latest report shows that unlike Nottinghamshire, sand and gravel sales across the East Midlands up to 2018 have been steadily increasing from the low point in 2009. 2018 sales stand at 7.15 million tonnes. Sales of Crushed rock across the area have increased from the low point in 2012. However, from 2016 onwards sales have fallen slightly year on year. 2018 sales stand at 27.83 million tonnes.

Targeted Consultation

26. As required by national planning guidance, the Local Aggregates Assessments have been submitted to the East Midlands Aggregate Working Party to seek their views on the approach set out in the LAA.

27. Concerns were raised by Lincolnshire County Council (as the Minerals Planning Authority) who felt that the sand and gravel 10-year average figure should be increased to take account of imports into the county – in turn increasing the provision figure for Nottinghamshire. Leicestershire County Council (as the Minerals Planning Authority) were happy with the approach set out in the LAA. No responses were received from the minerals industry. It is not considered necessary to amend the Aggregate Assessments in light of these comments.

Conclusion

28. The 2020 data shows that sales of sand and gravel and Sherwood Sandstone in Nottinghamshire have fallen, and this is reflected in the longer term 10 and 3-year averages. The latest 10-year average sales figures (2011-2020) stand at 1.41 million tonnes for sand and gravel and 0.35 million tonnes for Sherwood Sandstone.

29. Sales in Nottinghamshire are likely to have fallen due to a combination of factors. This includes existing permitted quarries not being worked, winter flooding along the River Trent and the Covid-19 pandemic.

30. The future aggregate demand assumptions made in the recently adopted Nottinghamshire Minerals Local Plan (March 2021) were based on the higher 10-year sales averages from 2007-2016. The plan set annual production for sand and gravel at 1.7 million tonnes per annum and 0.37 million tonnes per annum for Sherwood Sandstone.

31. As a result of the lower sales figures - particularly for sand and gravel, the demand forecasts set out in the Minerals Local Plan remain up to date and will provide flexibility in the event of any future upturn in aggregates sales.

32. The LAA is produced annually and will be used to monitor aggregate sales in Nottinghamshire going forward.

Other Options Considered

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

Reason for Recommendation

34. 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

35. 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

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

RECOMMENDATION

1) That Committee approves the publication of the Nottinghamshire and Nottingham Local Aggregates Assessment 2019 and the Nottinghamshire and Nottingham Local Aggregates Assessment 2020.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Stephen Pointer, Team Manager, Planning Policy, 0115 9939388

Constitutional Comments [SG 13/10/2021]

37. This decision falls within the Terms of Reference of the Transport and Environment Committee

Financial Comments [RWK 07/10/2021]

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

Background Papers and Published Documents

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

- None

Electoral Division(s) and Member(s) Affected

- All

Nottinghamshire and Nottingham Local Aggregates Assessment

Containing 2019 sales data

Published XXXXX

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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 2010 and 2019 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 in Nottinghamshire are made up of sand and gravel, Sherwood Sandstone and crushed rock and are used in the construction industry. Their main uses include concrete, mortar, asphalt, railway ballast and bulk fill.

The LAA sets out:

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

Key Findings

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

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

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

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

The 2019 sales data shows a decrease in sand and gravel sales and Sherwood Sandstone sales compared to the 2018 data whilst Crushed rock (limestone) output remains at zero.

As shown in Table One, the latest 10-year average sales figures show that sand and gravel sales have stabilised recently, with the average equalling the 2019 sales figure. This though remains below previous 10-year averages which contained pre-recession sales figures, indicating that sales have remained subdued following the recession. The 3-year average for sand and gravel shows a similar pattern though is slightly below the current 10-year average. The County still has a sufficient landbank, with this standing at 12.85 years and so above the NPPF 7-year requirement.

Sherwood Sandstone sales have remained broadly stable over the years, with a slight increase in sales in 2018 and 2019 which has risen the 3-year average slightly above the 10-year average as shown in Table One. The County still retains a sufficient landbank for Sherwood Sandstone at 21.9 years.

Whilst the County does have a permitted site to extract crushed rock (limestone), this site has been inactive since 2007 and so sales have remained at zero.

Table 1: Sales and landbank figures as of December 2019

	2019 sales (million tonnes)	10-year sales average 2010-2019 (million tonnes)	3-year sales average 2017-2019 (million tonnes)	Permitted reserves (million tonnes)	Landbank (years)
Sand and gravel	1.47	1.47	1.44	18.94	12.85
Sherwood Sandstone	0.4	0.37	0.41	8.1	21.9
Crushed rock (limestone)	0.00	0.00	0.00	3.34	N/A

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 2019 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 based upon information retrieved from the 2019 Aggregate Monitoring (AM) survey returns relating to the period 1st January to 31st December 2019.

1.7 This year the information was collated through a new national survey instead of by the East Midlands Aggregate Working Party. 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 it usually undertakes annual monitoring of aggregate production and levels of permitted reserves across the East Midlands. This information is then 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

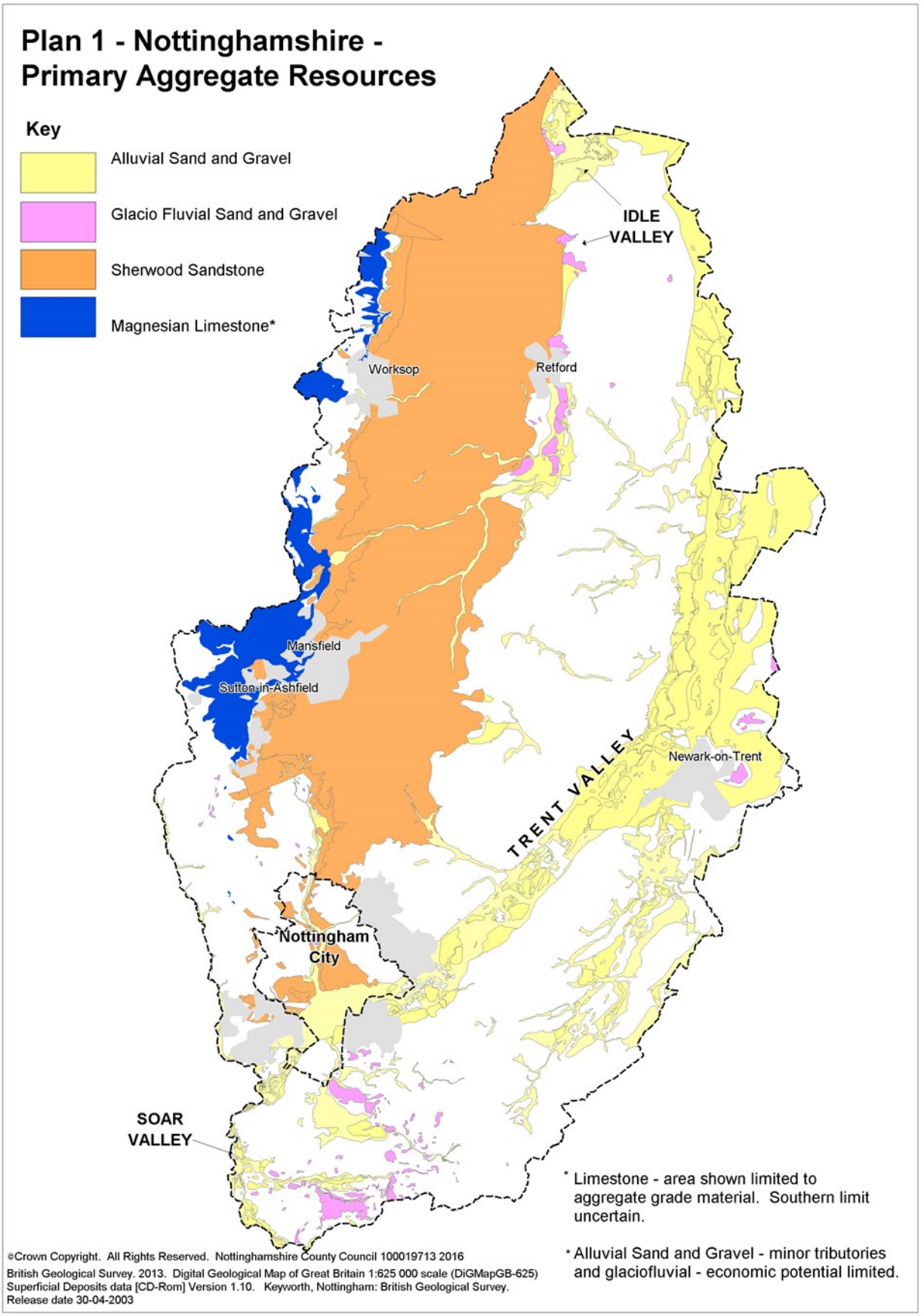
2.3 Important alluvial (river) sand and gravel deposits are found in the Trent and the Idle Valleys which have made Nottinghamshire an important producer of sand and gravel in the East Midlands. Limited extraction also occurs in glaciofluvial sand and gravel deposits near East Leake, south of Nottingham. 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 asphalting 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*
IDLE VALLEY
Worksop
Retford
Mansfield
Sutton-in-Ashfield
TRENT VALLEY
Newark-on-Trent
Nottingham City
SOAR VALLEY
* Limestone - area shown limited to aggregate grade material. Southern limit uncertain.
* Alluvial Sand and Gravel - minor tributories and glaciofluvial - economic potential limited.
©Crown Copyright. All Rights Reserved. Nottinghamshire County Council 100019713 2016
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.

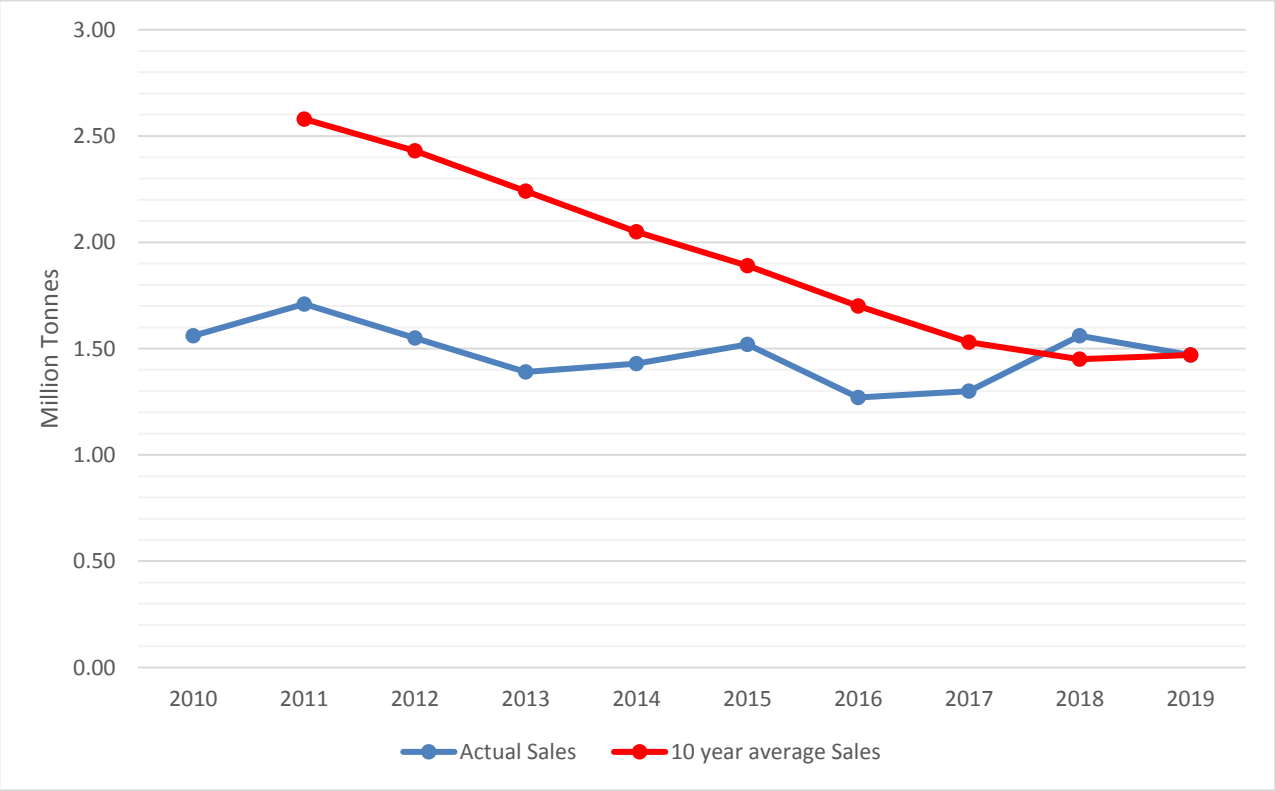
Local production

Sand and gravel

3.1 As shown in Figure 1 sales for sand and gravel have remained relatively stable over the 10-year period, fluctuating between 1.30 million tonnes and 1.71 million tonnes with the 2019 sales at 1.47 million tonnes. The main factor that has changed within this timeframe is production at Finningley quarry moving between Nottinghamshire and Doncaster resulting in the rise and falls in sales. The reserves at Finningley have now been exhausted, with the mineral extracted in 2019 from within Nottinghamshire but processed at the plant within Doncaster.

3.2 Whilst sales have increased since the recession in 2009, they have remained subdued in comparison to pre-recession sales figures, with the number of permitted quarries coming online to replace worked out quarries remaining low.

Figure 1: Sales of sand and gravel 2010-2019 against the 10-year average sales figure.



Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Sales (Million tonnes)	1.56	1.71	1.55	1.39	1.43	1.52	1.27	1.30	1.56	1.47

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 18.94 million tonnes, with average sales over the last 10 years standing at 1.47 million tonnes per annum. Therefore, as of December 2019 the landbank stood at 12.85 years of production. This is above the minimum 7-year landbank requirement set out in the NPPF.

3.5 The sand and gravel landbank had been increasing in recent years, caused by permitted reserves increasing due to a significant extension being granted at Langford Lowfield quarry and the 10 year average (which is used to calculate the landbank) falling since 2011 as the higher pre-recession sales data is no longer included in the 10 year average. In 2019, the landbank fell slightly to 18.94 years from 20.1 years in 2018. This is due to the 10-year average beginning to plateau at 1.47 million tonnes and the fact that no new quarries are currently being developed to replace previously worked out quarries in the county.

3.6 There are eleven permitted sand and gravel quarries in Nottinghamshire, although at present only nine are in full production, with Girton only working existing stockpiles (see Table 2).

Table 2: Permitted sand and gravel quarries in Nottinghamshire

Site	Operator	Status	Permitted reserves (mt)
Langford Lowfields	Tarmac	Active	4.17
Girton	Tarmac	Inactive	3.72
Besthorpe	Tarmac	Active	0.89
Sturton Le Steeple	Tarmac	Yet to be worked	7.1
East Leake	CEMEX	Active	1.60
Cromwell	CEMEX	Active	0.76
Misson West	Hanson	Active	0
Misson Newington	Hanson	Active	0
Scrooby	Rotherham Sand & Gravel	Active	0.33
Finningley	Tarmac	Active	0
Misson Bawtry Road	Rowley	Active	0.37
		TOTAL	18.94

Geographical spread of sand and gravel quarries

3.7 Historically a geographical spread of sand and gravel quarries has developed across Nottinghamshire, resulting in three geographic areas. This has occurred due to the location of sand and gravel reserves along the Trent and Idle Valley but also due to where key markets are within Nottinghamshire and neighbouring authorities. As of December 2019, the location of quarries with planning permission in Nottinghamshire is set out in table 3.

Table 3: Location of existing permitted quarries in Nottinghamshire

Geographic Area	Total tonnage in the area (million tonnes)			Percentage of total reserves		
	2017	2018	2019	2017	2018	2019
Idle Valley	8.77*	8.26*	7.8*	49%	41%	41%
Newark	7.12	10.03	9.54	39.8%	49%	50%
Nottingham	2	1.81	1.60	11.2%	9%	9%

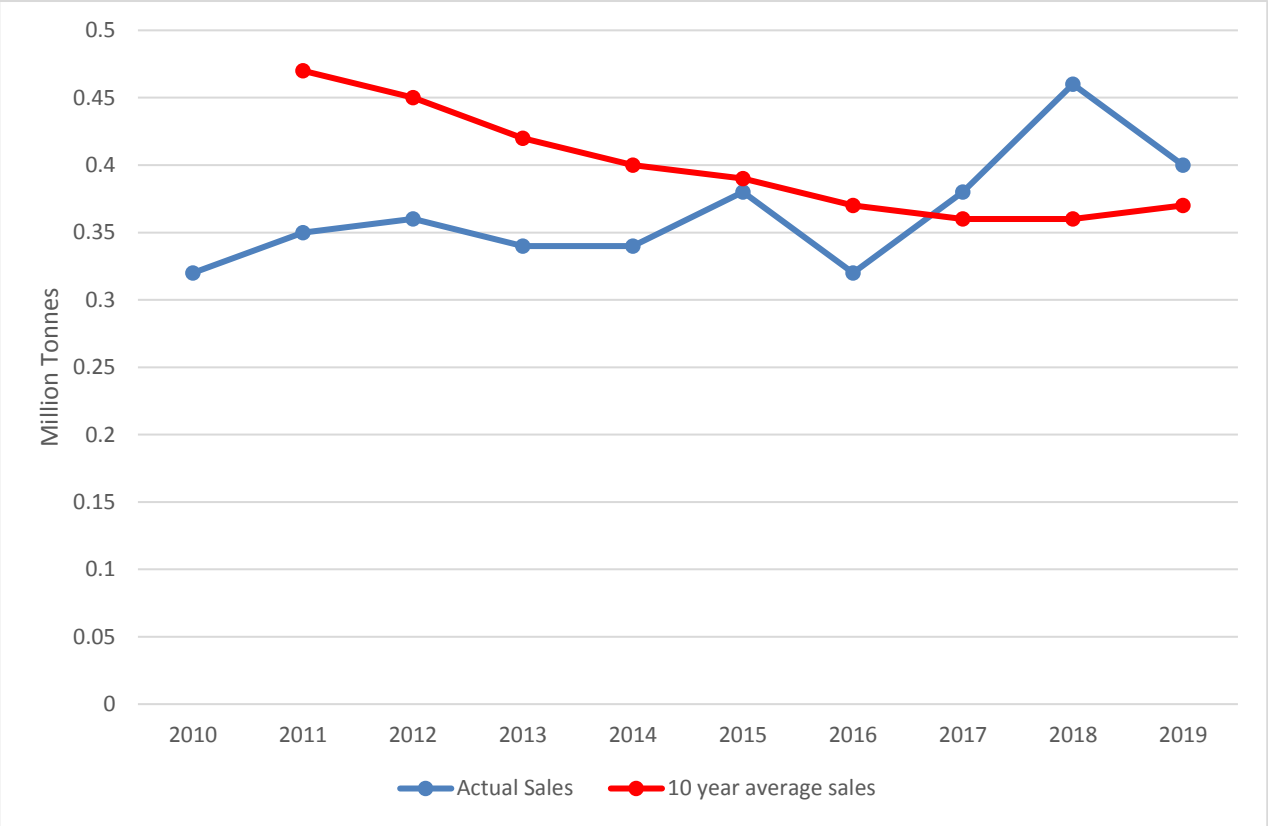
*Of the reserves in the Idle Valley, 7.1 million tonnes is contained in Sturton Le Steeple quarry, which is currently inactive.

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

Sherwood Sandstone

3.9 Historically Sherwood Sandstone sales have been much lower than sand and gravel sales as it is generally used in different, more specialist markets. Between 2010 and 2017, sales have remained relatively stable, between 0.32 and 0.38 million tonnes a year. Sales increased in 2018 to 0.46 million tonnes, with this falling slightly to 0.4 million tonnes in 2019. (see Figure 2 below)

Figure 2: Sales of Sherwood Sandstone, 2010-2019 against 10-year average sales figure. (Figures in million tonnes)



Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Sales (million tonnes)	0.32	0.35	0.36	0.34	0.34	0.38	0.32	0.38	0.46	0.4

Resources and landbank

3.10 There are four permitted Sherwood Sandstone quarries in Nottinghamshire, all of which are currently active (see Table 4 below). Permitted reserves currently total 8.10 million tonnes, with average sales over the last 10 years standing at 0.37 million tonnes. Therefore, as of December 2019 the landbank stood at 21.9 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	1.89
Bestwood 2	Tarmac	Active	2.27
Two Oaks Farm	Mansfield Sand Company	Active	3.43*
Scrooby Top	Rotherham Sand & Gravel	Active	0.51*
		TOTAL	8.10

*Estimated figure

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

3.11 Imports and exports of aggregates have only been recorded as a one-year snapshot generally every four years through the National Survey of Aggregate Movements undertaken by the British Geological Survey. The surveys do not include a breakdown for Sherwood Sandstone, hence all sand and gravel import and export figures include Sherwood Sandstone. Import dales data is much more limited and is calculated using the median percentage range as supplied in the National Survey of Aggregates Movement. As such the data is an approximate figure.

3.12 The last Survey was undertaken in 2014 and previous to that in 2009. A full survey was intended to be undertaken in 2018 however this has not taken place.

3.13 As a result of the delay to the national survey, data collected by the East Midlands Aggrgegate Working Party has been used to identify the destination of exports from Nottinghamshire. Import data is more limited. See Table 5 & 6.

3.14 Caution should be used when comparing the 2014 and 2018 sales data as the response rates between the two surveys may vary. The data does however provide a broad comparison of aggregate flows.

Table 5 Exports from Nottinghamshire

Destination	2009 survey ('000 tonnes)	2014 survey ('000 tonnes)	2018 survey ('000 tonnes)
Bedfordshire	0.02	0	0
East of England unknown	5	0	0
Cambridge and Peterborough	0.07	0	1
Essex	0.05	0	0
Derbyshire and Peak District	104	87	64
Leicestershire and Rutland	98	**141**	**166**
Lincolnshire	67	40	57
Northamptonshire	0	0.14	**406**
Nottinghamshire	**760**	**499**	126
East Midlands unknown	**138**	76	**194**
Durham	0	0.03	0
Cheshire	0.13	1	0.6
Greater Manchester, Merseyside, Halton & Warrington	0	0.02	0.2
Lancashire	0.04	0.02	0.1
Berkshire	0	0.11	0.1
Avon	0	0	0.2
Scotland	0.03	0	0
Shropshire	0	0.17	5
Buckinghamshire	5	0	0
Kent	0.2	0	0
Gloucester	0	0.06	0
Staffordshire	4	0.23	26
Warwickshire	3	25	17
Remainder of West Midlands	3	26	16
West Midlands unknown	0	0	14
Humber (East Riding, North Lincs and NE Lincs)	**106**	**141**	64
North Yorkshire, Yorkshire Dales and North York Moors	1	16	27
South Yorkshire	**145**	**412**	**386**
West Yorkshire	**143**	92	67
North East Wales		0	0.5
Unknown	-	**210**	**375**
TOTAL			2,010

Table 6: Imports into Nottinghamshire

Origin	2014 survey ('000 tonnes)	2018 survey ('000 tonnes)
Cambridgeshire	5	N/A
Derbyshire and Peak District	5	N/A
Leicestershire and Rutland	52	N/A
Lincolnshire	**299***	**246***
Staffordshire	**155**	N/A
Doncaster	5	N/A
TOTAL	**521**	**N/A**
*based on data from Lincolnshire County Council		

3.15 The amount of sand and gravel and Sherwood Sandstone known to be exported from Nottinghamshire is 1.31 million tonnes, or 66% of the total amount extracted (2.01 million tonnes recorded). However, an additional 375,000 tonnes are classified as having an unknown destination. Based on past export sales data it is likely that this sand and gravel served markets within Nottinghamshire.

3.16 The results of the 2018 full survey show that the largest amount of sand and gravel (approx. 400,000 tonnes) was exported to Northamptonshire. Northamptonshire has not traditionally been a major market for sand and gravel from Nottinghamshire. This will be monitored in future years to understand if this was a 'one off' spike in supply for a specific need or if this is likely to continue in the future. Exports to south Yorkshire stood at 386,000 tonnes which is to be expected as historically sand and gravel from Nottinghamshire has supplied this market. Other export markets include other neighbouring authorities in the East Midlands[1].

3.17 Imports of sand and gravel from elsewhere in the East Midlands (based on 2014 data) were lower compared to the amount extracted from the County's own quarries. However, the amount imported still totalled approximately 521,000 tonnes, with the majority supplied by Lincolnshire.

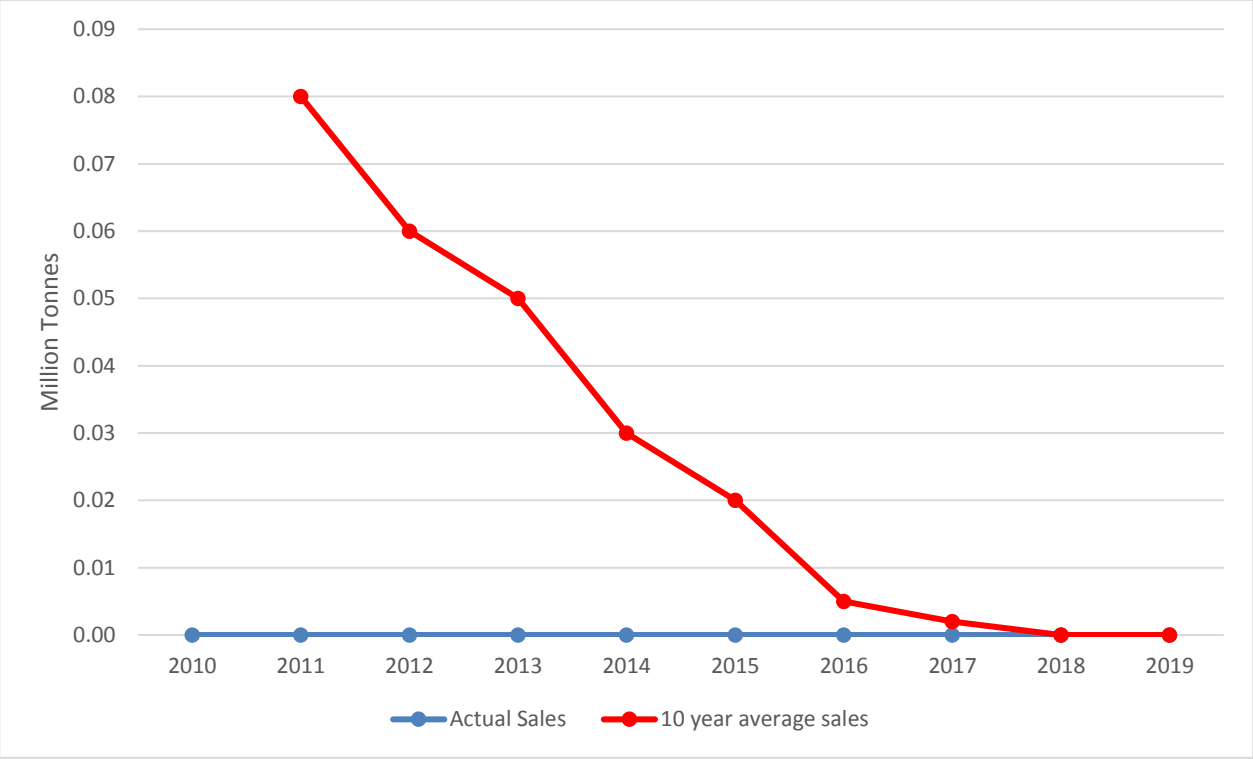
3.18 Given the relatively low value and bulky nature of aggregates, transport forms a major part of its cost. As a result, the distance minerals can be economically transported by road is relatively limited. National figures identify the average distance travelled in 2017 was 26.7 miles[2]. No data is available at the local level.

[1] Source: Aggregate Minerals Survey 2018, conducted by the Department of Communities and Local Government
[2] Minerals Products Association

Crushed rock (including aggregate limestone)

3.19 Crushed rock sales (predominately aggregate limestone) in Nottinghamshire have stood at zero over the majority of the 10-year period. This lack of sales continued in 2019. (see figure 5 below).

Figure 3: Sales of aggregate limestone, 2010-2019 against 10-year average sales figure. (Figures in million tonnes)



Year	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Sales (million tonnes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Resources and landbank

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

Imports and exports of crushed rock

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

3.22 The survey identified Leicestershire, Derbyshire (including the Peak District National Park Authority) and Yorkshire and Humberside (predominately Doncaster Metropolitan Borough Council) as the main sources of crushed rock.

3.23 The Leicestershire LAA (2020, containing 2019 sales data) 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 (2019) identifies a 31.4-year landbank for crushed rock based on 2018 figures. The Humber LAA (2019) also states that adequate reserves remain, with a 24.81-year landbank for crushed rock.

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

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

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

Alternative aggregates

3.24 Production figures for secondary and recycled aggregates are limited to national estimates. Since 1980 there has been a significant increase in annual alternative aggregate production in Great Britain (GB), rising from 20 million tonnes to a high of 71 million tonnes in 2007 (25% of total aggregates sales). Sales of recycled aggregates mirrored the fall of sales of primary aggregates nationally during the recession, however sales of both primary and recycled aggregates have been increasing since the recession. In 2018 sales of recycled aggregates stood at 71 million tonnes (28% of total aggregates sales)[3]. Britain still has the highest rate in Europe for recycling aggregates and it is estimated that alternative aggregates use in GB is around three times higher than the European average.

[3] Minerals Products Association – Profile of the UK Minerals Products Industry 2020 edition

3.25 The British Geological Survey and Minerals Products Association acknowledge that further significant growth is likely to be limited due to the high levels that are already being recycled along with changing construction methods which are also likely to reduce the availability and quality of these materials in the future.

3.26 Local data for alternative aggregates is very limited however the main types of alternative aggregates in Nottinghamshire are set out below:

Power station ash

3.27 Fly ash and furnace bottom ash (FBA) from power stations can be used as alternatives to virgin aggregates in the manufacture of concrete, cement and other construction materials. Nottinghamshire did have three power stations which produced around 1.7 million tonnes of ash each year in 2014[4]. 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[5].

3.28 In line with the Governments goal to close all coal fired power stations by 2025 and replace these with other types of power generation, one of Nottinghamshire's power stations, Cottam, closed in September 2019. The availability of power station ash therefore is likely to have fallen in Nottinghamshire and will continue to do so in the future.

Construction and demolition waste

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

3.30 National estimates suggest that around 80-90% of construction and demolition waste is re-used or recycled. Old concrete and rubble is often crushed on site using mobile processing plant and used in situ as bulk fill. The remainder of the materials such as metal is taken off site and sent to be processed elsewhere.

3.31 Taking and adapting the DEFRA reconcile methodology to calculate national arisings of construction and demolition waste, the Council has calculated construction and demolition waste arisings for Nottinghamshire and Nottingham as part of the background evidence for its emerging Waste Local Plan. This estimates that in 2019, Nottinghamshire and Nottingham generated 1,186,000 tonnes of Construction and Demolition waste.

3.32 There are currently 15 dedicated aggregates recycling facilities which have a maximum permitted capacity of 1.7 million tonnes. There are also 22 general transfer facilities which are able to handle construction and demolition waste but no separate data on capacity is available.

[4] East Midlands Aggregate Working Party - Annual Survey and Report 2014
[5] UK Quality Ash Association

3.33 Worn out rail ballast is taken by rail to recycling centres for crushing into aggregate. As this material comprises high quality limestone or granite it can be re-processed for high-grade uses. There are approximately 7 rail ballast recycling sites across the country. One of these is located at Toton railway sidings in Stapleford. Table 8 sets out annual throughputs.

3.34 Road planings produced as a result of highway resurfacing schemes can be used as a recycled aggregate to form a range of surfaces such as car parks, driveway or tracks. The availability of this material will vary depending on the level of highway maintenance being carried out at any given time.

3.35 Table 8 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[6]. The figures show that over the 10-year period, throughput hit a low in 2010 before steadily increasing and levelling out since 2014.

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

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Ballast recycling facility, Toton. (million tonnes)	0.31	0.26	0.18	0.05	0.11	0.10	0.13	0.15	0.13	0.11	0.15	0.12	0.14
All other sites (million tonnes)	0.09	0.08	0.20	0.08	0.10	0.21	0.28	0.32	0.34	0.37	0.29	0.36	0.36
Total (million tonnes)	**0.40**	**0.34**	**0.38**	**0.13**	**0.21**	**0.31**	**0.41**	**0.47**	**0.47**	**0.48**	**0.45**	**0.48**	**0.50**

3.36 No sales data exists for specific types of recycled or secondary aggregates. However, as these types of aggregates are available on the open market, their contribution is already taken into account when calculating future demand for primary aggregates.

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

[6] Data sourced from the Environment Agency Waste Data Interrogator

Local production conclusion

3.38 Compared to historic (pre-2007) sales of sand and gravel and Sherwood Sandstone, the 2019 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

3.39 At the end of 2019, Nottinghamshire's sand and gravel landbank was above the 7-year minimum requirement. Whilst sufficient at present, as identified within the adopted Nottinghamshire Minerals Local Plan (March 2021) further reserves will be needed over the life of the Plan, to 2036, to ensure Nottinghamshire has a steady and adequate supply. The plan therefore allocates sites to meet this demand, which includes 5 extensions to existing quarries and one new greenfield site as detailed in Policy MP2. As the forecast of demand for sand and gravel over the plan period was based upon the production figure of 1.7 million tonnes required annually (Policy MP1), with the current 10 year sales average at 1.47 million tonnes and the 3 year sales average at 1.44 million tonnes, the plan will still ensure adequate provision.

3.40 Exports of both sand and gravel and Sherwood Sandstone are likely to remain a significant proportion of sales. This trend is likely to continue over the next plan period as sand and gravel resources, particularly those in Rotherham and Doncaster, are limited.

3.41 At the end of 2019, Nottinghamshire has sufficient permitted reserves of Sherwood Sandstone to meet the 7-year minimum landbank. Further reserves will, however, need to be released over the life of the Nottinghamshire Minerals Local Plan to 2036, as existing quarries are worked out. Sites are therefore allocated within Policy MP3 of the Plan. The forecast of demand for Sherwood Sandstone was based upon the production figure of 0.37 million tonnes required annually (Policy MP1). Whilst the 3 year sale average is slightly higher than this, at 0.41 million tonnes, there will still be adequate provision for Sherwood Sandstone over the plan period, with the plan supporting unallocated sites to come forward should a need be demonstrated (Policy MP1).

3.42 Crushed rock sales remain at zero with the county's needs being met by imports from adjoining counties. At the end of 2019, the landbank was technically well above the minimum 10-year landbank, however this figure should be treated with caution as sales have been at zero for a number of years.

3.43 Recycled and secondary aggregates continue to play an important role in meeting wider aggregate demand, however the ability of recycled aggregates to replace primary aggregates will be dependent on a range of issues such as availability, cost, and the technical specifications required for specific end uses. As these types of aggregates are available on the open market, their contribution is already taken into account when calculating future demand for primary aggregates.

Future Aggregate Provision

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

National and Sub-National Aggregate Guidelines

4.2 Prior to the introduction of the NPPF, the supply of land-won aggregates in England was based on national and sub national guidelines for aggregates provision published by the Department for Communities and Local Government (DCLG). The most recent guidelines covering the period 2005-2020 were published in 2009.

4.3 The East Midlands Aggregate Working Party used these guidelines to produce draft apportionment figures for each MPA. The figures were then approved by the East Midlands Regional Assembly in 2010 and were to be incorporated into the Regional Plan via the review process. However due to the abolition of the Regional Spatial Strategy the figures were never adopted.

4.4 The guidelines for the East Midlands stood at 174 million tonnes for sand and gravel and 500 million tonnes for crushed rock over the 2005-2020 period. For Nottinghamshire the guidelines were equivalent to 3.81 million tonnes per annum (a combined figure for sand and gravel and Sherwood Sandstone).

4.5 It was decided at the Aggregate Working Party meeting in February 2013 that the draft 2009 figures were considered out of date as they were only based on aggregate output from a period of economic growth, and should, therefore, not be taken into account when determining the new apportionment figures.

4.6 Long term demand for aggregates to be provided for in the Minerals Local Plan will be reviewed annually through the LAA using the 3 and 10-year sales averages as the key evidence base specifically monitoring trends. Annual monitoring of the Local Plan will also take place based on the updates to the LAA and if required early review may be necessary.

Sand and gravel provision

4.7 The biggest planning issue for Nottinghamshire and Nottingham is the long-term provision of sand and gravel over the plan period.

4.8 Based on the most recent data, the 10-year average figure stands at 1.47 million tonnes. This figure has steadily fallen since the first LAA was produced in 2013 and reflects the loss of higher pre-recession sales figures and the greater influence of lower sales figures since. The three-year average figure has also slowly fallen since the first LAA was produced, however the latest figure is slightly higher than previous years at 1.44 million tonnes. Table 9 sets out the average production figures.

Table 9: Sand and Gravel average sales figures

	2013 LAA (2002-2011)	2014 LAA (2003-2012)	2015 LAA (2004-2013)	2016 LAA (2005-2014)	January 2017 LAA (2006-2015)	October 2017 LAA (2007-2016)	May 2019 LAA (2008-2017)	Dec 2019 LAA (2009-2018)	Current LAA (2010-2019)
10-year average sales (million tonnes)	2.58	2.43	2.24	2.05	1.89	1.7	1.53	1.46	1.47
	(2009-2011)	(2010-2012)	(2011-2013)	(2012-2014)	(2013-2015)	(2014-2016)	(2015-2017)	(2016-2018)	(2017-2019)
3-year average sales (million tonnes)	1.51	1.61	1.55	1.46	1.45	1.4	1.36	1.38	1.44

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, with some of the reduction in output 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. Since 2017 the 10-year average has remained relatively stable, fluctuating between 0.39 and 0.36. The latest 3-year average, at 0.41 million tonnes, shows production recently has increased slightly, with this being the highest 3-year average since the first LAA was produced. Table 10 sets out the average sales figures.

Table 10: Sherwood Sandstone average sales figures

	2013 LAA (2002-2011)	2014 LAA (2003-2012)	2015 LAA (2004-2013)	2016 LAA (2005-2014)	January 2017 LAA (2006-2015)	October 2017 LAA (2007-2016)	May 2019 LAA (2008-2017)	Dec 2019 LAA (2009-2018)	Current LAA (2010-2019)
10-year average sales (million tonnes)	0.46	0.44	0.42	0.40	0.39	0.37	0.36	0.36	0.37
	(2009-2011)	(2010-2012)	(2011-2013)	(2012-2014)	(2013-2015)	(2014-2016)	(2015-2017)	(2016-2018)	(2017-2019)
3-year average sales (million tonnes)	0.33	0.34	0.35	0.35	0.37	0.35	0.33	0.38	0.41

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

Crushed rock (limestone) provision

4.15 Crushed rock (limestone) is only worked from one quarry in Nottinghamshire and production has been limited due to the seasonal working of the site and abundance of limestone worked in Derbyshire and Leicestershire.

4.16 The most recent 10 and 3-year average figures stand at zero tonnes (see Table 11).

Table 11: Crushed rock average sales figures

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

Future provision

4.17 A pre-cast concrete factory was built near Worksop in 2009 and produces concrete structures on site for delivery and installation at construction sites. The factory uses crushed limestone as part of the production process.

4.18 No recent data on consumption is available however this was previously around 40,000 tonnes per annum. The factory is currently supplied by quarries in Derbyshire as the only limestone quarry in Nottinghamshire is mothballed.

Future aggregate provision conclusion

4.19 National guidance states that consideration should be given to the national and subnational demand forecasts, however these are now considered out of date as they were based purely on a period of economic growth over a shorter timescale than the 10-year sales average stated in the NPPF.

4.20 The 10-year sales average for sand and gravel has now begun to flatten out as higher pre-recession figures have fallen out of the data and current quarrying output in Nottinghamshire remains flat. The 3-year average sales figure indicates a small increase in the last three years. Based on the latest 10- and 3-year average sales data, there is no evidence to suggest that the demand forecast as set out in the adopted Minerals Local Plan needs to be reviewed.

4.21 The 10 years sales average for Sherwood Sandstone has slowly fallen, although it remains more stable than sand and gravel sales. The on the latest 10- and 3-year average has remained generally flat but has increased in 2018 and 2019. Based on the average sales data, there is no evidence to suggest that the demand forecast as set out in the Minerals Local Plan needs to be reviewed.

4.22 Crushed rock sales remain at zero as the majority of material used in Nottinghamshire is imported from adjoining authorities. Based on the current sales data it is not considered necessary to identify additional reserves.

4.23 Resource depletion in the Idle Valley along with continued demand from Rotherham and Doncaster will remain a long-term issue, however in the short-term adequate reserves remain.

4.24 The potential use of marine sourced sand and gravel is not a significant issue for Nottinghamshire due to the availability of locally sourced land won mineral and the significant additional cost in transporting marine sourced minerals greater distances.

Future Growth

National Infrastructure Projects identified for Nottinghamshire

5.1 The 2016 National Infrastructure Plan identified two infrastructure schemes for Nottinghamshire; the Midland Mainline electrification (MME) programme estimated to start in 2019 and the A1/A46 junction improvements near Newark estimated to start between 2020 and 2025. However, in July 2017 the Department for Transport announced that the MME from Kettering to Leicester, Derby and Nottingham has been cancelled. The A1/A46 junction improvements have also been put back to around 2027.

5.2 Another National project within the area is the High-Speed Rail 2 line (HS2), with the proposed phase 2b route passing along the western boundary of the county and the East Midlands Hub, located at Toton, also falling within the county area. There is no date set for the start of construction at present. 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 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

5.4 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.

5.5 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.

5.6 The AMRI since 2016 has been discontinued with Prodcom now collating information on other mining and quarrying data. In their 2017 provisional results, sales in other mining and quarrying had risen by £0.2 billion, increasing from £1.9 billion in 2016 to £2.1 billion in 2017.

East Midlands Aggregates Working Party – Annual Monitoring Report 2019

5.7 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 then steadily increased to 6.95 million tonnes in 2016 before falling back slightly to 6.79 million tonnes in 2017. Sales in 2018 increased to 7.15 million tonnes, up 5% on the previous year.

5.8 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 2017 sales steadily increased to 28.41 million tonnes. Sales in 2018 decreased to 27.83 million tonnes.

Population forecasts

5.9 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

5.10 The current government has a key objective to ensure that there is an adequate provision of housing across the country to resolve the housing crisis. Within Nottinghamshire, the seven District and Borough's within their Local Plans/core strategies along with Nottingham City Council Local Plan must ensure that the identified local housing needs are being met and will be in the future.

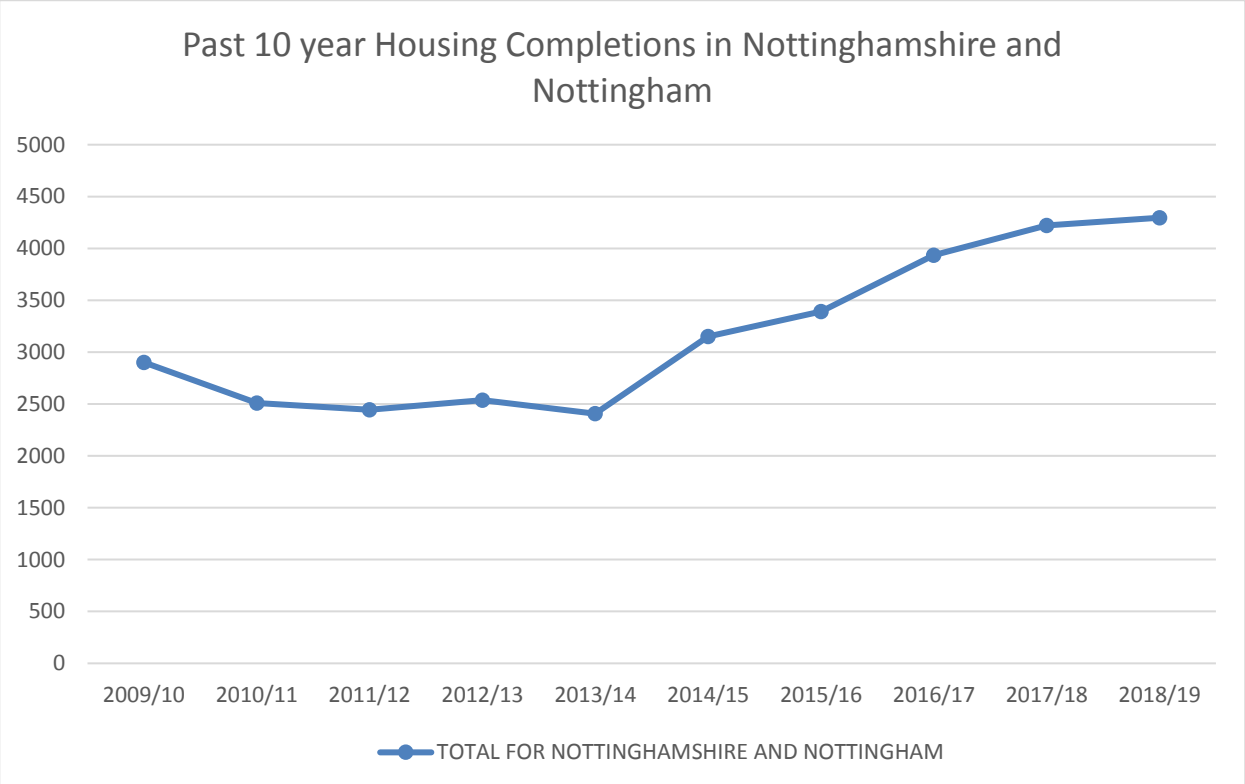
5.11 Based on the most recent 10-year housing trajectory data available from the districts (table 12) house building rates in Nottingham and Nottinghamshire are forecasted to peak in 2020/2021 at 8070 before steadily falling back to 4412 in 2027/2028.

5.12 Forecasting 8070 dwellings in 2020/21 is ambitious when considering the previous 10-years housing completions, with completions in the past three years reaching half of this at around 4000 dwellings per annum as shown in Figure 4. The housing completions figures are likely to reflect the local economic conditions and will be monitored against the 10-year trajectories.

Table 12: 10-year housing trajectories

10 YEAR HOUSING TRAJECTORY PER DISTRICT								
	20/21	**21/22**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28**
Ashfield	205	222	467	287	202	495	303	137
Bassetlaw	576	697	676	573	457	638	543	298
Broxtowe	1079	1019	768	1014	590	315	260	210
Gedling	476	665	853	852	767	663	559	398
Mansfield	458	326	327	397	715	789	715	613
Newark	528	685	618	509	428	657	877	891
Nottingham city	3541	2400	1224	1247	1420	1627	1365	1156
Rushcliffe	1207	1446	1314	1292	1151	885	710	709
TOTAL	**8070**	**7460**	**6247**	**6171**	**5730**	**6069**	**5332**	**4412**

Figure 4: Housing completions in Nottinghamshire



5.13 During the construction of new houses, a range of aggregate minerals will be consumed including sand and gravel for uses such as concrete, Sherwood Sandstone for mortar, clay for bricks and tiles along with crushed rock for more general construction uses. Data from the Minerals Products Association estimates that a typical new house uses up to 50 tonnes of aggregates, although the actual quantities for each type of aggregate are

unclear. It is also worth noting that the Minerals Products Association estimate that new house building only accounts for around 20% of overall aggregate consumption.

Future demand from the Rotherham and Doncaster markets

5.14 The Rotherham and Doncaster Local Aggregates Assessment 2019 (2018 data) states that whilst its sand and gravel landbank stands at 17 years there are limited reserves of sharp sand remaining in the area, with this only being 23% of the landbank and that current permitted reserves may not be adequate to cover the plan period to 2028. Therefore, the authority will continue to rely on the import of sand and gravel from Nottinghamshire and other neighbouring authorities.

5.15 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 2021 Leicestershire LAA, containing 2019 sales, states that the existing sites have a total potential production capacity of around 1.59 million tonnes per annum, which means that they would be capable of producing sufficient material to satisfy the level of provision identified in the adopted Minerals and Waste Local Plan. The sites would not however be able to meet the County's future requirements without the benefit of extensions to their permitted operations. Given sand and gravel landbank currently stands at 2.6 years additional sand and gravel may need to be sourced from reserves outside the county.

5.21 Some sand and gravel is already exported from Nottinghamshire to Leicestershire and in 2018 exports stood at 166,000 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, the A46/A1 road improvements and the remainder of the East Midlands Freight depot. Although these projects are likely to increase demand for aggregate, it is not possible at this stage to quantify the amount of additional aggregates that are likely to be needed from within the County.

5.26 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 forecast to increase in 2020/2021 before steadily falling in 2024/2025, however this should be monitored against actual housing completions as these will better reflect the health of the economy. House building is likely to contribute to overall demand for aggregates although it is just one element that needs to be considered.

5.27 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 1.47 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 needed over the plan period to 2036 to replace existing quarries as they are worked out. The newly adopted Minerals Local Plan allocates a mix of extensions to existing permitted quarries and one new quarry.

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, the status of Sturton Le Steeple quarry and the increasing trend of replacing sharp sand with crushed rock in concreting products. However, it is likely that sand and gravel will either be sourced from quarries around Newark or from other areas outside of Nottinghamshire that may be closer.

6.5 Demand for additional sand and gravel from Leicestershire may increase in the future however at present its unclear as to the quantities that maybe needed and the timescales for this. To a certain extent demand will also depend on future economic conditions. As a result this will be monitored through annual sales and future Aggregate Working Party full survey minerals movement data.

6.6 Sherwood Sandstone sales are much lower than sand and gravel sales, with a slight increase in sales since 2018. 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.

Nottinghamshire and Nottingham Local Aggregates Assessment

Containing 2020 sales data

Published XXXXX

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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 2010 and 2019 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 in Nottinghamshire 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 between 1.71 and 1.27 million tonnes. The 2016 sales figure of 1.27mt, had not previously been seen in Nottinghamshire since records began in 1973. In 2020, sales fell further to 0.97 million tonnes as a result of the Covid -19 pandemic and issues with flooding along the River Trent

The 2020 sales data shows a significant decrease in sand and gravel sales and Sherwood Sandstone sales compared to the 2019 data whilst Crushed rock (limestone) output remains at zero.

The latest 10- and 3-year average sales figures for sand and gravel and Sherwood Sandstone have fallen compared to 2019 figures.

The sand and gravel landbank fell slightly compared to the 2019 figure, standing at 12.74 years. This is well above the NPPF 7-year requirement. The Sherwood Sandstone landbank increased compared to the 2019 figure, standing at 25.66 years and remains well above the NPPF 7-year requirement.

Whilst the County does have a permitted site to extract crushed rock (limestone), this site has been inactive since 2007 and so sales have remained at zero.

Table 1: Sales and landbank figures as of December 2020

	2020 sales (million tonnes)	10-year sales average 2011-2020 (million tonnes)	3-year sales average 2018-2020 (million tonnes)	Permitted reserves (million tonnes)	Landbank (years)
Sand and gravel	0.91	1.41	1.31	17.97	12.74
Sherwood Sandstone	0.15	0.35	0.34	8.98	25.66
Crushed rock (limestone)	0.00	0.00	0.00	3.34	N/A

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 2019 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 based upon information retrieved from the 2020 Aggregate Monitoring (AM) survey returns relating to the period 1st January to 31st December 2020.

1.7 The aggregates monitoring was undertaken by the East Midlands Aggregate Working Party. 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 it usually undertakes annual monitoring of aggregate production and levels of permitted reserves across the East Midlands. This information is then 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

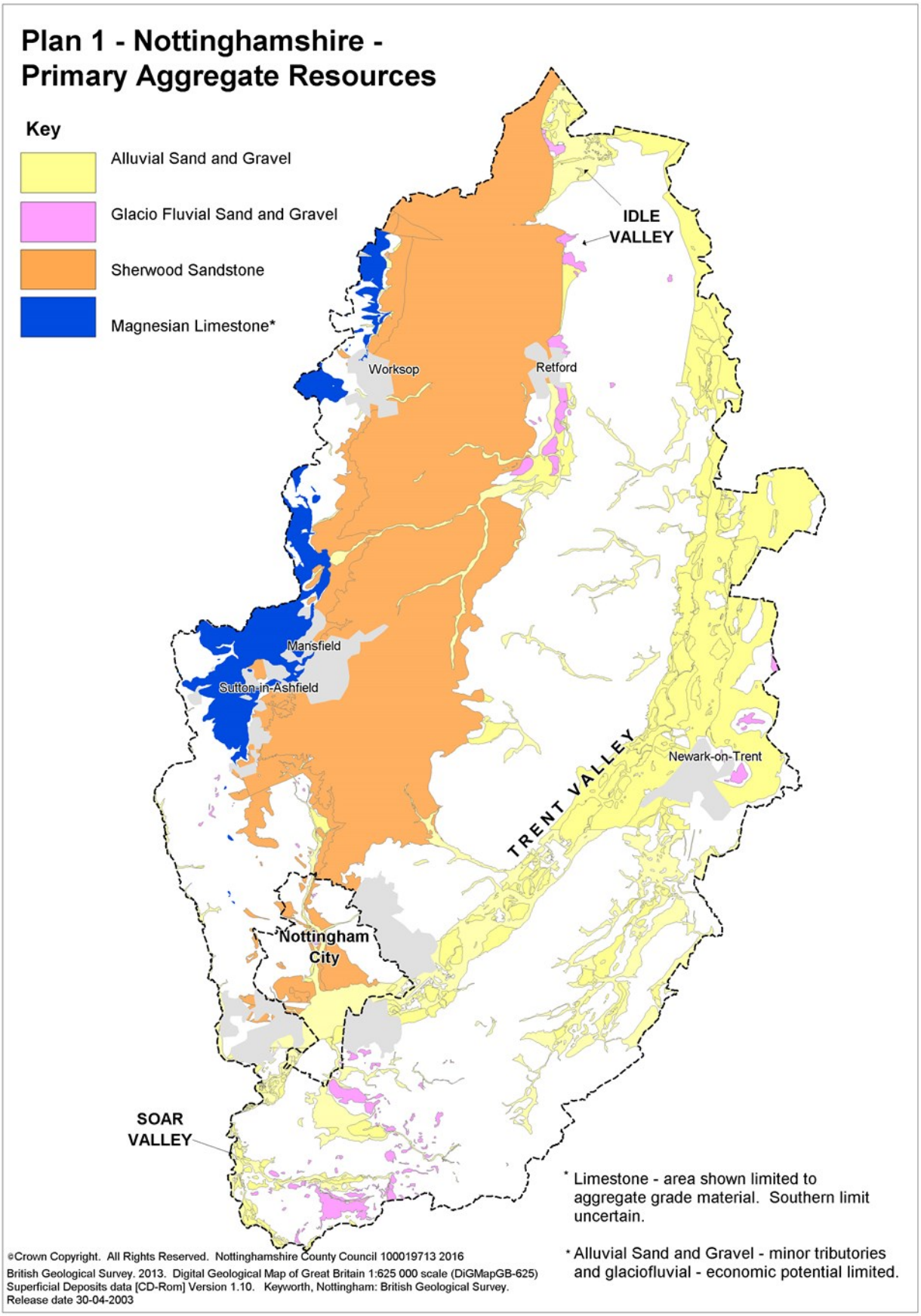
2.3 Important alluvial (river) sand and gravel deposits are found in the Trent and the Idle Valleys which have made Nottinghamshire an important producer of sand and gravel in the East Midlands. Limited extraction also occurs in glaciofluvial sand and gravel deposits near East Leake, south of Nottingham. 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 asphalting 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*
IDLE VALLEY
Worksop
Retford
Mansfield
Sutton-in-Ashfield
TRENT VALLEY
Newark-on-Trent
Nottingham City
SOAR VALLEY
* Limestone - area shown limited to aggregate grade material. Southern limit uncertain.
* Alluvial Sand and Gravel - minor tributories and glaciofluvial - economic potential limited.
©Crown Copyright. All Rights Reserved. Nottinghamshire County Council 100019713 2016
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.

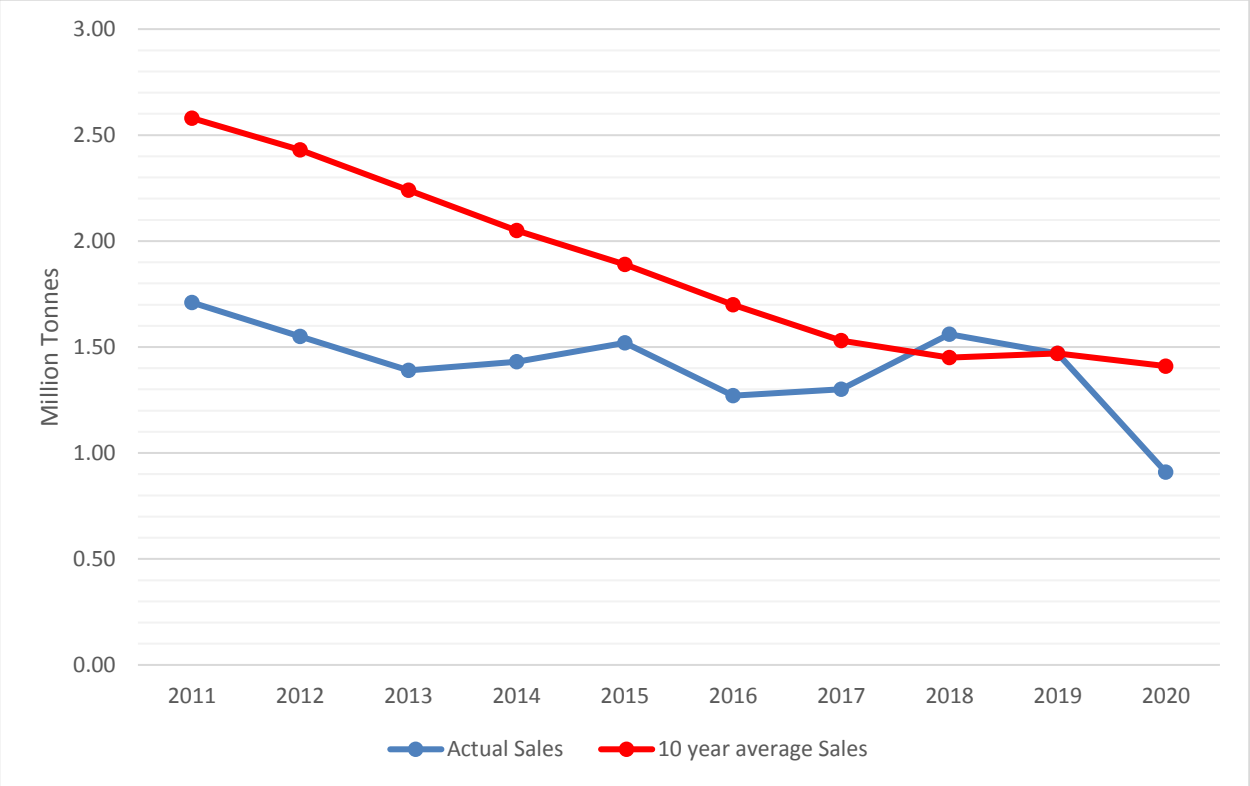
2.8 In Nottinghamshire, sources of alternative aggregates include construction and demolition waste, power station ash, river dredgings, road planings and rail ballast.

Local production

Sand and gravel

3.1 As shown in Figure 1, sales for sand and gravel have remained relatively stable over the majority of the 10-year period, fluctuating between 1.27 million tonnes and 1.71 million tonnes. However, 2020 sales at fell significantly to 0.91 million tonnes as a result of the Covid-19 pandemic. Flooding along the River Trent has also impacted output.

Figure 1: Sales of sand and gravel 2011-2020 against the 10-year average sales figure.



Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Sales (Million tonnes)	1.71	1.55	1.39	1.43	1.52	1.27	1.30	1.56	1.47	0.91

Resources and landbank

3.2 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.

3.3 Permitted reserves currently total 17.97 million tonnes, with average sales over the last 10 years standing at 1.41 million tonnes per annum. Therefore, as of December 2020 the landbank stood at 12.74 years of production. This is above the minimum 7-year landbank requirement set out in the NPPF.

3.4 The sand and gravel landbank had been steadily increasing up to 2018, caused by permitted reserves increasing due to a significant extension being granted at Langford Lowfield quarry and the 10 year average (which is used to calculate the landbank) falling since 2011 as higher pre-recession sales data was removed from the 10 year average. In 2019 and 2020, the landbank has fallen back slightly and currently stands at 17.97 million tonnes This is due to the 10-year average beginning to stabilise and no new quarries are currently being developed to replace previously worked out quarries in the county.

3.5 There are eight permitted sand and gravel quarries in Nottinghamshire, although at present only six are in full production, with Girton only working existing stockpiles (see Table 2).

Table 2: Permitted sand and gravel quarries in Nottinghamshire

Site	Operator	Status	Permitted reserves (mt)
Langford Lowfields	Tarmac	Active	4.01
Girton	Tarmac	Inactive	3.71
Besthorpe	Tarmac	Active	0.72
Sturton Le Steeple	Tarmac	Yet to be worked	7.1
East Leake	CEMEX	Active	1.41
Cromwell	CEMEX	Active	0.53
Scrooby	Rotherham Sand & Gravel	Active	0.19
Misson Bawtry Road	Rowley	Active	0.30
		TOTAL	17.97

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 2020, the location of quarries with planning permission in Nottinghamshire is set out in table 3.

Table 3: Location of existing permitted quarries in Nottinghamshire

Geographic Area	Total tonnage in the area (million tonnes)				Percentage of total reserves			
	2017	2018	2019	2020	2017	2018	2019	2020
Idle Valley	8.77*	8.26*	7.8*	7.59*	49%	41%	41%	42%
Newark	7.12	10.03	9.54	8.97	39.8%	49%	50%	50%
Nottingham	2	1.81	1.60	1.41	11.2%	9%	9%	8%

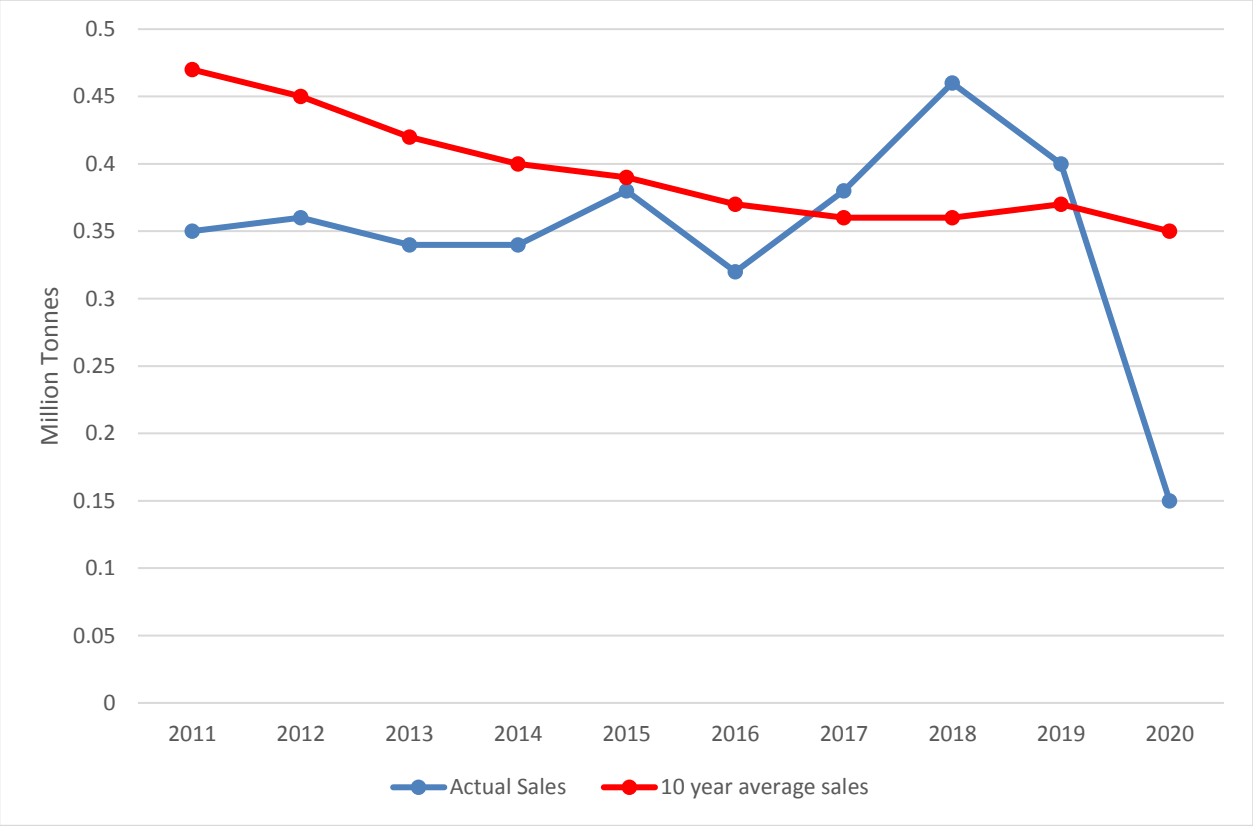
*Of the reserves in the Idle Valley, 7.1 million tonnes is contained in Sturton Le Steeple quarry, which is currently inactive.

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

Sherwood Sandstone

3.8 Historically Sherwood Sandstone sales have been much lower than sand and gravel sales as it is generally used in different, more specialist markets. Between 2010 and 2017, sales have remained relatively stable, between 0.32 and 0.38 million tonnes a year. Sales increased in 2018 to 0.46 million tonnes, before falling slightly to 0.4 million tonnes in 2019. In 2020 sales fell significantly to 0.15 million tonnes as a result of the Covid-19 pandemic. (see Figure 2 below)

Figure 2: Sales of Sherwood Sandstone, 2011-2020 against 10-year average sales figure. (Figures in million tonnes)



Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Sales (million tonnes)	0.35	0.36	0.34	0.34	0.38	0.32	0.38	0.46	0.4	0.15

Resources and landbank

3.9 There are four permitted Sherwood Sandstone quarries in Nottinghamshire, all of which are currently active (see Table 4 below). Permitted reserves currently total 8.98 million tonnes, with average sales over the last 10 years standing at 0.34 million tonnes. Therefore, as of December 2020 the landbank stood at 25.66years. 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	1.86
Bestwood 2	Tarmac	Active	3.15
Two Oaks Farm	Mansfield Sand Company	Active	3.46
Scrooby Top	Rotherham Sand & Gravel	Inactive	0.51*
		TOTAL	8.10

* Scrooby Top contains processing plant for all RSG operations.

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

3.10 Imports and exports of aggregates have only been recorded as a one-year snapshot generally every four years through the National Survey of Aggregate Movements undertaken by the British Geological Survey. The surveys do not include a breakdown for Sherwood Sandstone, hence all sand and gravel import and export figures include Sherwood Sandstone. Import dales data is much more limited and is calculated using the median percentage range as supplied in the National Survey of Aggregates Movement. As such the data is an approximate figure.

3.11 The last Survey was undertaken in 2014 and previous to that in 2009. A full survey was intended to be undertaken in 2018 however this has not taken place.

3.12 As a result of the delay to the national survey, data collected by the East Midlands Aggrgegate Working Party has been used to identify the destination of exports from Nottinghamshire. Import data is more limited. See Table 5 & 6.

3.13 Caution should be used when comparing the 2014 and 2018 sales data as the response rates between the two surveys may vary. The data does however provide a broad comparison of aggregate flows.

Table 5 Exports from Nottinghamshire

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

Table 6: Imports into Nottinghamshire

Origin	2014 survey ('000 tonnes)	2018 survey ('000 tonnes)
Cambridgeshire	5	N/A
Derbyshire and Peak District	5	N/A
Leicestershire and Rutland	52	N/A
Lincolnshire	**299***	**246***
Staffordshire	**155**	N/A
Doncaster	5	N/A
TOTAL	521	N/A
*based on data from Lincolnshire County Council		

3.14 The amount of sand and gravel and Sherwood Sandstone known to be exported from Nottinghamshire is 1.31 million tonnes, or 66% of the total amount extracted (2.01 million tonnes recorded). However, an additional 375,000 tonnes are classified as having an unknown destination. Based on past export sales data it is likely that this sand and gravel served markets within Nottinghamshire.

3.15 The results of the 2018 full survey show that the largest amount of sand and gravel (approx. 400,000 tonnes) was exported to Northamptonshire. Northamptonshire has not traditionally been a major market for sand and gravel from Nottinghamshire. This will be monitored in future years to understand if this was a 'one off' spike in supply for a specific need or if this is likely to continue in the future. Exports to south Yorkshire stood at 386,000 tonnes which is to be expected as historically sand and gravel from Nottinghamshire has supplied this market. Other export markets include other neighbouring authorities in the East Midlands[1].

3.16 Imports of sand and gravel from elsewhere in the East Midlands (based on 2014 data) were lower compared to the amount extracted from the County's own quarries. However, the amount imported still totalled approximately 521,000 tonnes, with the majority supplied by Lincolnshire.

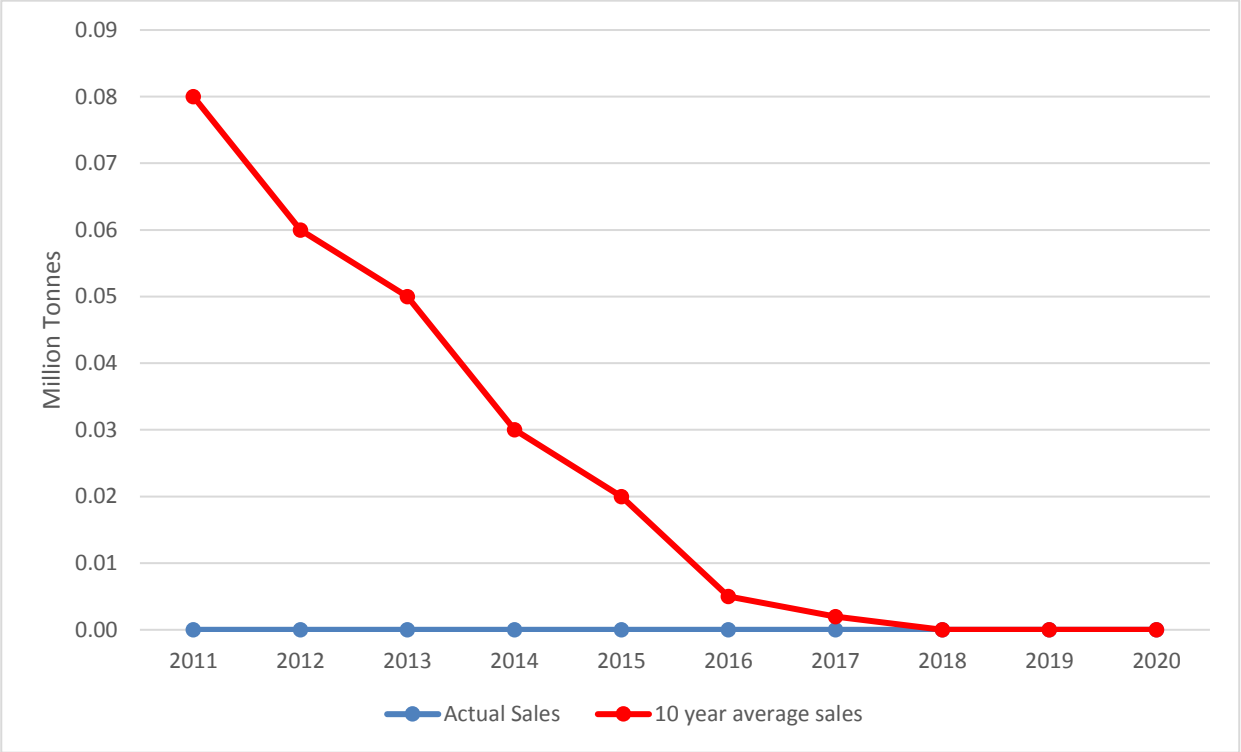
3.17 Given the relatively low value and bulky nature of aggregates, transport forms a major part of its cost. As a result, the distance minerals can be economically transported by road is relatively limited. National figures identify the average distance travelled in 2017 was 26.7 miles[2]. No data is available at the local level.

[1] Source: Aggregate Minerals Survey 2014, conducted by the Department of Communities and Local Government
[2] Minerals Products Association

Crushed rock (including aggregate limestone)

3.18 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 2019. (see figure 5 below).

Figure 3: Sales of aggregate limestone, 20011-2020 against 10-year average sales figure. (Figures in million tonnes)



Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Sales (million tonnes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Resources and landbank

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

Imports and exports of crushed rock

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

3.21 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.

3.22 The Leicestershire LAA (2020, containing 2019 sales data) 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 (2019) identifies a 31.4-year landbank for crushed rock based on 2018 figures. The Humber LAA (2019) also states that adequate reserves remain, with a 24.81-year landbank for crushed rock.

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

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

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

Alternative aggregates

3.23 Production figures for secondary and recycled aggregates are limited to national estimates. Since 1980 there has been a significant increase in annual alternative aggregate production in Great Britain (GB), rising from 20 million tonnes to a high of 71 million tonnes in 2007 (25% of total aggregates sales). Sales of recycled aggregates mirrored the fall of sales of primary aggregates nationally during the recession, however sales of both primary and recycled aggregates have been increasing since the recession. In 2018 sales of recycled aggregates stood at 71 million tonnes (28% of total aggregates sales)[3]. Britain is still the highest in Europe for recycling aggregates and it is estimated

[3] Minerals Products Association – Profile of the UK Minerals Products Industry 2020 edition

that alternative aggregates use in GB is around three times higher than the European average.

3.24 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.

3.25 Local data for alternative aggregates is very limited however the main types of alternative aggregates in Nottinghamshire are set out below:

Power station ash

3.26 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 did have three power stations which produced around 1.7 million tonnes of ash each year in 2014[4]. 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[5].

3.27 In line with the Governments goal to close all coal fired power stations by 2025 and replace these with other types of power generation, one of Nottinghamshire's power stations, Cottam, closed in September 2019. The availability of power station ash therefore is likely to have fallen in Nottinghamshire and will continue to do so in the future.

Construction and demolition waste

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

3.29 National estimates suggest that around 80-90% of construction and demolition waste is re-used or recycled. Old concrete and rubble is often crushed on site using mobile processing plant and used in situ as bulk fill. The remainder of the materials such as metal is taken off site and sent to be processed elsewhere.

3.30 Taking and adapting the DEFRA reconcile methodology to calculate national arisings of construction and demolition waste, the Council has calculated construction and demolition waste arisings for Nottinghamshire and Nottingham as part of the background evidence for its emerging Waste Local Plan. This estimates that in 2019, Nottinghamshire and Nottingham generated 1,186,000 tonnes of Construction and Demolition waste.

3.31 There are currently 15 dedicated aggregates recycling facilities which have a maximum permitted capacity of 1.7 million tonnes. There are also 22 general transfer facilities

[4] East Midlands Aggregate Working Party - Annual Survey and Report 2014
[5] UK Quality Ash Association

which are able to handle construction and demolition waste but no separate data on capacity is available.

3.32 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 8 sets out annual throughputs.

3.33 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.

3.34 Table 8 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[6]. The figures show that over the 10-year period, throughput hit a low in 2010 before steadily increasing and levelling out since 2014.

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

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Ballast recycling facility, Toton. (million tonnes)	0.31	0.26	0.18	0.05	0.11	0.10	0.13	0.15	0.13	0.11	0.15	0.12	0.14
All other sites (million tonnes)	0.09	0.08	0.20	0.08	0.10	0.21	0.28	0.32	0.34	0.37	0.29	0.36	0.36
Total (million tonnes)	0.40	0.34	0.38	0.13	0.21	0.31	0.41	0.47	0.47	0.48	0.45	0.48	0.50

3.35 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.

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

[6] Data sourced from the Environment Agency Waste Data Interrogator

Local production conclusion

3.37 Compared to historic (pre-2007) sales of sand and gravel and Sherwood Sandstone have remained subdued over the majority of the 10-year period. The 2020 sales data has been significantly impacted by the Covid-19 pandemic and period of lockdown. The figures also reflect the lack of new quarries becoming active which would have replaced worked out quarries

3.38 At the end of 2020, Nottinghamshire's sand and gravel landbank was above the 7-year minimum requirement. Whilst sufficient at present, as identified within the adopted Nottinghamshire Minerals Local Plan (March 2021) further reserves will be needed over the life of the Plan, to 2036, to ensure Nottinghamshire has a steady and adequate supply. The plan therefore allocates sites to meet this demand, which includes 5 extensions to existing quarries and one new greenfield site as detailed in Policy MP2. As the forecast of demand for sand and gravel over the plan period was based upon the production figure of 1.7 million tonnes required annually (Policy MP1), with the current 10 year sales average at 1.41 million tonnes and the 3 year sales average at 1.33 million tonnes, the plan will still ensure adequate provision.

3.39 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.

3.40 At the end of 2020, Nottinghamshire has sufficient permitted reserves of Sherwood Sandstone to meet the 7-year minimum landbank. Further reserves will, however, need to be released over the life of the Nottinghamshire Minerals Local Plan to 2036, as existing quarries are worked out and so allocation of sites are included within Policy MP3. The forecast of demand for Sherwood Sandstone was based upon the production figure of 0.37 million tonnes required annually (Policy MP1), with the current 10 year sales average at 0.35 million tonnes and the 3 years sales average at 0.34 million tonnes, the plan will still ensure adequate provision.

3.41 Crushed rock sales remain at zero with the county's needs being met by imports from adjoining counties. At the end of 2020, 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.

3.42 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 1.41 million tonnes. This figure has steadily fallen since the first LAA was produced in 2013 and reflects the loss of higher pre-recession sales figures and the greater influence of lower sales figures since. The three-year average figure has also slowly fallen since the first LAA was produced, the latest figure stands at 1.31 million tonnes. Table 9 sets out the average production figures. More recently the Covid-19 pandemic has significantly impact sales particularly the 3-year average.

Table 9: Sand and Gravel average sales figures

	2013 LAA (2002-2011)	2014 LAA (2003-2012)	2015 LAA (2004-2013)	2016 LAA (2005-2014)	Jan 2017 LAA (2006-2015)	Oct 2017 LAA (2007-2016)	May 2019 LAA (2008-2017)	Dec 2019 LAA (2009-2018)	Date ? (2010-2019)	Current LAA (2011-2020)
10-year average sales (million tonnes)	2.58	2.43	2.24	2.05	1.89	1.7	1.53	1.46	1.47	1.41
	(2009-2011)	(2010-2012)	(2011-2013)	(2012-2014)	(2013-2015)	(2014-2016)	(2015-2017)	(2016-2018)	(2017-2019)	(2018-2020)
3-year average sales (million tonnes)	1.51	1.61	1.55	1.46	1.45	1.4	1.36	1.38	1.44	1.31

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, with some of the reduction in output 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. Since 2017 the 10-year average has remained relatively stable, fluctuating between 0.39 and 0.36 and currently stands at 0.35 million tonnes. The latest 3-year average stands at 0.35 million tonnes. Table 10 sets out the average sales figures.

Table 10: Sherwood Sandstone average sales figures

	2013 LAA (2002-2011)	2014 LAA (2003-2012)	2015 LAA (2004-2013)	2016 LAA (2005-2014)	Jan 2017 LAA (2006-2015)	Oct 2017 LAA (2007-2016)	May 2019 LAA (2008-2017)	Dec 2019 LAA (2009-2018)	Date? (2010-2019)	Current LAA (2011-2020)
10-year average sales (million tonnes)	0.46	0.44	0.42	0.40	0.39	0.37	0.36	0.36	0.37	0.35
	(2009-2011)	(2010-2012)	(2011-2013)	(2012-2014)	(2013-2015)	(2014-2016)	(2015-2017)	(2016-2018)	(2017-2019)	(2018-2020)
3-year average sales (million tonnes)	0.33	0.34	0.35	0.35	0.37	0.35	0.33	0.38	0.41	0.34

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

Crushed rock (limestone) provision

4.15 Crushed rock (limestone) is only worked from one quarry in Nottinghamshire and production has been limited due to the seasonal working of the site and abundance of limestone worked in Derbyshire and Leicestershire.

4.16 The most recent 10 and 3-year average figures stand at zero tonnes (see Table 11).

Table 11: Crushed rock average sales figures

	2013 LAA (2002-2011)	2014 LAA (2003-2012)	2015 LAA (2004-2013)	2016 LAA (2005-2014)	January 2017 LAA (2006-2015)	October 2017 LAA (2007-2016)	May 2019 LAA (2008-2017)	Dec 2019 LAA (2009-2018)	Date? (2010-2019)	Current LAA (2011-2020)
10-year average sales (million tonnes)	0.08	0.06	0.05	0.03	0.02	0.005	0.002	0.00	0.00	0.00
	(2009-2011)	(2010-2012)	(2011-2013)	(2012-2014)	(2013-2015)	(2014-2016)	(2015-2017)	(2016-2018)	(2017-2019)	(2018-2020)
3-year average sales (million tonnes)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Future provision

4.17 A pre-cast concrete factory was built near Worksop in 2009 and produces concrete structures on site for delivery and installation at construction sites. The factory uses crushed limestone as part of the production process.

4.18 No recent data on consumption is available however this was previously around 40,000 tonnes per annum. The factory is currently supplied by quarries in Derbyshire as the only limestone quarry in Nottinghamshire is mothballed.

Future aggregate provision conclusion

4.19 National guidance states that consideration should be given to the national and subnational demand forecasts, however these are now considered out of date as they were based purely on a period of economic growth over a shorter timescale than the 10-year sales average stated in the NPPF.

4.20 Prior to the Covid-19 pandemic the 10-year sales average for sand and gravel had begun to flatten out as higher pre-recession figures have fallen out of the data and current quarrying output in Nottinghamshire remains flat. The 3-year average sales figure from 2019 indicated a very small increase in the last three years. The impact of the pandemic and subsequent lockdown has significantly impacted on sales and has seen both the 10 and 3 year averages fall. However there is currently no evidence to suggest that the higher demand forecast as set out in the adopted Minerals Local Plan needs to be reviewed.

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 has remained generally flat but has increased in 2018 and 2019. The impact of the pandemic and

subsequent lockdown has significantly impacted on sales and has seen both the 10 and 3 year averages fall. However, there is currently no evidence to suggest that the demand forecast as set out in the adopted Minerals Local Plan needs to be reviewed.

4.22 Crushed rock sales remain at zero as the majority of material used in Nottinghamshire is imported from adjoining authorities. Based on the current sales data it is not considered necessary to identify additional reserves.

4.23 Resource depletion in the Idle Valley along with continued demand from Rotherham and Doncaster will remain a long-term issue, however in the short-term adequate reserves remain.

4.24 The potential use of marine sourced sand and gravel is not a significant issue for Nottinghamshire due to the availability of locally sourced land won mineral and the significant additional cost in transporting marine sourced minerals greater distances.

Future Growth

National Infrastructure Projects identified for Nottinghamshire

5.1 The 2016 National Infrastructure Plan identified two infrastructure schemes for Nottinghamshire; the Midland Mainline electrification (MME) programme estimated to start in 2019 and the A1/A46 junction improvements near Newark estimated to start between 2020 and 2025. However, in July 2017 the Department for Transport announced that the MME from Kettering to Leicester, Derby and Nottingham has been cancelled. The A1/A46 junction improvements have also been put back to around 2027.

5.2 Another National project within the area is the High-Speed Rail 2 line (HS2), with the proposed phase 2b route passing along the western boundary of the county and the East Midlands Hub, located at Toton, also falling within the county area. There is no date set for the start of construction at present. 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 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

5.4 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.

5.5 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.

5.6 The AMRI since 2016 has been discontinued with Prodcom now collating information on other mining and quarrying data. In their 2017 provisional results, sales in other mining and quarrying had risen by £0.2 billion, increasing from £1.9 billion in 2016 to £2.1 billion in 2017.

East Midlands Aggregates Working Party – Annual Monitoring Report 2019

5.7 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 6.79 million tonnes in 2017. Sales in 2018 increased 5% to 7.15 million tonnes.

5.8 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 2017 sales steadily increased standing at 28.41 million tonnes in 2017. 2018 sales decreased by 2% to 27.83 million tonnes.

Population forecasts

5.9 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

5.10 The current government has a key objective to ensure that there is an adequate provision of housing across the country to resolve the housing crisis. Within Nottinghamshire, the seven District and Borough's within their Local Plans/core strategies along with Nottingham City Council Local Plan must ensure that the identified local housing needs are being met and will be in the future.

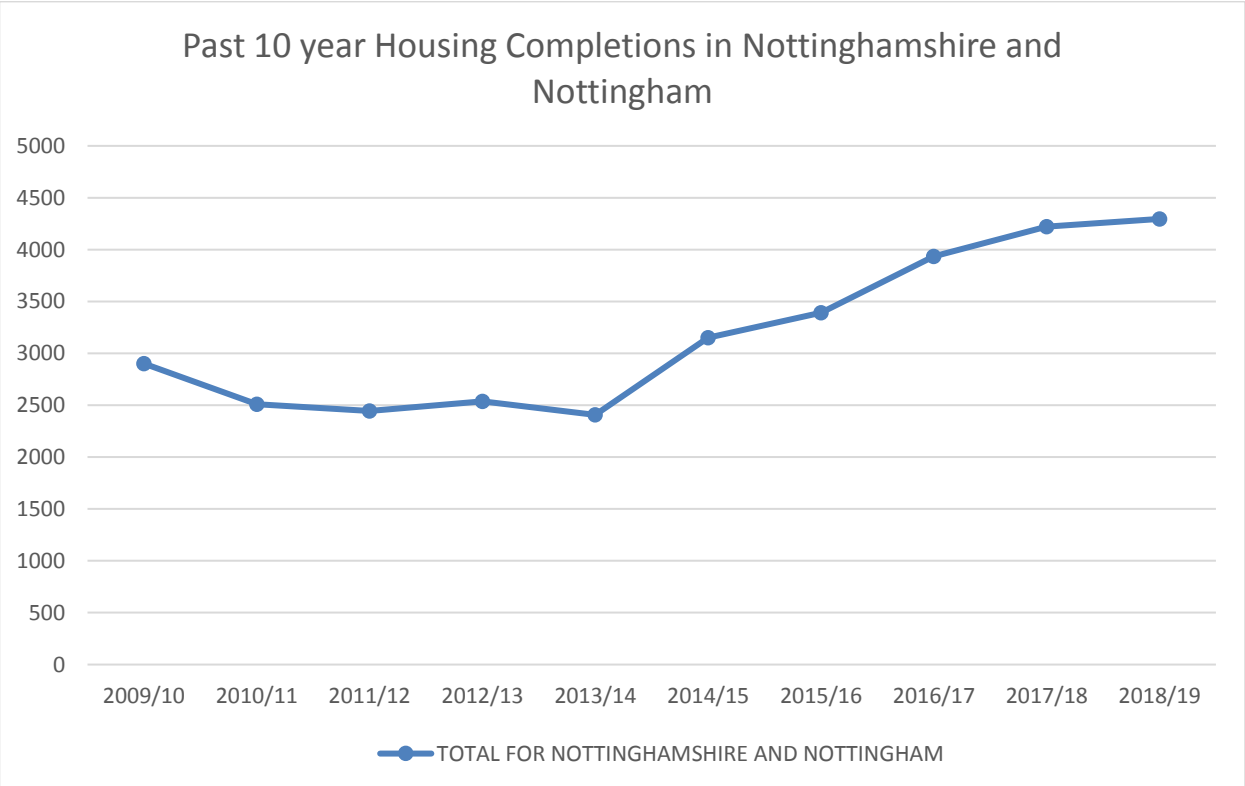
5.11 Based on the most recent 10-year housing trajectory data available from the districts (table 12) house building rates in Nottingham and Nottinghamshire are forecasted to peak in 2020/2021 at 8070 before steadily falling back to 4412 in 2027/2028.

5.12 Forecasting 8070 dwellings in 2020/21 is ambitious when considering the previous 10-years housing completions, with completions in the past three years reaching half of this at around 4000 dwellings per annum as shown in Figure 4. The housing completions figures are likely to reflect the local economic conditions and will be monitored against the 10-year trajectories.

Table 12: 10-year housing trajectories

10 YEAR HOUSING TRAJECTORY PER DISTRICT								
	20/21	**21/22**	**22/23**	**23/24**	**24/25**	**25/26**	**26/27**	**27/28**
Ashfield	205	222	467	287	202	495	303	137
Bassetlaw	576	697	676	573	457	638	543	298
Broxtowe	1079	1019	768	1014	590	315	260	210
Gedling	476	665	853	852	767	663	559	398
Mansfield	458	326	327	397	715	789	715	613
Newark	528	685	618	509	428	657	877	891
Nottingham city	3541	2400	1224	1247	1420	1627	1365	1156
Rushcliffe	1207	1446	1314	1292	1151	885	710	709
TOTAL	**8070**	**7460**	**6247**	**6171**	**5730**	**6069**	**5332**	**4412**

Figure 4: Housing completions in Nottinghamshire



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

Future demand from the Rotherham and Doncaster markets

5.14 The Rotherham and Doncaster Local Aggregates Assessment 2019 (2018 data) states that whilst its sand and gravel landbank stands at 17 years there are limited reserves of sharp sand remaining in the area, with this only being 23% of the landbank and that current permitted reserves may not be adequate to cover the plan period to 2028. Therefore, the authority will continue to rely on the import of sand and gravel from Nottinghamshire and other neighbouring authorities.

5.15 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 2021 Leicestershire LAA, containing 2019 sales, states that the existing sites have a total potential production capacity of around 1.59 million tonnes per annum, which means that they would be capable of producing sufficient material to satisfy the level of provision identified in the adopted Minerals and Waste Local Plan. The sites would not however be able to meet the County's future requirements without the benefit of extensions to their permitted operations. Given sand and gravel landbank currently stands at 2.6 years additional sand and gravel may need to be sourced from reserves outside the county.

5.21 Some sand and gravel is already exported from Nottinghamshire to Leicestershire and in 2018 exports stood at 166,000 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, the A46/A1 road improvements and the remainder of the East Midlands Freight depot. Although these projects are likely to increase demand for aggregate, it is not possible at this stage to quantify the amount of additional aggregates that are likely to be needed from within the County.

5.26 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 forecast to increase in 2020/2021 before steadily falling in 2024/2025, however this should be monitored against actual housing completions as these will better reflect the health of the economy. House building is likely to contribute to overall demand for aggregates although it is just one element that needs to be considered.

5.27 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 1.47 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 needed over the plan period to 2036 to replace existing quarries as they are worked out. The newly adopted Minerals Local Plan allocates a mix of extensions to existing permitted quarries and one new quarry.

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, the status of Sturton Le Steeple quarry and the increasing trend of replacing sharp sand with crushed rock in concreting products. However, it is likely that sand and gravel will either be sourced from quarries around Newark or from other areas outside of Nottinghamshire that may be closer.

6.5 Demand for additional sand and gravel from Leicestershire may increase in the future however at present its unclear as to the quantities that maybe needed and the timescales for this. To a certain extent demand will also depend on future economic conditions. As a result this will be monitored through annual sales and future Aggregate Working Party full survey minerals movement data.

6.6 Sherwood Sandstone sales are much lower than sand and gravel sales, with a slight increase in sales since 2018. 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.

Nottinghamshire County Council

Report to Transport and Environment Committee

17 November 2021

Agenda Item:9

REPORT OF THE CORPORATE DIRECTOR, PLACE

PROPOSED BUS STOP CLEARWAYS – BRICK KILN LANE, MANSFIELD (MA0289-MA0690 and MA0590-MA0612)

CONSIDERATION OF OBJECTIONS

Purpose of the Report

1. To consider the objections received in respect of the above proposed bus stop clearways and whether they should be implemented as notified with the amendments as detailed in the recommendation.

Information

2. Nottinghamshire County Council has over 5,700 bus stops throughout the County and continually invests in the network's infrastructure as part of the County Council's ongoing commitment to improve access to public transport.

3. The County Council works closely with all public transport operators across the County to identify bus stops that suffer from indiscriminate parking. To address this problem, bus stop clearways can be installed that prohibit cars from parking or waiting in the bus stop during specific times and these are clearly identified with new road markings and signage. The main benefits of bus stop clearways are to:

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

4. The County Council has received reports of obstructive parking affecting access to four bus stops on Brick Kiln Lane, Mansfield, which are served by Stagecoach services 6 and 217.

5. In response it is proposed to introduce clearway restrictions at these bus stops, to ensure that the bus stops can be clearly identified by users and prevent obstruction of the stops by parked vehicles. Four 15 metre Bus Stop Clearways (No Stopping except buses, 7am -7pm Mon Sat) are proposed at the following locations:

   - Stops MA0590 and MA0612, which are located to the north-west of Ladybrook Lane. The stops are currently marked by one, 'both ways', bus stop pole on the south-western side of Brick Kiln Lane at stop MA0612.

- Stops MA0690 and MA0289 located to the south-east of Ladybrook Lane. The stops are currently marked by one, 'both ways', bus stop pole on the south-western side of Brick Kiln Lane at stop MA0289.

6. The works will also include new bus stop poles and flags at bus stops MA0590 and MA0690 where there is currently no provision. The proposals were consulted upon, between 13th November and 11th December 2020 and are detailed on the site notices 'Public Transport Improvements – Brick Kiln Lane, Mansfield (Bus Stop Ref: MA0590 and MA0612) and 'Public Transport Improvements – Brick Kiln Lane, Mansfield (Bus Stop Ref: MA0690 and MA0289)

7. A total of nine responses were received to the consultation, including a 24-signature petition. Eight responses are considered to be outstanding objections to some or all the proposals. This comprises of responses in respect of the following locations:
   - MA0590-MA0612 - three objections (inclusive of the 24-signature petition)
   - MA0289-MA0690 - five objections

Objections Received

8. Objection – loss of on-street parking/more suitable location (MA0289-MA0690**)**.
   All respondents objected to the loss of on-street parking availability and/or stated that the stop should be relocated to another part of Brick Kiln Lane. One objector additionally stated that access to their off-street parking would be obstructed by the clearway.

9. Response – loss of on-street parking/more suitable location (MA0289-MA0690**)**.
   This location is already an existing stop, paired with stop MA0289 on the other side of the road which is clearly marked by the flag stating it is a 'two-way stop'. The new pole and clearway will be installed, to ensure that this unmarked, but registered, stop can be used by service vehicles. The bus operator is required to stop only at designated locations. The proposed clearway and new pole will improve awareness of the bus stop location and address issues with obstruction, allowing the bus operator to discharge their duty to drop and collect passengers from the footway.

10. Nottinghamshire County Council (NCC) policy requires bus stops to be positioned at regular intervals (between 150 - 200m in urban and semi-rural areas) to ensure that the network is as accessible as possible. Relocating the stop to the location requested by respondents would take the stop beyond this threshold and make the public transport network less accessible for users. The objector's suggested location also exceeds the distance allowed by NCC between pairs of stops (on opposite sides of the road), which should be located within 50m of each other. It is considered that the current stop is located at the most appropriate point for the safe operation of the service and most equitable distribution of stops.

11. The demand for on-street parking in the area is recognised and therefore the clearway is proposed as being 15 metres in length rather than the standard 19 metres. This will enable as much on-street parking to be retained as possible at this location. Other on-street parking / loading on the highway is still available directly adjacent to the clearways and elsewhere on these roads and the wider network. As parking is retained elsewhere on the network it is expected that parking patterns will relocate around the new restrictions rather than remove from the area completely. It is recognised that demand for highway parking exists, however it is the responsibility of the vehicle owner to ensure their vehicle is not parked in such a way as to cause an obstruction. This may require drivers with no private off-street parking provision to park further away from their property to ensure their vehicle is parked appropriately.

12. The proposed Bus Stop Clearway does not restrict residents from entering and exiting their driveways. A dropped vehicle access kerb provides a right of access over the footway and this right is unaffected by the presence of a bus stop or clearway.

13. Objection – disabled access (MA0690)
Two respondents raised concerns about health / mobility issues for family members which they felt necessitated being able to park near their house and would be negatively affected by the introduction of the clearway.

14. Response – disabled access (MA0690)
The proposed clearway marking would extend part-way across the highway frontage of the property, the rest will remain as is and will therefore be available for parking by the residents' visitors. Where residents themselves have significant health issues it may be appropriate to request an advisory disabled bay marking on the Highway, which may, if the relevant criteria are met, be provided free of charge by the County Council. This could be installed adjacent to the proposed clearway as part of the scheme.

15. Objection – disturbance to residents (MA0690)
One respondent objected on the grounds that they considered the new bus stop facilities (pole and clearway) would intrude on their privacy, and that anxiety felt by a family member would be adversely affected by increased noise levels and litter generated from passengers waiting for buses. The respondent also stated that the noise from the buses would stop residents getting quality sleep.

16. Response – disturbance to residents (MA0690)
MA0690 is already an existing stop, which operates as a pair with stop MA0289 on the other side of the road, which is clearly marked by the flag which states it is a 'two-way stop'. Identifying the location of this existing bus stop with a new pole and clearway marking will not increase noise or intrusion from passengers, it will just ensure that the location of the stop is both clearly marked and remains unobstructed by vehicles. The proposed bus stop pole has been positioned on the widest section of footway in advance of the traffic calming feature. It is anticipated that the number of passengers likely to be waiting at the stop will remain similar to existing demand and will be used by residents local to the facility; any waiting passengers at the stop will be over 12m away from the resident's property and are unlikely to be present for extended periods of time. The respondent's concern regarding potential litter is noted and as part of the scheme a request will be made to Mansfield District Council to consider installing a rubbish bin at the bus stop.

17. Nottinghamshire County Council as the Local Highway Authority has no duty to provide on-street parking for residents and there is no legal right for a householder to park near their property. The purpose of the highway network is for the movement of people and vehicles and not for 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 by impeding the safe and expeditious movement of traffic, including buses. 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, to ensure their vehicle is parked appropriately and lawfully.

18. Objection – Bus stops not required / loss of on-street parking (MA0612-MA0590)
A petition comprising of 24 signatures was received during the consultation and is being treated as an outstanding objection to the proposed scheme. The petitioners state that the bus stop is unwanted and not required, and that the proposed clearways will exacerbate

existing pressure for on-street parking availability. Two further objections were received from residents who also viewed the bus stops as available kerb-space to park private vehicles and so objected to the loss of on-street parking. They requested that, as part of the scheme, the County Council install dropped kerbs outside their property to allow them vehicular access to their properties. They state that the bus stop should be relocated and that the proposed location is unsuitable due to its narrowness and the existing demand for on-street parking.

19. Response – loss of on-street parking/ more suitable location (MA0612-MA0590)
These are existing bus stops, stop MA0289 is marked with a bus stop pole and flag, clearly identifying it as a bus stop which clearly notes that the stop is a 'two-way' stop. The paired stop MA0690 is located across the road and is not currently marked with a clearway or pole. Both stops are registered, formal stops. The bus operator is required to stop only at designated locations. The proposed clearways will prevent the bus stop being obstructed by parked vehicles and the new pole at MA0690 will improve awareness of the bus stop location. This will allow the bus operator to discharge their duty to safely drop and collect passengers from the footway.

20. The demand for on-street parking is recognised and with that in mind the proposed clearway marking is proposed to be reduced to a 15m extent rather than the standard 19m, to minimise the loss of on-street parking capacity. The clearway is required to ensure that unobstructed access to the public transport service is available for the bus provider and passengers who use this service.

21. Residents' concerns regarding on-street parking are noted and after consideration of these comments it is proposed to reduce the proposed operational periods of these clearways to reflect the times the stop is currently in service (Service 217). Usually, Nottinghamshire County Council uses two standard bus stop clearway operational periods, either 24hrs or 7am-7pm. Using standardised operational periods assists with driver awareness of the restrictions by providing consistency on restrictions throughout the County which assists with compliance.

22. After consideration of the concerns raised it is proposed to amend the enforceable operational period to 10.00am – 3.00pm Monday-Saturday. Outside of this period the area of highway occupied by the clearways can be used for parking, thereby maximising the parking opportunities for residents and their' visitors whilst ensuring accessibility to the public transport network is maintained for users when required. On-street parking / loading would remain available during operational periods both directly adjacent to the clearways and on the wider network.

23. The Highway Authority has no duty to provide on-street parking for residents and there is no legal right for a householder to park near their property. The provision of a vehicle access over the highway to a private home is only of benefit to the householder and not the wider highway network, so it is County Council policy that the costs of this must be met by the individual requesting it.

24. The advertised proposals are considered a proportionate response to identified problems with obstructive parking inhibiting access to the public transport network. The restrictions have been carefully considered and are proposed at the minimum required to ensure the safe, efficient, and legal operation of the bus stops and the wider public transport network.

Other Options Considered

25. Other options considered relate to the length of the clearway restrictions proposed, which could have been greater. The restrictions are considered to strike the most reasonable

balance between the need to maintain the safe operation of the highway and competing demands for highway space.

Comments from Local Members

26. Councillors Diana Meale and Councillor Paul Henshaw made no comment during the consultation period. Details were sent to Councillor Sinead Anderson after her election in May, no comment was received in respect of the proposals.

Reasons for Recommendation

27. The measures contained in the proposed clearway restrictions are considered appropriate taking into account a balanced view of the needs of all sectors of the community, including non-drivers. The proposals will assist the safe and effective operation of local bus services.

Statutory and Policy Implications

28. 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 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

29. Nottinghamshire Police made no comments during the consultation. No additional crime or disorder implications are envisaged.

Financial Implications

30. The scheme is being funded through the 2021/22 Local Transport Plan Bus Improvements capital budget and the cost is estimated at £4,200.

Human Rights Implications

31. 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

32. 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.

33. 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.

34. An Equality Impact Assessment has been undertaken to assess the potential impact of the proposal, the results of the consultation and any appropriate mitigation. This equality impact assessment is included as a background paper to this committee report.

Implications for Sustainability and the Environment

35. The proposed waiting restrictions are designed to facilitate the safe and efficient operation of the bus service, offering sustainable transport options to residents.

RECOMMENDATION

It is **recommended** that:

1) The proposed bus stop clearways along Brick Kiln Lane, Mansfield (MA0289-MA0690 and MA0612-MA0590) are implemented subject to the following amendment and the objectors informed accordingly.
2) Reduce the operational period of the clearways for stops MA0612 and MA0590 only to 10.00am – 3.00pm Monday-Saturday instead of either of the two standard (countywide) bus stop clearway operational periods (which are either 24hrs or 7am-7pm).

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact:
Helen North (Improvements Manager) 0115 9772087/ Sonya Hurt (Head of Major Projects and Improvements) Via East Midlands

Constitutional Comment (SJE – 15/10/2021)

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

Financial Comment (GB 14/10/2021)

37. The estimated cost to implement the works set out in this report totals £3,000. This will be funded from the 2021/22 Integrated Transport Measures capital budget which totals £8.6m and is already approved as part of the Transport and Environment capital programme.

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.

1. Equality Impact Assessment: Proposed Bus Stop Clearways – Brick Kiln Lane, Mansfield (MA0690)

Electoral Division(s) and Member(s) Affected

- Mansfield West - Councillor Paul Henshaw
- Mansfield West - Councillor Sinead Anderson

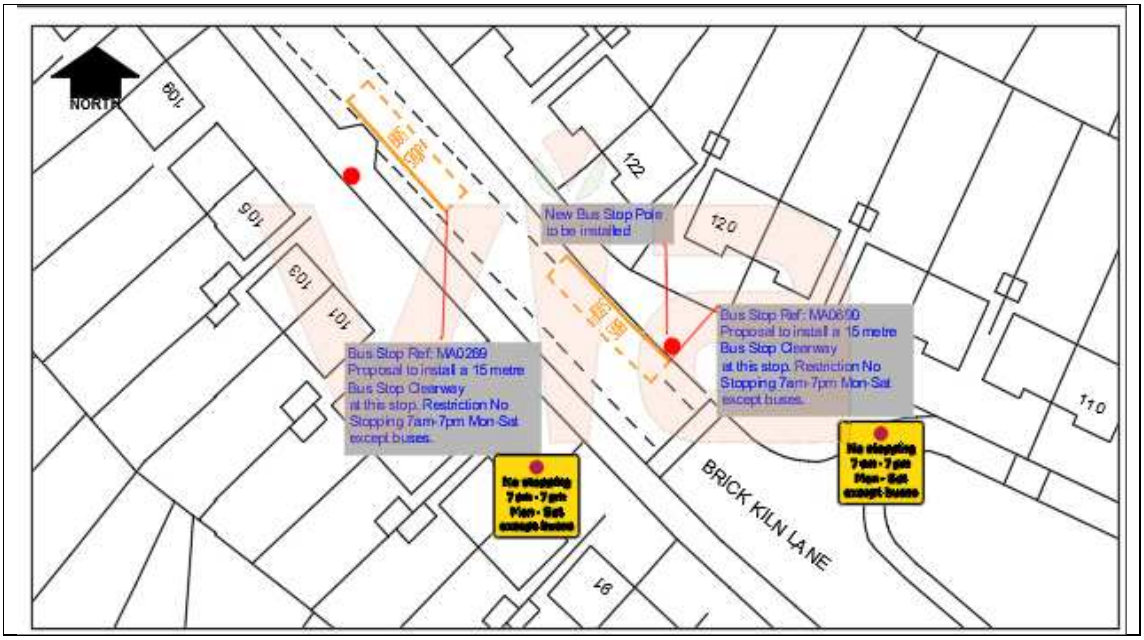
PUBLIC TRANSPORT IMPROVEMENTS –
BRICK KILN LANE, MANSFIELD – (BUS STOP REF: MA0289-MA0690)

As part of Nottinghamshire County Council's on-going commitment to improve public transport in the County, we are making it easier for buses to stop in the Mansfield area and are proposing that the locations below are formalised as separate marked bus stops.

The clearways will prohibit all vehicles except buses from parking or waiting Mon–Sat 7 am - 7pm in the bus stop area and will be clearly identified with new road markings and signage. As a result, the bus stops will be accessible for buses serving that stop during these times.

The work proposed will, in summary, consist of:

- **Bus stops ref MA0289 and MA0690-** 15 metre Bus Stop Clearways: No Stopping 7am-7pm Mon-Sat except buses



Written comments / objections either by letter or email to tmconsultation@viaem.co.uk (stating grounds and quoting the stop reference number and road name) must be received by the **11th December 2020.** Any details you provide may be shared with Nottinghamshire County Council as appropriate. If you'd like to find out more about how we use your data, please see our Privacy Notice: www.viaem.co.uk/privacy-notice-for-the-public/

Improvements Manager, Via East Midlands Ltd, Major Projects and Improvements
Bilsthorpe Depot, Bilsthorpe Business Park, Bilsthorpe, Nottinghamshire NG22 8ST

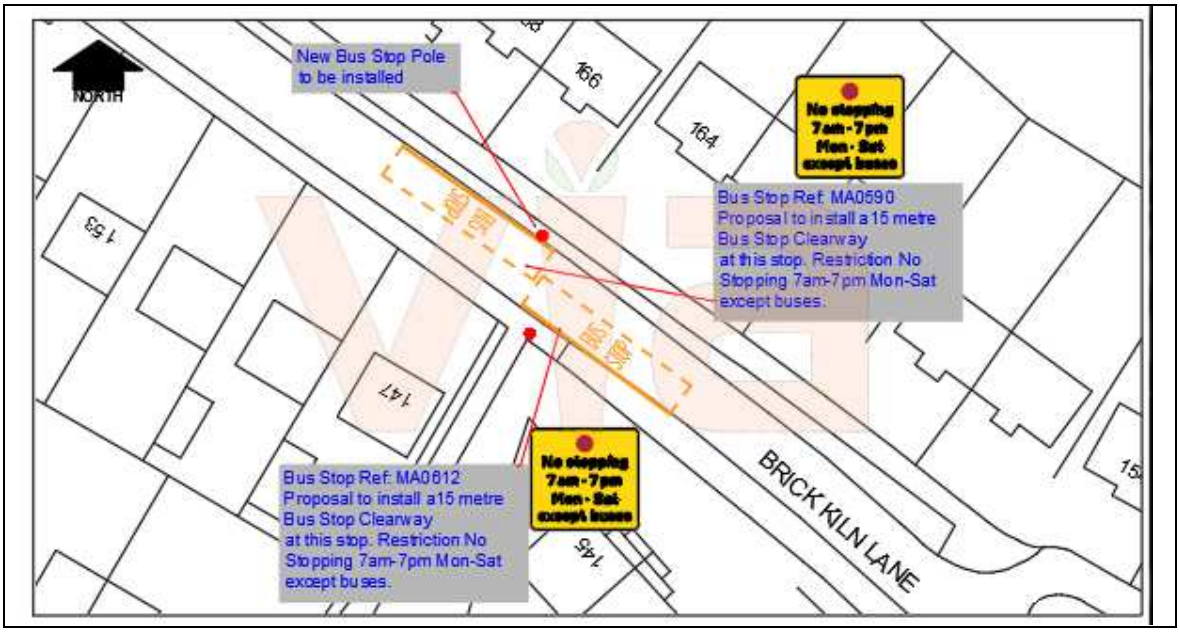
PUBLIC TRANSPORT IMPROVEMENTS –
BRICK KILN LANE, MANSFIELD – (BUS STOP REF: MA0590-MA0612)

As part of Nottinghamshire County Council's on-going commitment to improve public transport in the County, we are making it easier for buses to stop in the Mansfield area and are proposing that the locations below are formalised as separate marked bus stops.

The clearways will prohibit all vehicles except buses from parking or waiting Mon–Sat 7 am - 7pm in the bus stop area and will be clearly identified with new road markings and signage. As a result, the bus stops will be accessible for buses serving that stop during these times.

The work proposed will, in summary, consist of:

- **Bus stops ref MA0612-MA0590-** 15 metre Bus Stop Clearways: No Stopping 7am-7pm Mon-Sat except buses



Written comments / objections either by letter or email to tmconsultation@viaem.co.uk (stating grounds and quoting the stop reference number and road name) must be received by the **11th December 2020.** Any details you provide may be shared with Nottinghamshire County Council as appropriate. If you'd like to find out more about how we use your data, please see our Privacy Notice: www.viaem.co.uk/privacy-notice-for-the-public/

Improvements Manager, Via East Midlands Ltd, Major Projects and Improvements
Bilsthorpe Depot, Bilsthorpe Business Park, Bilsthorpe, Nottinghamshire NG22 8ST

Nottinghamshire County Council

Equality Impact Assessment (EqIA)

Introduction

This EqIA is for:	Proposed Bus Stop Clearways – Brick Kiln Lane, Mansfield MA0690
Details are set out:	Proposed Bus Stop Clearways – Brick Kiln Lane, Mansfield (MA0289-MA0690 and MA0590-MA0612) Consideration of Objections
Officers undertaking the assessment:	Helen North – Improvements Manager, Via East Midlands Ltd Elliott Mizen - Facilities & Partnerships Manager, Nottinghamshire County Council
Assessment approved by:	Gary Wood, Group Manager Highways and Transport — Date:

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

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

Part A: Impact, consultation and proposed mitigation

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

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

The provision of a bus stop clearway will:

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

The County Council has received reports of obstructive parking affecting access to four bus stops on Brick Kiln Lane, Mansfield, which are served by Stagecoach services 6 and 217 (the latter funded by Nottinghamshire County Council).

In response it is proposed to introduce clearway restrictions at these bus stops, to ensure that the bus stops can be clearly identified by users and prevent obstruction of the stops by parked vehicles. Four 15 metre Bus Stop Clearways (No Stopping except buses, 7am -7pm Mon Sat) are proposed at the following locations:

- Stops MA0590 and MA0612, which are located to the north-west of Ladybrook Lane. The stops are currently marked by one, 'both ways', bus stop pole on the south-western side of Brick Kiln Lane at stop MA0612.
- Stops MA0690 and MA0289 located to the south-east of Ladybrook Lane. The stops are currently marked by one, 'both ways', bus stop pole on the south-western side of Brick Kiln Lane at stop MA0289.

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

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

Age	☑ Positive	☐ Negative	☐ Neutral Impact
Disability	☑ Positive	☐ Negative	☐ Neutral Impact
Gender reassignment	☐ Positive	☐ Negative	☑ Neutral Impact
Pregnancy & maternity	☑ Positive	☐ Negative	☐ Neutral Impact
Race including origin, colour or nationality	☐ Positive	☐ Negative	☑ Neutral Impact
Religion	☐ Positive	☐ Negative	☑ Neutral Impact
Gender	☐ Positive	☐ Negative	☑ Neutral Impact
Sexual orientation including gay, lesbian or bisexual	☐ Positive	☐ Negative	☑ Neutral Impact

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

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

Part B: Feedback and further mitigation

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

As part of the consultation, all householders with directly affected frontages and all statutory consultees were written to detailing the clearway proposals. The clearway proposals were also publicised on NCC's website and site notices erected at the stops. The consultation for the proposed clearways, to be in force Monday to Saturday 7.00am to 7.00pm, was undertaken between 13th November and 11th December 2020.

A total of nine responses were received to the consultation, including a 24-signature petition. Eight responses are considered to be outstanding objections to some or all the proposals. This comprises of responses in respect of the following locations:

- MA0289-MA0690 - five objections
- MA0612-MA0590 - three objections (including the 24-signature petition)

This equality impact assessment relates to three objections received in respect of stop reference MA0690.

Two respondents raised concerns about health / mobility issues for family members which they felt necessitated being able to park near their house and would be negatively affected by the introduction of the clearway.

The proposed clearway marking would extend part-way across the highway frontage of the property, the rest will remain unrestricted and available for parking by the residents and their visitors. Where residents have significant health issues it may be appropriate to request an advisory disabled bay marking on the Highway, which would be provided free of charge by the County Council. The respondents have been advised that If the relevant criteria are met an advisory disabled bay can be installed adjacent to the proposed clearway as part of the scheme.

One respondent objected on the grounds that they considered the new bus stop facilities (pole and clearway) would intrude on their privacy, and that anxiety felt by a family member would be adversely affected by increased noise levels and litter generated from passengers waiting for buses.

MA0690 is already an existing stop, which operates as a pair with stop MA0289 on the other side of the road, which is clearly marked by the flag which states it is a 'two-way stop'. Identifying the location of this existing bus stop with a new pole and clearway marking will not increase noise or intrusion from passengers, it will just ensure that the location of the stop is both clearly marked and remains unobstructed by parked private vehicles. The proposed bus stop pole has been positioned on the widest section of footway in advance of the traffic calming feature. It is anticipated that the number of passengers likely to be waiting at the stop will remain similar to existing demand and will be used by residents local to the facility; any waiting passengers at the stop will be over 12m away from the resident's property and are unlikely to be present for extended periods of time. The respondent's concern regarding potential litter is noted and as part of the scheme a request will be made to Mansfield District Council to consider installing a rubbish bin at the bus stop.

The introduction of the clearway is not affected by the introduction of an advisory disabled bay nor the provision of a litter bin so no alteration to the scheme is proposed as a result of the EqIA.

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

Nottinghamshire County Council

Report to Transport and Environment Committee

17 November 2021

Agenda Item:10

REPORT OF THE CORPORATE DIRECTOR, PLACE

THE NOTTINGHAMSHIRE COUNTY COUNCIL (DOVECOTE LANE AREA, BEESTON) (PROHIBITION OF WAITING AND PARKING PLACES) TRAFFIC REGULATION ORDER 2021 (5303)

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. Dovecote Lane is narrow residential cul-de-sac street that provides pedestrian access, via a footbridge across the railway line. It is located approximately one kilometre south-east of Beeston town centre. A popular public house and restaurant is located at the southern end of the cul-de-sac. This section of Dovecote Lane is subject to waiting restrictions. These comprise of double and single yellow lines and a two-hour parking bay located outside the public house, which accommodates up to six vehicles.

3. Planning permission to build 62 new dwellings on the disused Maltings site, south-east of Dovecote Lane was granted by Broxtowe Borough Council in 2021. A new access road running parallel to and on the north side of the railway line, will be created to serve the development and the southern section of Dovecote Lane realigned to reflect the new layout. This will ensure that larger vehicles, such as refuse lorries, are able to access the development. New waiting restrictions are also proposed to ensure the safe and efficient operation of the new access road.

4. It is proposed to introduce No Waiting At Any Time restrictions (Double Yellow Lines) at the new junctions within the development and on the new access road. It is also proposed to reduce the extents of the existing two-hour parking bay (in operation Mon-Sat 8am-6pm) located outside the Victoria Hotel on the north-east side of Dovecote Lane to allow an extension of the existing Double Yellow Lines to provide unobstructed access to the new development which will enable larger vehicles to manoeuvre through the realigned road layout.

5. These proposals were publicly advertised between 30th July and 27th August 2021, as detailed on the attached drawing H/SLW/3741/01.

Objections Received

6. During the consultation period four responses were received. Two responses, including Nottinghamshire Police, supported the proposals. The remaining two responses, including one from County Councillor Foale are considered to be outstanding objections to the proposals.

7. Objection – reduction in capacity of two-hour parking bay
County Councillor Foale and another respondent both objected on the grounds that reducing the extent of the two-hour parking bay outside the public house would have a detrimental effect on the adjacent public house. They stated that parking was already limited in the area and that further reducing the opportunity to park would negatively affect trade. One respondent stated that their disability meant that they relied on these parking bays to access the pub and considered that the reduced parking bay and highway alterations would make this almost impossible.

8. Response – reduction in capacity of two-hour parking bay
There are many competing demands for free, convenient on-street parking in urban areas, particularly those close to local amenities and destinations. When dealing with this finite supply it is not possible to meet all demands for parking. The importance of parking availability in these areas is acknowledged however the provision of this must always be secondary to the safe and efficient operation of the highway. The realignment of Dovecote Lane for the new access road means that the existing parking bay must be reduced in length as larger vehicles would be unable to pass with the existing parking arrangement. The reduced length bay will still provide parking for up to four vehicles. The public house has an off-street carpark which remains available to customers of the premises and is free of charge.

9. The proposals have been kept to the extents necessary to ensure the effective and safe movement of pedestrians and vehicles to the new development. Unrestricted on-street parking remains available to all users on the highway network further away from these locations, providing additional free on-street parking opportunities, and existing waiting restrictions on Dovecote Lane near to its junction with Barton Street (Single Yellow Lines), approximately 70m north of the public house, can also be utilised for parking by disabled badge holders for periods of up to three hours.

Other Options Considered

10. The highway alterations are required to comply with conditions associated with an approved planning application. Consideration was given to whether the parking bay could be extended to the south, but this was not achievable due to the new alignment.

Comments from Local Members

11. County Councillor Foale objected to the proposals as she was concerned about the reduction in car parking spaces which Cllr. Foale considers are important for the continued success of the business. Cllr. Foale has stated that there is already limited parking in the vicinity and reducing it further could have a negative impact on the public house's continuing trade.

Reasons for Recommendation

12. The proposed scheme offers a balanced solution to mitigate road safety concerns and facilitate the safe operation of the new access road with minimum loss of parking availability. The measures contained in the proposals meet the requirements of the developments 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

13. 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

14. Nottinghamshire Police raised no objections to the proposals.

Financial Implications

15. The estimated cost to implement the works and traffic order detailed in the report is £5,000. This cost will be funded entirely by the developer.

Human Rights Implications

16. 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

17. 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.

18. 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.

19. An Equality Impact Assessment has been undertaken to assess the potential impact of the proposal, the results of the consultation and any appropriate mitigation. This equality impact assessment is included as a background paper to this committee report.

Implications for Sustainability and the Environment

20. The proposed waiting restrictions are designed to facilitate the safe operation of the highway 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

It is **recommended** that:

1) The Nottinghamshire County Council (Dovecote Lane Area, Beeston) (Prohibition of waiting and parking places) Traffic Regulation Order 2021 (5303) is made as advertised and the objectors informed accordingly.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact:
Helen North – Improvements Manager (0115 9772087) / Sonya Hurt – Head of Major Projects and Improvements

Constitutional Comments (SJE – 20/10/2021)

21. This decision falls within the Terms of Reference of the Transport & Environment Committee to whom responsibility for the exercise of the Authority's functions relating to the planning and management of highways, to traffic management and traffic regulation orders, and of parking provision, has been delegated.

Financial Comments (SES 13/10/2021)

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

23. The estimated cost to implement the works and traffic order detailed in the report is £5,000. This cost will be funded entirely by the developer.

Background Papers and Published Documents

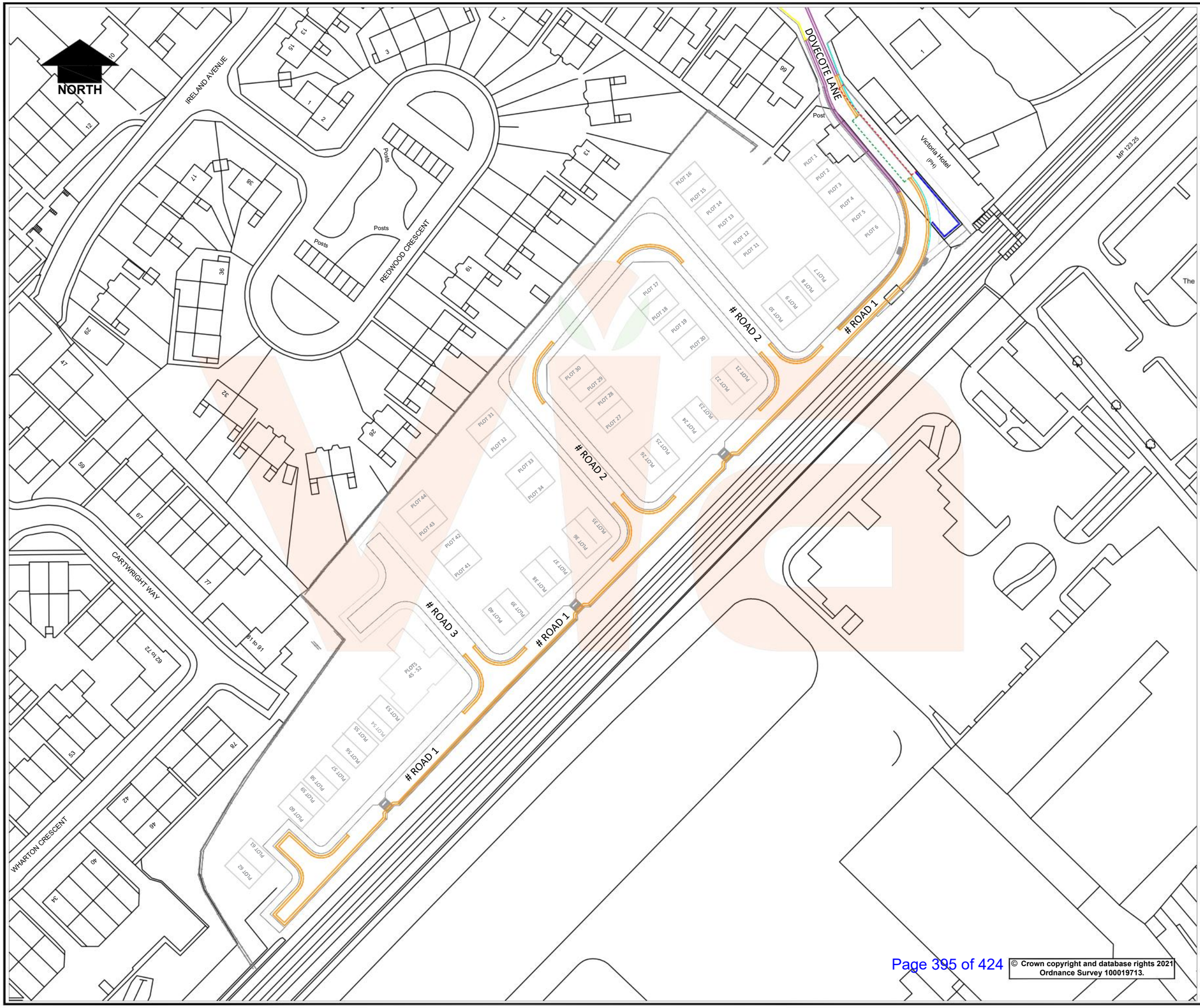
Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

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.

- Equality Impact Assessment: Dovecote Lane, Beeston (TRO 5303)

Electoral Division(s) and Member(s) Affected

- Beeston Central and Rylands Councillor Kate Foale



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KEY

Proposed Double Yellow Lines (No Waiting At Time)

Proposed new 2 hour parking bay (reduced in length)

Existing Double Yellow Lines to be retained

Existing Double Yellow Lines to be removed due to change of road layout

Existing Single Yellow Line (Mon to Sat 8am - 6 pm)

Existing 2 hour parking bay to be remove due to realignment of road

New alignment of road

Rev.	Description	Drawn	Ch'kd	Auth	Date

Project

The Maltings
Dovecote Lane, Beeston

Status	Project No.
Advert	TRO 5303

Drawing Title

Proposed Parking Restrictions - Advert Plan

Scale	Drawn	Date	Ch'kd	Date	Auth	Traced
1:1000 @A3	SLW	June '21	MN	June '21	HRN	

Drawing No.	Rev.
H/SLW/3749/01	0

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Nottinghamshire County Council

Equality Impact Assessment (EqIA)

Introduction

This EqIA is for:	Dovecote Lane, Beeston (TRO 5303)
Details are set out:	THE NOTTINGHAMSHIRE COUNTY COUNCIL (DOVECOTE LANE AREA, BEESTON) (PROHIBITION OF WAITING AND PARKING PLACES) TRAFFIC REGULATION ORDER 2021 (5303)
Officers undertaking the assessment:	Naomi Cook – Senior Projects and Improvements Manager, Via East Midlands Ltd Helen North – Improvements Manager, Via East Midlands Ltd
Assessment approved by:	Gary Wood, Group Manager Highways and Environment — Date:

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

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

Part A: Impact, consultation and proposed mitigation

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

As a result of development on the disused Maltings Site at the south-east end of Dovecote Lane, a new access road will be constructed. It is proposed to introduce No Waiting At Any Time restrictions (Double Yellow Lines) at the new junctions within the development and on the new access road. It is also proposed to reduce the extents of the existing two-hour parking bay (in operation Mon-Sat 8am-6pm) located outside the Victoria Hotel on the north-east side of Dovecote Lane to allow an extension of the existing Double Yellow Lines to provide unobstructed access to the new development which will enable larger vehicles to manoeuvre through the realigned road layout.

The proposals will ensure the effective and safe movement of pedestrians and vehicles to and from new development.

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

Age	☑ Positive	☐ Negative	☐ Neutral Impact
Disability	☑ Positive	☐ Negative	☐ Neutral Impact
Gender reassignment	☐ Positive	☐ Negative	☑ Neutral Impact
Pregnancy & maternity	☑ Positive	☐ Negative	☐ Neutral Impact
Race including origin, colour or nationality	☐ Positive	☐ Negative	☑ Neutral Impact
Religion	☐ Positive	☐ Negative	☑ Neutral Impact
Gender	☐ Positive	☐ Negative	☑ Neutral Impact
Sexual orientation including gay, lesbian or bisexual	☐ Positive	☐ Negative	☑ Neutral Impact

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

How do the potential impacts affect people with protected characteristics *What is the scale of the impact?*	How might negative impact be mitigated or explain why it is not possible	How will we consult
No Negative Impact		

Part B: Feedback and further mitigation

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

During the consultation, four responses were received. Within those responses, two were considered to be outstanding objections, one of which raised concerns about health and wellbeing issues relating to their disability. The respondent qualifies for a blue badge, stating that they had limited mobility and needed to access the public house and restaurant by car. The objector uses the existing two-hour parking bays and states that parking in the area is always in high demand.

The realignment of Dovecote Lane for the new access road means that the existing parking bay must be reduced in length as larger vehicles would be unable to pass with the existing parking arrangement. The reduced length bay will still provide parking for up to four vehicles. The public house has an off-street carpark which remains available to customers of the premises and is free of charge.

Unrestricted on-street parking remains available to all users on the highway network further away from these locations, providing additional free on-street parking opportunities. In addition, existing waiting restrictions on Dovecote Lane near to its junction with Barton Street (Single Yellow Lines), approximately 70m north of the public house, can also be utilised for parking by disabled badge holders for periods of up to three hours.

The proposals have been kept to the extents necessary to ensure the effective and safe movement of pedestrians and vehicles to the new development. No further alteration to the scheme is proposed as a result of the EqIA.

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

Nottinghamshire County Council

Report to Transport and Environment Committee

17 November 2021

Agenda Item:11

REPORT OF THE CORPORATE DIRECTOR, PLACE

THE NOTTINGHAMSHIRE COUNTY COUNCIL (LONGDEN TERRACE, WARSOP) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2021 (2245) AND PROVISION OF HUMPED ZEBRA CROSSING SHERWOOD STREET, WARSOP

Purpose of the Report

1. To consider objections received in respect of the above Traffic Regulation Order and zebra crossing and whether the scheme should be implemented.

Information

2. B6035 Sherwood Street in Warsop is a local distributor route, which runs north to south from the A60 Mansfield Road through to the A6075 Peafield Lane junction. The majority of Sherwood Street is residential, comprising of a mixture of detached and semi-detached properties, most of which have off street parking. This section is subject to a 30mph speed limit with a 20mph advisory limit outside Sherwood Junior School.

3. The main entrance of Sherwood Junior School is on Sherwood Street. A vehicle entrance and additional pedestrian entrance is located on Longden Terrace to the rear. School Keep Clear markings (zig-zags) are already in place at the entrances to the junior school with appropriate signage to enable the enforcement of these markings during operational hours (Monday - Friday 8am to 4.30pm).
   There is an existing traffic calming feature on Sherwood Street, outside the school entrance from which a School Crossing Patrol currently operates.

4. Nottinghamshire County Council has received requests, including a 323 signature petition, for a zebra crossing and additional measures to improve safety and access to the school. In response the County Council is proposing to construct a zebra crossing on Sherwood Street and to introduce waiting restrictions on Longden Terrace. The proposals have been agreed with the Headteacher of Sherwood Junior School and include:
   - A new zebra crossing with controlled zone (zig-zags) adjacent to the junior school access on Sherwood Street,
   - Double yellow lines (No Waiting at Any Time) on Longden Terrace.

   These restrictions are designed to facilitate the safe and efficient operation of the crossing and wider highway. The proposals are detailed on plan TP2150253/NWK/05.1.

5. The proposals were publicly advertised between 6th July and 3rd August 2021 and during the consultation period a total of 11 responses were received from members of six households.

All responses are considered to be outstanding objections to all or part of the proposals relating to the proposed zebra crossing.

Objections Received

6. Objection – Crossing not required / no accident history
   Eight respondents objected to the proposed scheme on the basis that it was not required. Respondents stated that the crossing would have limited use, suggesting that its only use would be around the school drop-off and pick-up times. Respondents also queried why the crossing was needed stating that there was no existing accident history at this location and that the zebra crossing would be unsafe as children would not use it appropriately.

7. Response – Crossing not required / no accident history
   Nottinghamshire County Council has received requests for a zebra crossing and additional measures to improve safety around and access to the school. The request was assessed, and feasibility work undertaken finding that a crossing was justified and could be introduced. The County Council is therefore proposing to construct a zebra crossing on Sherwood Street. It is noted that a pedestrian was recently injured by a vehicle near the school.

8. It is acknowledged that, given the location, most of the use would be related to school arrival and dispersal times and be used by parents and children at the school. If the proposed crossing is introduced the school crossing patrol will continue to operate, assisting users to cross. Specialist road safety education and training will be offered to the school to support users of the new facility. Outside of key arrival and dispersal times the crossing will remain available to the whole community and serve any afterschool clubs provided by the school or any evening classes or meetings. The potential usage of the crossing has been assessed and funding was approved by Communities and Place Committee in January 2021 for the 2021/22 year.

9. Whilst it is noted that some respondents consider the crossing unnecessary or unsafe, the proposed location has been subject to a road safety audit where no concerns were raised; it is located on the desire line for pedestrians accessing the local school and it is considered that it will provide a safe and controlled crossing point at all times of the day.

10. Objection – Impact of noise, pollution and vibration on residents
    Seven respondents objected on the basis that households would be adversely affected by increased noise, pollution and vibration as a result of the plateau being extended. The respondents stated that increasing the plateau width brought the feature closer to their properties. Comments included that air pollution would increase due to cars stopping and starting when the crossing is being used.

11. Response – Impact of noise, pollution and vibration on residents
    The proposed crossing will be located on an existing traffic calming plateau. The existing traffic calming measures are historic and were introduced as a remedial road safety scheme in 2001, with additional vertical features added in 2008. No additional traffic calming measures are proposed on Sherwood Street as part of the zebra crossing scheme.

12. The plateau will be extended by approximately 4m. It is acknowledged that this will bring it closer to some properties, which residents claim would increase noise levels and adversely affect their health, sleep and mental health.

13. This concern is noted; however, it is not considered that the extension will significantly add to noise levels in the area. The objectors live on Sherwood Street, a main distributor route which

has annual average daily traffic movements of over 6,300 vehicles. The route is already traffic calmed and any current noise and vibration relating to these features will not be appreciably increased by the extension of the plateau by 4m.

14. Whilst the respondents' concerns regarding vibration from the existing traffic calming features are noted, these features are historic and were introduced to address a sustained accident problem on the route. The extended speed plateau will be located more then 12m from the closest house and research undertaken by the Transport Research Laboratory (TRL) found no evidence of structural damage, even on the softest soils, when traffic calming features are located more than 4m from a property.

15. It is not considered that the introduction of a formal crossing on the plateau will significantly increase air pollution from vehicles stopping and starting at the crossing. The location is already used by the school crossing patrol as a crossing point for children attending the school and vehicles already briefly wait whilst pedestrians to cross.

16. <u>Objection – Nuisance light caused by flashing beacons</u>
Five respondents objected on the grounds that the beacons installed as part of the crossing would emit light pollution and be a nuisance to residents.

17. <u>Response – Nuisance light caused by flashing beacons</u>
As part of the design cowls would be provided on the beacons to minimise the spread of light into the adjacent properties and so mitigate any impact on local residents.

18. <u>Objection – Loss of on-street parking / loading</u>
Ten respondents objected on the basis that the controlled area would obstruct their driveways and prevent visitors and deliveries from parking / loading outside their properties. Respondents stated that parking would migrate to other residential areas, causing other issues and / or that the proposals would have a detrimental effect on the value of their home.

19. <u>Response – Loss of on-street parking / loading</u>
The zebra crossing cannot be installed in isolation and the controlled zone (white zig-zag lines) are required to ensure sufficient unobstructed carriageway is available for the crossing to operate safely. No additional waiting or loading restrictions are proposed in addition to the controlled zone.

20. All of the properties directly impacted by the controlled zone have off-street parking which will still be accessible if a crossing is provided in this location. A dropped vehicle access kerb provides a right of access over the footway. The extension of the plateau will remove the vehicle dropped kerbs from outside of one property, however the householder's legal right of access remains, and they retain their right of access to their driveway from the plateau.

21. 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. All the properties directly impacted by the controlled zone have off-street parking which will still be accessible if a crossing is provided in this location. On-street parking remains available elsewhere on the highway network, further away from the crossing, providing parking opportunities for visitors and delivery vehicles.

22. It is recognised that there may be an element of displaced parking resulting from implementation of new highway waiting restrictions. With that consideration in mind no additional waiting restrictions, such as single or double yellow lines, have been proposed for the area. It is considered that this will reduce the impact of any potential parking migration.

23. Objection – lack of enforcement
Four respondents objected on the basis that the controlled area as indicated by the zig-zag markings would be ignored and not enforced properly. Respondents also commented that the existing 20mph speed limit should be enforced and that this would be more appropriate in addressing safety concerns than the provision of a crossing

24. Response – lack of enforcement
As Highway Authority, the County Council has adopted powers to enforce parking restrictions, including zig-zag lines. This means that penalty charge notices can be issued to drivers contravening the restriction by civil parking enforcement officers in addition to Police Officers. When the legal process for a new parking restriction is concluded and the scheme implemented, the parking enforcement team is notified and can then commence appropriate enforcement at that location to encourage compliance with the new restrictions.

25. The existing 20mph speed limit outside the school is advisory and therefore cannot be legally enforced. However, a recent speed survey shows that two-way, 85th percentile speeds over a twelve-hour daytime period are already below 24mph.

Other Options Considered

26. Other options considered relate to the extension of the plateau and whether additional waiting restrictions were required on the wider highway as part of the crossing scheme.

Comments from Local Members

27. County Councillor Bethan Eddy supports the introduction of the proposed crossing.

Reasons for Recommendation

28. The proposed scheme will facilitate pedestrian movements over Sherwood Street and will predominantly serve pedestrians accessing Sherwood Junior School, but also serve the wider community throughout the day. The measures proposed are considered to be appropriate taking into account design standards and the needs of all sectors of the community, including non-drivers.

Statutory and Policy Implications

29. 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

30. Nottinghamshire Police made no comments during the consultation. No additional crime or disorder implications are envisaged.

Financial Implications

31. The scheme is being funded through the Integrated Transport Programme for 2021/2022 with an estimated cost to implement the works and the controlled zone being £65,000.

Human Resources Implications

32. 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

33. 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 do not;
- Foster good relations between people who share protected characteristics and those who do not.

34. 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.

35. An Equality Impact Assessment has also been undertaken to assess the potential impact of the proposals and this assessment is included as a background paper to the committee report.

Safeguarding of Children and Adults at Risk Implications

36. The proposals are intended to have a positive impact on all highway users, particularly vulnerable users travelling to Sherwood Junior School.

Implications for Sustainability and the Environment

37. The proposals aim to help promote sustainable transport choices by providing an improved crossing facility on Sherwood Street.

RECOMMENDATION

It is **recommended** that:

1) The Nottinghamshire County Council (Longden Terrace, Warsop) (Prohibition of Waiting) Traffic Regulation Order 2021 (2245) and provision of humped Zebra crossing Sherwood Street, Warsop is implemented, and objectors notified accordingly.

Adrian Smith
Corporate Director Place

For any enquiries about this report please contact: Peter Topliss (Head of Highway Design (Maintenance)) 0115 8042146

Constitutional Comments (SJE – 15/10/2021)

38. This decision falls within the Terms of Reference of the Transport and Environment Committee to whom responsibility for the exercise of the Authority's functions relating to traffic management and traffic regulation orders has been delegated.

Financial Comments (GB 21/10/2021)

39. The estimated cost to implement the works set out in this report totals £65,000. This will be funded from the 2021/22 Integrated Transport Measures capital budget which totals £8.6m and is already approved as part of the Transport and Environment capital programme.

Background Papers and Published Documents

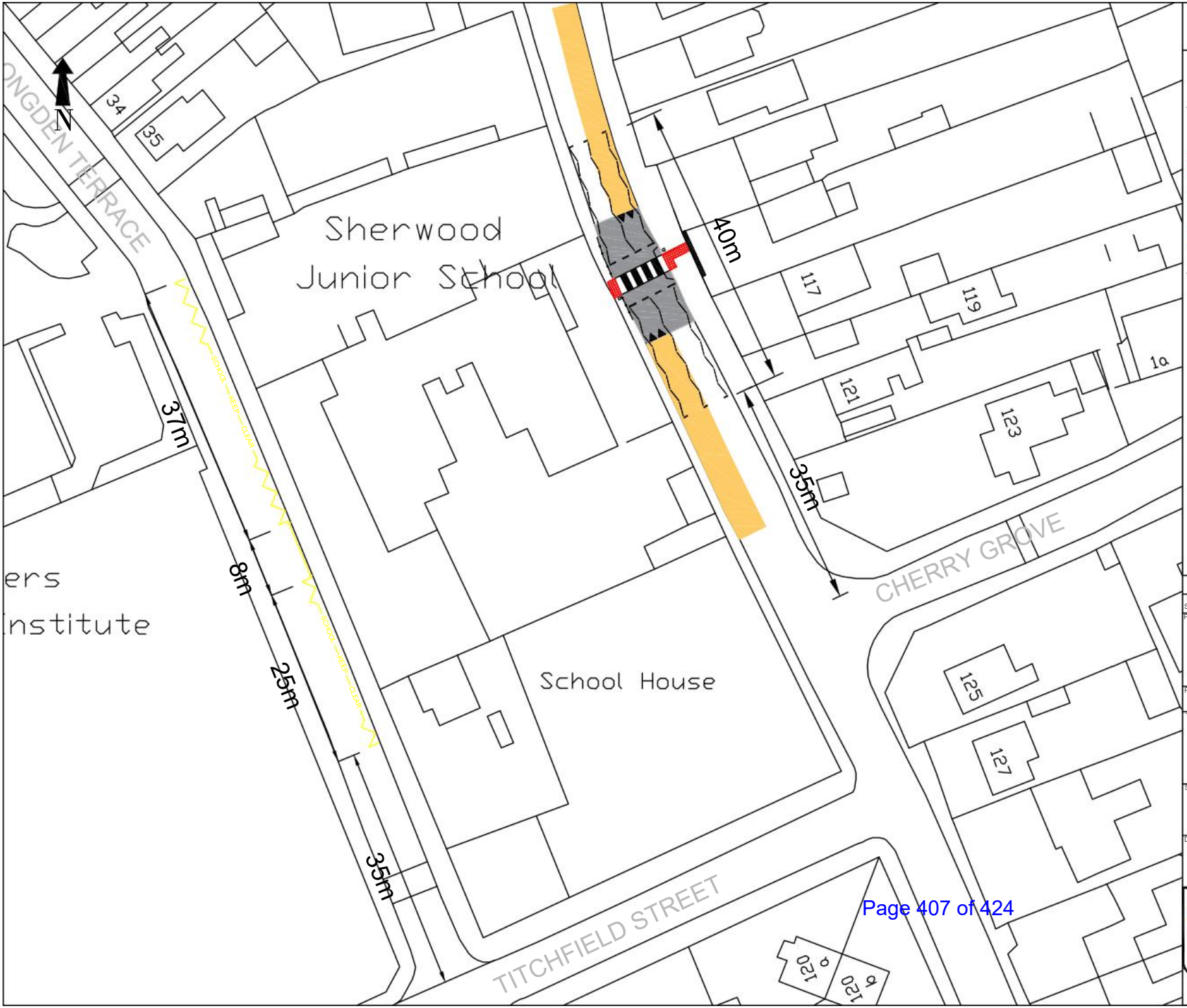
Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

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

- EqIA – Sherwood Street, Warsop – Zebra crossing

Electoral Division(s) and Member(s) Affected

- Warsop ED Councillor Bethan Eddy



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Ordnance Survey 100019713.

Key

- Location of belisha beacon and illuminated poles
- Red blister surface paving
- Extents of traffic calming speed plateau
- Anti-skid surfacing Buff in colour

Notes

- 2.4m wide crossing
- Anti-skid material to be 30m in length
- Existing yellow School Keep Clear marking on Sherwood Street to be removed

Rev Status	Description	Drawn	Ch'kd	Auth	Date

Project
B6035 Sherwood Street, Warsop
Proposed Zebra Crossing

Property No. | Project No. TP2150253

Title
Sherwood Street
Consultation Plan

Scale	Drawn	Date
1:500	CK	07.06.21
	Ch'kd IH	08.06.21
	Auth DB	Traced

Drawing No. TP2150253/NWK/05.1 | Rev

via
in partnership with
Nottinghamshire County Council
www.viaem.co.uk | Tel 0115 804 2100
Bilsthorpe Depot, Bilsthorpe Business Park,
Bilsthorpe,Nottinghamshire NG22 8ST

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Nottinghamshire County Council

Equality Impact Assessment (EqIA)

Introduction

This EqIA is for:	Sherwood Street, Warsop – Zebra crossing
Details are set out:	The Nottinghamshire County Council (Longden Terrace, Warsop) (Prohibition of Waiting) Traffic Regulation Order 2021 (2245) and provision of humped Zebra crossing Sherwood Street, Warsop.
Officers undertaking the assessment:	Helen North – Improvements Manager, Via East Midlands Ltd Keagan Cooke – Senior Maintenance & Development Manager (North), Via East Midlands Ltd
Assessment approved by:	Gary Wood, Group Manager Highways and Transport — Date:

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

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

Part A: Impact, consultation and proposed mitigation

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

B6035 Sherwood Street in Warsop is a local distributor route, which runs north to south from the A60 Mansfield Road to the A6075 Peafield Lane junction. Sherwood Street is predominately residential, comprising of a mixture of detached and semi-detached properties, most of which have off street parking. It is subject to a 30mph speed limit with a 20mph advisory limit outside Sherwood Junior School.

The main entrance of school is on Sherwood Street. A vehicle entrance and additional pedestrian entrance is located on Longden Terrace. School Keep Clear markings (zig-zags) are already in place at the entrances to the junior school with appropriate signage to enable the enforcement of these markings during operational hours (Monday - Friday 8am to 4.30pm). There is an existing traffic calming feature on Sherwood Street, outside the school entrance from which a School Crossing Patrol currently operates.

Nottinghamshire County Council has received requests, including a 323 signature petition, for a zebra crossing and additional measures to improve safety and access to the school. In response the County Council is proposing to construct a zebra crossing on Sherwood Street and to introduce waiting restrictions on Longden Terrace. The proposals have been agreed with the Headteacher of Sherwood Junior School and include:

- A new zebra crossing with controlled zone (zig-zags) adjacent to the junior school access on Sherwood Street,
- Double yellow lines (No Waiting at Any Time) on Longden Terrace.

These restrictions are designed to facilitate the safe and efficient operation of the crossing and wider Highway. The proposals are detailed on plan TP2150253/NWK/05.1.

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

Age	☑ Positive	☐ Negative	☐ Neutral Impact
Disability	☑ Positive	☐ Negative	☐ Neutral Impact
Gender reassignment	☐ Positive	☐ Negative	☑ Neutral Impact
Pregnancy & maternity	☑ Positive	☐ Negative	☐ Neutral Impact
Race including origin, colour or nationality	☐ Positive	☐ Negative	☑ Neutral Impact
Religion	☐ Positive	☐ Negative	☑ Neutral Impact
Gender	☐ Positive	☐ Negative	☑ Neutral Impact
Sexual orientation including gay, lesbian or bisexual	☐ Positive	☐ Negative	☑ Neutral Impact

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

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

Part B: Feedback and further mitigation

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

The proposals were publicly advertised between 6th July and 3rd August 2021 and during the consultation period a total of 11 responses were received from members of six households. All responses are considered to be outstanding objections to all or part of the proposals relating to the proposed zebra crossing. One respondent raised concerns regarding increased noise, pollution and light levels resulting from the extended plateau. They considered that this would exacerbate symptoms of their existing medical condition and have a detrimental effect on their mental health and well being.

The proposed crossing will be located on an existing traffic calming plateau. The existing traffic calming measures are historic and were introduced as a remedial road safety scheme in 2001, with additional

vertical features added in 2008. No additional traffic calming measures are proposed on Sherwood Street as part of the zebra crossing scheme.

The plateau will be extended by approximately 4m. It is acknowledged that this will bring it closer to some properties. However, it is not considered that the extension will significantly add to noise levels in the area. The respondent lives on Sherwood Street, a main distributor route which has annual average daily traffic movements of over 6,300 vehicles. The route is already traffic calmed and any current noise and vibration relating to these features will not be appreciably increased by the extension of the plateau by 4m.

Whilst the respondent's concern regarding vibration from the existing traffic calming features are noted, these features are historic and were introduced to address a sustained accident problem on the route. The extended speed plateau will be located more 12m from the closest house and research undertaken by the Transport Research Laboratory (TRL) found no evidence of structural damage, even on the softest soils, when traffic calming features are located more than 4m from a property.

It is not considered that the introduction of a formal crossing on the plateau will significantly increase air pollution from vehicles stopping and starting at the crossing. The location is already used by the school crossing patrol as a crossing point for children attending the school and vehicles already briefly wait whilst pedestrians cross.

Cowls can be provided on the beacons to minimise the spread of light into the adjacent properties and so mitigate any impact on local residents.

The beacon cowls will be introduced as part of the scheme, should it proceed, and no further alteration to the scheme is proposed as a result of the EqIA.

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

Nottinghamshire County Council

Report to Transport & Environment Committee

17 November 2021

Agenda Item: 12

REPORT OF THE CORPORATE DIRECTOR, PLACE

RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL

Purpose of the Report

1. The purpose of this report is to recommend to Committee the responses to the issues raised in petitions presented to the County Council at its 23 September 2021 meeting.

Information

A. Request to repair potholes at The Homesteads, Kirkby in Ashfield (Ref:2021/0421)

2. A petition consisting of 50 signatures was presented to the 23 September 2021 meeting of the County Council by Councillor Andy Meakin. The petition relates to The Homesteads in Kirkby in Ashfield and requests that a number of potholes, which were highlighted in a separate report, are repaired.

3. The Homesteads was inspected on the 5 October 2021. There were 2 potholes that were identified for works and the actionable defects in the report have now been completed. This section of road is currently inspected annually, but due to the vulnerable residents in this location it is now planned to increase this to a quarterly inspection in response to the concerns raised.

4. This road is on the County Council's 'Candidate List', its condition having been picked up initially by the annual technical survey, along with subsequent recommendations from the Highway Inspectors. Currently, all potential countywide highway maintenance schemes included on the 'Candidate List' are being considered for possible inclusion in a future year's capital maintenance programme; with the provisional 2022/23 programme due to be considered by Transport & Environment Committee at its January 2022 meeting.

5. It is recommended that the lead petitioner be informed accordingly.

B. Request for traffic calming and a residents' permit parking scheme on Beacon Hill Road, Newark (Ref:2021/0422)

6. A petition with 23 signatures was presented to the 23 September 2021 meeting of the County Council by Councillor Sam Smith on behalf of residents requesting the introduction of traffic calming and a residents' permit parking scheme on Beacon Hill Road between Sleaford Road and Sherwood Avenue in Newark.
7. Beacon Hill Road lies to the east of Newark town centre. The road is residential in character but its location means that it is often used by through traffic. The carriageway is narrow at the western end and has double yellow lines installed to ensure that parked vehicles do not cause

congestion. The road widens towards the eastern end and on-street parking has historically been permitted here because the majority of properties do not have access to off-street parking. However, this parking can lead to delays because the road is not wide enough to enable traffic to pass parked vehicles in both directions at the same time.

8. The petition requests the installation of traffic calming in order to reduce traffic congestion. While the installation of traffic calming would likely reduce the incentive to use Beacon Hill Road as a through route, thus cutting queues, it is likely to be a controversial measure. Traffic calming features can have adverse impacts on emergency services and other road users, and are often opposed by as many residents as support them due to the local impacts. As a result, the County Council's current policy is to only introduce traffic calming features as a measure to reduce the numbers of casualties from road traffic collisions when no other safety measures can be implemented. A recent assessment of the road traffic collisions on Beacon Hill Road indicates that, at the present time, it does not warrant any intervention measures such as physical traffic calming. This will however, continue to be monitored

9. With regard to parking, it has already been noted that a significant proportion of properties at the eastern end have no off-street parking, with only one out of the 18 terraced properties having off-street parking. Residents' parking permit schemes only assist when problems are caused by intrusive parking by non-residents and therefore a parking survey will be carried out to determine if a permit scheme is likely to offer any material benefit to residents.

10. It is recommended that the lead petitioner be informed accordingly.

C. Request for a speed limit reduction on A6117 Old Mill Lane, Forest Town (Ref:2021/0423)

11. A petition with 30 signatures was presented to the 23 September 2021 meeting of the County Council by Councillor Nigel Moxon on behalf of residents requesting a reduction of the speed limit on the A6117 Old Mill Lane between Sandlands Way and Barringer Road in Forest Town.

12. The County Council is obliged to review speed limits in line with national guidance as set out in the Department for Transport (DfT) Circular 01/2013 "Setting Local Speed Limits". The guidance notes that a principal aim in determining appropriate speed limits should be to provide a consistent message between speed limit and what the road looks like, and for changes in speed limit to be reflective of changes in the road layout and characteristics. A 30mph speed limit should apply in built-up areas with development on both sides of the road.

13. This section of Old Mill Lane has no property frontage on either side and there is no point along it where this changes. The presence of street lights means that the county council would be required to remove the existing speed limit repeater signs. With this in mind, and given the character of the road, the council would not expect to achieve compliance with a 30 mph speed limit at this location without the need for police enforcement. It is a key principle of the speed limit guidance that limits achieve compliance without the need for enforcement.

14. The petition specifies driver behaviour and difficulty exiting side roads as justifications for the request. Whilst this concern is acknowledged, the DfT guidance states that speed limits should not be used to attempt to solve the problem of isolated hazards, for example a side road junction.

15. Following the advice set out in the national guidance, it is considered that a reduction in the speed limit is not appropriate. However, an assessment will be carried out to determine if the

installation of a vehicle-activated speed sign is appropriate and a study will be carried out to determine if improvements to the junction can be made that will assist motorists when exiting.

16. It is recommended that the lead petitioner be informed accordingly.

Statutory and Policy Implications

17. 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.

RECOMMENDATIONS

It is recommended that:

1) the proposed actions be approved, and the lead petitioners be informed accordingly;
2) the outcome of Committee's consideration be reported to Full Council.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact:

Item A – Joanne Horton, Via EM Ltd Service Manager Highway Management, Tel: 0115 804 0123

Items B and C – Paul Hillier, Local Transport Plans Principal Officer, Tel: 0115 977 4866

Constitutional Comments (SJE – 15/10/2021)

18. This decision falls within the Terms of Reference of the Transport & Environment Committee to whom responsibility for the consideration of petitions concerning matters falling under the remit of that Committee and the reporting back to Full Council in relation to the same has been delegated in accordance with the County Council's Petition Scheme.

Financial Comments (SES 13/10/2021)

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

Background Papers and Published Documents

- None

Electoral Division(s) and Member(s) Affected

- Kirkby North – Councillor Andy Meakin
- Mansfield East – Councillor Nigel Moxon and Councillor Robert Corden
- Newark East – Councillor Sam Smith

Nottinghamshire County Council

Report to Transport and Environment Committee

17 November 2021

Agenda Item:13

REPORT OF THE CORPORATE DIRECTOR, PLACE

MODERNISING AND DE-CARBONISING ENERGY – ATTENDANCE AT DIGITAL CONFERENCE – 6 DECEMBER 2021

Purpose of the Report

1. The purpose of the report is to seek approval for relevant Member attendance at the Modernising and De-Carbonising Energy Digital Conference to be held virtually on 6 December 2021.

Information and Advice

2. This Committee's terms of reference include approving councillors' attendance at relevant conferences and similar events for which fees are payable. In this instance, the fee for attendance is £250 + VAT. It is therefore appropriate to seek the Committee's approval to attend. It is proposed that Councillor Ogle, Vice-Chairman of the Transport and Environment Committee will attend the event.

3. The event will be addressed by the Minister of State for Business, Energy and Clean Growth, and features input from central government, regulators, energy and low carbon companies and business organisations. The Conference will cover progress to date on reducing greenhouse emissions, and how the UK's infrastructure will need to adapt to address the impact of climate change, with a focus on integrating low carbon gas and electricity networks.

Other Options Considered

5. None.

Reason/s for Recommendation/s

6. It is recommended that approval be given for attendance at the event so that the County Council can continue to learn from shared best practice and network with local authorities and other partners in relation to reducing greenhouse emissions and supporting the integration of low-carbon energy networks.

Statutory and Policy Implications

7. 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

8. The charge for attending the event is £250 + VAT. As this is a digital event, there are no additional costs, such as travel and accommodation, normally associated with Conference attendance.

RECOMMENDATION

That approval be given for Councillor Ogle, Vice-Chairman of the Transport and Environment Committee, to attend the Modernising and De-Carbonising Energy Digital Conference on 6 December 2021.

Adrian Smith
Corporate Director, Place

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

Constitutional Comments (LW 05/11/2021)

9. Transport and Environment Committee is the appropriate body to consider the content of the report.

Financial Comments (SES 05/11/2021)

10. The financial implications are set out in paragraphs 8 and 9 of the report.

11. The charge for attending the event is £250 + VAT. As this is a digital event, there are no additional costs, such as travel and accommodation, normally associated with Conference attendance.

12. The costs for the Vice-Chairman of Transport and Environment Committee to attend the virtual conference will be met from the budget for Members' Conferences, for which there is an allocation of £6,000 in 2021/22.

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.

- Westminster Insight : Decarbonising the UK Energy Sector Digital Conference (wminsightuk.com)

Electoral Division(s) and Member(s) Affected

All

Nottinghamshire County Council

Report to Transport and Environment Committee

17 November 2021

Agenda Item: 14

REPORT OF SERVICE DIRECTOR, GOVERNANCE AND EMPLOYEES

WORK PROGRAMME
Purpose of the Report

1. To consider the Committee's work programme for 2021-2022

Information

2. The County Council requires each committee to maintain a work programme. The work programme will assist the management of the committee's agenda, the scheduling of the committee's business and forward planning. The work programme will be updated and reviewed at each pre-agenda meeting and committee meeting. Any member of the committee is able to suggest items for possible inclusion.

3. The attached work programme has been drafted in consultation with the Chairman and Vice-Chairman, and includes items which can be anticipated at the present time. Other items will be added to the programme as they are identified.

4. As part of the transparency introduced by the new committee arrangements, each committee is expected to review day to day operational decisions made by officers using their delegated powers. The Committee may wish to commission periodic reports on such decisions where relevant.

Other Options Considered

5. None.

Reason/s for Recommendation/s

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

Statutory and Policy Implications

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

RECOMMENDATION/S

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

Marje Toward
Service Director, Governance and Employees

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

Constitutional Comments (CEH)

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

Financial Comments (SES)

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

Background Papers

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

- None

Electoral Division(s) and Member(s) Affected

- All

Place Department Committee Forward Plan - Transport and Environment (T&E)

Month	Committee	Report Title	Report Author
17 Nov			
Nov	T&E	Flood Risk Management Update	Gary Wood/Sue Jaques
Nov	T&E	National Bus Strategy	Gary Wood/Chris Ward/Pete Mathieson
Nov	T&E	Highways Review Update (standing item for Oct, Nov)	Gary Wood
Nov	T&E	Waste PFI contract and the Resources and Waste Strategy	Derek Higton/Mick Allen
Nov	T&E	Local Aggregates Assessment 2019 and 2020 data	Stephen Osborne-James
Nov	T&E	TRO Sherwood Street, Warsop	Helen North
Nov	T&E	TRO Dovecote Lane, Beeston	Helen North/Gary Wood
Nov	T&E	Brick Kiln Lane, Mansfield BSC	Helen North/Naomi Cook/Gary Wood
Nov	T&E	Responses to Petitions	Joanne Horton/Paul Hillier/Ellie Jaycock
5 Jan			
Jan	T&E	Finance and performance report Q2	Chris Williams/Steph Shardlow
Jan	T&E	Provisional Highways Capital & Revenue Programmes 2022/23	Gary Wood
Jan	T&E	Nottinghamshire and Nottingham Joint Waste Local Plan	Sally Gill/Stephen Pointer/Nina Wilson
Jan	T&E	The Green Investment Fund	Mick Allen/Alex Smith
9 Feb			
Feb	T&E	Charging for Highways and Transport Services	Gary Wood
Feb	T&E	Streetworks Permit Scheme Annual Report	Gary Wood/Gareth Johnson
Feb	T&E	Highway Improvement Plan	Gary Wood
Feb	T&E	EV Charging Update (deferred from Sept	Gary Wood
23 Mar			
Mar	T&E	Highways Asset Management	Gary Wood
Mar	T&E	Finance and performance report Q3	Chris Williams/Steph Shardlow
4 May			
May	T&E	Highways Capital & Revenue Programmes 2022/23 – April 2022	Gary Wood
May	T&E	LTP Implementation Plan	Gary Wood/Sean Parks

15 June			
June	T&E	Finance and performance report Q4	Chris Williams/Steph Shardlow
June	T&E	LCWIP Priorities for Future Investment	Gary Wood
27 July			

To Schedule –
Corporate Environment Strategy update reports (agreed July 2021)
Briefing on Invasive Species (agreed September 2021)
Local Planning Matters – Review of Approach (agreed September 2021)