

Transport and Environment Committee

Wednesday, 09 February 2022 at 10:30

County Hall, West Bridgford, Nottingham, NG2 7QP

AGENDA

1	Minutes of last meeting held on 5 January 2022	3 - 8
2	Apologies for Absence	
3	Declarations of Interests by Members and Officers:- (see note below) (a) Disclosable Pecuniary Interests (b) Private Interests (pecuniary and non-pecuniary)	
4	Highways Improvement Plan	9 - 18
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6	On-Street Electric Vehicle Charging Infrastructure	31 - 36
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11	Stapleford Town Deal - Proposed Highway Schemes	81 - 94

Notes

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

Customer Services Centre 0300 500 80 80

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

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

- (4) Councillors are reminded that Committee and Sub-Committee papers, with the exception of those which contain Exempt or Confidential Information, may be recycled.
- (5) This agenda and its associated reports are available to view online via an online calendar - <http://www.nottinghamshire.gov.uk/dms/Meetings.aspx>

Meeting Transport and Environment Committee

Date 5 January 2022 (commencing at 10:30 am)

Membership

Persons absent are marked with an 'A'

COUNCILLORS

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

Matt Barney
Glynn Gilfoyle
Penny Gowland
vacancy

Tom Hollis
Sam Smith
Nigel Turner
John Wilmott

SUBSTITUTE MEMBERS

None.

OTHER COUNTY COUNCILLORS IN ATTENDANCE

Kate Foale.

OFFICERS IN ATTENDANCE

Mick Allen	-	Place Department
Doug Coutts	-	Via East Midlands Ltd
Joelle Davies	-	Place Department
Sally Gill	-	Place Department
Derek Highton	-	Place Department
Adrian Smith	-	Place Department
Gary Wood	-	Place Department
Noel McMenamin	-	Chief Executive's Department

1. MINUTES OF LAST MEETING HELD ON 17 NOVEMBER 2021

The minutes of the last meeting held on 17 November 2021, having been circulated to all Members, were taken as read and were signed by the Chairman.

2. APOLOGIES FOR ABSENCE

None.

The Committee paid tribute to Committee member Councillor Maureen Dobson, who had sadly passed away since the Committee's previous meeting, commending her strong contribution and commitment to the work of the Committee, and to that of the wider Council.

3. DECLARATIONS OF INTERESTS

None.

4. TRANSPORT AND ENVIRONMENT PERFORMANCE REPORT QUARTER 2 PLACE CORE DATA SET

During debate, it was confirmed that key performance indicators would be revised to reflect the priorities in the new Council Plan from April 2022.

RESOLVED 2022/01

That the Committee considered there to be no additional actions required in relation to the performance information on the Council's services for Transport and Environment for the period 2 July to 30 September 2021.

5. CORPORATE ENVIRONMENT STRATEGY AND GREENHOUSE EMISSIONS REPORT

RESOLVED 2022/02

That:

- 1) The progress made to date on the Corporate Environment Strategy and Action Plan be acknowledged;
- 2) The Greenhouse Gas report 2019-2020 baseline year to measure future progress towards the Council's 2030 carbon neutral target be agreed;
- 3) The 2021-2022 Green Investment Fund allocation be endorsed, and that the development of a phase two Green Investment Fund proposal be agreed for submission to the appropriate Committee.

6. STAFFING PROPOSALS TO SUPPORT DELIVERY OF NET ZERO 2030

RESOLVED 2022/03

That the staffing structure highlighted in the report, and the creation of the additional posts indicated at a cost of circa £230k per annum for 2022-2023 onwards in order to deliver on the Council's ambitions to be carbon neutral in all its activities by 2030 be approved, subject to the allocation of appropriate monies in the 2022-2023 budget.

7. RECYCLING CENTRE (RC) STRATEGIC REVIEW

RESOLVED 2022/04

That the undertaking of a strategic review of current recycling centre provision within Nottinghamshire be approved, at an estimated cost of £50k, to be met from existing service budgets.

8. JOINT WASTE LOCAL PLAN

RESOLVED 2022/05

That:

- 1) the progress on the Joint Waste Local Plan be noted;
- 2) the Nottinghamshire and Nottingham Draft Waste Plan be approved for publication and consultation;
- 3) the Corporate Director Place, in consultation with the Chairman of the Transport and Environment Committee, be authorised to make any minor changes to the Plan considered necessary prior to the start of the consultation.

9. ACTIVE TRAVEL FUND TRANCHE 2 INFRASTRUCTURE PROGRAMME

During debate, the Chairman agreed to write to the Department of Transport, requesting an extension to the funding timescales identified in the report.

RESOLVED 2022/06

That the delivery of the Dovecote Lane, Beeston Experimental road closure be approved.

10. NOTTINGHAMSHIRE COUNTY COUNCIL (DOVECOTE LANE AREA, BEESTON) (PROHIBITION OF WAITING AND PARKING PLACES) TRAFFIC REGULATION ORDER 2021 (5303)

RESOLVED 2022/07

That the Nottinghamshire County council (Dovecote Lane Area, Beeston) (Prohibition of Waiting and parking spaces) Traffic Regulation Order 2021 (5303) be made as advertised and objectors informed accordingly.

11. NOTTINGHAMSHIRE CONCESSIONARY TRAVEL ARRANGEMENTS FOR 2022-2023

During debate, an amendment to the motion was moved by Councillor John Wilmott and seconded by Councillor Tom Hollis:

‘That the Transport and Environment Committee agree to a feasibility study into introducing free off-peak travel for Armed Forces veterans who live in Nottinghamshire’.

The Chairman accepted the amendment without debate and it was:

RESOLVED 2022/08

That:

- 1) The Nottinghamshire Concessionary Travel Scheme and proposed funding for 2022-2023 and publication of the final scheme notice on 3 March 2022 be approved, subject to Full Council budget approval;
- 2) Delegated authority be granted for the Service Director for Place and Communities to agree the final reimbursement arrangements and associated financial commitments from 1 April 2022, in conjunction with the Head of Highways and Transport and the Chairman and Vice-Chairman of the Committee;
- 3) A public consultation on the Council’s future approach to the tram concession be approved, with a report submitted to a future meeting of the Committee;
- 4) The Council’s additional discretionary elements of the Scheme from April 2022, which are estimated to cost £1.28 million, be approved, pending the outcome of the consultation on the tram concession; and
- 5) A feasibility study into introducing free off-peak travel for Armed Forces veterans who live in Nottinghamshire be agreed.

12. WORK PROGRAMME

During debate, an undertaking was given to schedule an item on Highways Out of Hours services. A request was also made for an item on School Travel Zones.

RESOLVED 2022/09

That the Work programme be approved.

The meeting concluded at 1.10 pm.

Chairman

9 February 2022**Agenda Item: 4****REPORT OF THE CORPORATE DIRECTOR, PLACE****HIGHWAYS IMPROVEMENT PLAN****Purpose of the Report**

1. The purpose of this report is to:
 - Update Committee on the Highways Improvement Plan which flows from the highways review undertaken as a result of the motion agreed at Full Council on 27th May 2021.
 - Set out the governance arrangements for monitoring the implementation of the activities in the Plan.
 - Recommend that aspects of road safety including 20mph speed limits are reviewed by a cross-party highways panel following the motion to Full Council on 20th January 2022

Information

2. The Transport and Environment Committee of 17th November 2021 agreed the outputs and recommendations of the cross party highways review. Policy Committee, on 2nd December 2021, approved the development of a Highways Improvement Plan 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. Policy Committee also agreed the continuation of the cross-party highways review panel to effectively monitor the progress of the Highways Improvement Plan.

External Support and Cross Party Panel

3. Following the successful engagement of WSP to support the Highways Review process, WSP has been re-engaged to provide technical and project management capability for the initial implementation of the Plan. The engagement is from January 2022 for 6 months. This will be reviewed at the end of that period
4. The cross party highways review panel will continue, with membership as before and suitable substitution arrangements. Meetings are being arranged for March and June 2022 to enable members to review progress with the Improvement Plan.
5. Following the motion to full Council on 20th January 2022, it is recommended that the cross party panel also considers speed limits and other measures that could improve road safety in line with the agreed motion. Resulting recommendations from this work will come to a future Committee for further consideration.

Highways Improvement Plan

6. A draft Highways Improvement Plan is included at Appendix A. This shows the start dates, and interdependencies for each of the actions previously agreed by Committee. As previously reported, these actions came from the work of:
- 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, which provided external sector expertise and input into the review. WSP has many years’ experience of working in the highways sector and works with over 20 highway authorities providing guidance and support on highways reviews, highway asset management and maintenance practice. Matthew Lugg, the lead consultant, gathered evidence from Councilors and officers to inform his work.
 - Knowledge from recent Future Highways Research Group membership
7. An officer project board has been set up to ensure delivery of the actions. This will provide progress reports to the cross party panel. It is intended that the panel meeting in March will consider the plan in detail and consider the ordering and priority of individual elements of the plan and success criteria.
8. However, following Committee approval of the review recommendations, work has already commenced on a number of the key actions in the Plan. These are set out below:

a. Capital Programme

A three year rolling capital maintenance programme will be presented to Committee in March for consideration. The capital programme will support long term planning, scheduling and delivery and will continue to incorporate the annual member request process. The capital programme will place emphasis on the unclassified network and footways. Work has commenced on developing and implementing a “cross asset” prioritisation process to improve targeting of investment and maintenance treatments for all highways assets including drainage. Within this, the process will incorporate the prioritisation of footways, the unclassified network (with weighting to reflect both highway hierarchy and condition) and drainage.

b. Revenue Maintenance Programme

In order to move to a right repair, right first time, approach that delivers permanent repairs whenever possible, consideration is being given to increasing the number of structural patching gangs that operate on the Nottinghamshire’s highways network. This will allow more work to be done to tackle the areas of the highway most affected by repeat visit pothole repairs, and support the adoption of a right repair, right first time approach, whilst also enabling repairs to remain

within standard response times for Category 2 and 3 highway defects. For emergency Category 1 highway defects, the use of cold lay treatments to protect the safety of road users will continue, though the additional capacity provided by the patching gangs will enable follow up permanent repairs to be undertaken more frequently.

c. Functional Split and Leadership

A detailed review has commenced covering the division of responsibility between the Council and Via in key areas, including:

- Highways policy and strategy,
- Highways core asset management and works/scheme/treatment prioritisation
- Highways major capital programme management
- the interface with members and residents

As a result of the review it is intended that greater control and direction setting for the above functions will return to the Council. A further report will come to Committee setting out a revised set of arrangements and proposed structure. There will be a shift in responsibilities so that the Council will lead on the key areas identified above.

d. Communications

In order to 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 - a review of the Council's current capacity has taken place. This has shown the need for an additional resource, and this is currently being designed with corporate communications colleagues. Further communications development activity is included in the Highways Improvement Plan to develop and deliver a refreshed comms and engagement plan, including the development of a single revised approach to communication 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.

e. Operational Improvements – Via

Via have commenced work on the following operational improvements:

- Work is ongoing to establish the Via operational Hub for coordinating maintenance works to improve efficiency and productivity and ensuring a whole street approach to highway maintenance is provided. System awareness, process development and delivery planning including workshops with staff have been carried out, which will ensure the smooth transition to this coordinated approach.

- Further staff training programmes in Via have been established to strengthen the focus on customer care, work quality and performance. The Via communications team working with the District Managers have developed a customer focused approach to enquiries and interactions with the public which is currently being embedded across Via. To further improve the professionalism and quality of scheme delivery, leadership and operative training has been carried out across the front-line operational areas.
- With the requirement to significantly reduce the use of Viafix for road repairs, improvements to the delivery methods, plant and materials are being investigated to improve the quality and efficiency of highway maintenance. A change in the equipment used for preventative maintenance will be piloted this quarter, to ensure the anticipated levels of increased productivity are achieved, and the current small-scale trial for the replacement of Viafix will be extended and trialled more widely.

Other Options Considered

9. None

Reason for Recommendations

10. The Highways Improvement Plan has been formulated based on the agreed recommendations developed by the cross-party panel. These were developed over a series of five meetings, with input from a significant LGA peer review and external input from sector experts WSP and a form 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

11. 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

12. 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

13. 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

14. 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 draft Highways Improvement Plan attached at Appendix A, subject to progress against it being reviewed by the cross-party panel.
- 2) Committee approves the governance arrangements for monitoring the implementation of the activities in the plan.
- 3) Committee tasks the cross-party panel to review aspects of road safety including 20mph speed limits following the motion to Full Council on 20th January 2022 and report back to Committee.
- 4) Committee approves the production of a Committee report to outline the outputs of the review of the functional split between the Council and Via, returning key strategic functions to the Council as well as a proposed new staffing structure.
- 5) Committee endorses the work on communications to consider a refreshed comms and engagement plan with suitable capacity.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact:

Derek Higon – Service Director Place and Communities - 0115 9773498

Gary Wood – Head of Highways and Transport – 0115 9774270

Constitutional Comments (SJE – 12/01/2022)

15. 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 a) to the planning, management and maintenance of highways and pavements; and b) for policy development and approval, in relation to matters within its remit and subject to any necessary approval by Policy Committee or Full Council, has been delegated. If Committee resolves that any actions are required, it must be satisfied that such actions are within the Committee's Terms of Reference.

Financial Comments (GB 17/01/2022)

16. There are no financial implications arising directly as a result of this report.

Background Papers and Published Documents

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

- Reports to Transport and Environment and Policy Committees June to December 2021 – Highways Review

Electoral Division(s) and Member(s) Affected

- All

ID	Task Name	Start	O	N	D	Half 1, 2022 J	F	M	A	M	J	Half 2, 2022 J	A	S	O	N	D	Half 1, 2023 J	F	M	A	M
1	NCC - Highway Improvement Plan	Mon 01 Nov '21																				
2	Vision, Strategy and Policy	Mon 03 Jan '22																				
3	Develop a new Highways Strategy	Mon 03 Jan '22																				
4	Refresh and update the current Highways Infrastructure Asset Management Plan and Policy, and the Network Management Plan	Tue 01 Feb '22																				
5	Capital Maintenance Programme	Mon 03 Jan '22																				
6	Introduce 3 year rolling capital programme P1	Wed 12 Jan '22																				
7	Develop and implement a formal "cross asset" prioritisation process	Wed 12 Jan '22																				
8	Optimise the application of in-situ recycling on capital maintenance works	Wed 12 Jan '22																				
9	Improve the management oversight and quality assurance of sub-contractors	Mon 03 Jan '22																				
10	Revenue Maintenance Programme	Mon 03 Jan '22																				
11	Refresh the core specification for highways defect repairs to reflect the Asset Management/Network Management plans and policies, to ensure optimal treatment selection	Tue 01 Feb '22																				
12	Ensure appropriate investment in early intervention/prevention treatments to extend the sustainable and effective life of the highway	Tue 01 Feb '22																				
13	Ensure that the revenue highways maintenance programme is better driven by data and evidence e.g. use of insurance data, new Tech and Realtime highway survey data	Tue 01 Feb '22																				
14	Ensure that the refreshed specifications are set by the Council, and are based around required outcomes rather than outputs	Tue 01 Feb '22																				
15	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	Mon 03 Jan '22																				
16	Operational Improvements – Via	Mon 01 Nov '21																				
17	Introduction of an Operational Hub - Works identification and Specification	Mon 01 Nov '21																				
18	Revise its staff training programmes to increase focus on - customer care - work quality and performance, - better use of IT-highways operatives on patching techniques	Mon 03 Jan '22																				
19	Roll out mobile devices to patching teams	Mon 03 Jan '22																				
20	Drainage	Mon 03 Jan '22																				
21	Update existing drainage registers and include;- grip locations - ditch locations - sensitive carrier drain	Mon 03 Jan '22																				
22	Deliver an enhanced planned periodic drainage maintenance programme	Fri 01 Apr '22																				
23	Establish a planned priority programme of soakaway replacements	Mon 03 Jan '22																				
24	Undertake enhanced inspections of utilities work near drainage assets - utilising Permit scheme income	Fri 01 Apr '22																				
25	Update the MyNotts app to allow easier drainage issue reporting for residents	Mon 03 Jan '22																				
26	Strengthen our engagement with riparian owners to support better drainage maintenance by the relevant watercourse owners (drainage champions)	Mon 03 Jan '22																				

ID	Task Name	Start	O	N	D	Half 1, 2022						Half 2, 2022						Half 1, 2023				
						J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M
27	Neighbourhood (Streetscene) Maintenance	Fri 01 Apr '22																				
28	Develop a community partnership plan for neighbourhood maintenance to include; - street scene maintenance - reduced weed spraying - reduced grass cutting	Fri 01 Apr '22																				
29	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 (Drainage Champions)	Fri 01 Apr '22																				
30	Reactive weed spraying trial	Fri 01 Apr '22																				
31	Collaboration with District/Borough Councils to establish improved street sweeping regimes (weed and litter collection)	Fri 01 Apr '22																				
32	Investigate alternative weed spraying treatments/regimes	Fri 01 Apr '22																				
33	Revise and re-establish a parish engagement/lengthsman scheme	Wed 01 Jun '22																				
34	Streetworks and Utility Permit Scheme	Mon 03 Jan '22																				
35	Continue to implement and develop the streetwork management and permit scheme and use of street manager	Mon 03 Jan '22																				
36	Continue to coordinate permits with different streetworks undertakers in locations and for schemes where there is public benefit	Mon 03 Jan '22																				
37	Explore the potential for increased use of “service strips” in new developments, in partnership with local planning authorities.	Fri 01 Apr '22																				
38	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)	Mon 03 Jan '22																				
39	Continue to analyse the most congested streets and peak travel times to inform effective permitting	Mon 03 Jan '22																				
40	Communications	Mon 03 Jan '22																				
41	Develop and deliver a refreshed comms and engagement plan.	Mon 03 Jan '22																				
42	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.	Mon 03 Jan '22																				
43	Better information for Members’ related to highways activity in their wards.	Fri 01 Apr '22																				
44	The wider use of video explainers – with greater involvement of Members and operatives to better explain highways work	Mon 03 Jan '22																				
45	Improved correspondence (including web based automatically generated responses) approaches to reflect a more, personalised and plain-English approach for residents with queries/concern	Mon 03 Jan '22																				
46	Closer links with community influencers such as Parish Councils, to ensure that communities are better informed about local works	Fri 01 Apr '22																				
47	Updating and refreshing scheme information/signage to better promote the benefits of highways works.	Mon 03 Jan '22																				
48	Performance Management	Mon 03 Jan '22																				
49	Move to a more outcomes based contractual model with Via	Tue 01 Mar '22																				
50	Strengthen the Council’s commissioning arrangements to support greater operational engagement with, and monitoring of, Via	Tue 01 Feb '22																				
51	Unify and better co-ordinate the Council’s commissioning arrangements for Via – Highways, Flood Risk, Property, Strategic	Mon 03 Jan '22																				

ID	Task Name	Start	O	N	D	Half 1, 2022						Half 2, 2022						Half 1, 2023					
			J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	A	M				
52	Improve benchmarking arrangements to help drive performance and provide proof of VfM with visibility for Members and the public	Tue 01 Mar '22																					
53	Functional Split and Leadership	Wed 01 Dec '21																					
54	Undertake a detailed review of the division of responsibility between the Council and Via, covering - policy and strategy - core asset management and works/scheme/treatment prioritisation - the interface with members and residents, including District Mana	Wed 01 Dec '21																					
55	Ensure leadership arrangements in both the Council and Via reflect the outcomes of the Review and the revised roles of both organisations	Mon 03 Jan '22																					

9 February 2022**Agenda Item: 5**

REPORT OF CORPORATE DIRECTOR, PLACE CYCLING INFRASTRUCTURE PROGRAMMES

Purpose of the Report

1. The purpose of this report is to update Committee on the current cycling infrastructure programmes and to seek Committee approval to carry out:
 - a. consultation on potential cycling infrastructure improvements along strategic cycle routes on the A453, A6005 and A612 corridors. These schemes are to be wholly funded through the Transforming Cities Fund (TCF), including the proposed consultation
 - b. further consultation on the proposed Dovecote Lane, Beeston Active Travel Fund scheme following the Department for Transport approving an extension to the delivery timescales.
2. This report does not seek approval at this time to construct any part of the proposed TCF funded routes on the A453, A6005 and A612. The proposed consultation forms part of their development and is to help inform their design and whether the schemes should be investigated further. Each of the A453, A6005 and A612 corridor schemes detailed in this report is still subject to the necessary development work – consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation and design, and value for money considerations. Any cycling infrastructure within the county which it is proposed will be funded through the TCF programme will still be subject to the necessary future County Council approvals prior to their construction, following the aforementioned development work.

Information

Transforming Cities Fund

3. In March 2020 Government announced that Nottingham and Derby city councils had been successful in securing £161m of grant funding to deliver the measures outlined in their Tranche 2 Transforming Cities Fund (TCF) bid, to be delivered by March 2023. Nottinghamshire County Council was not eligible to bid for this funding, but the Nottingham and Derby TCF bid included potential projects that may benefit Nottinghamshire residents. At its Executive Board meeting on 16 June 2020, Nottingham City Council subsequently approved its TCF infrastructure programme which included a £7.04m allocation towards the cost of constructing high quality cycle routes along the A453, A6005 and A612 corridors, which includes sections of the routes within Nottinghamshire. At its 10 February 2021 meeting Policy Committee approved the County Council's next steps to develop/deliver proposals that are in the county, which include:
 - County Councillor representation on the Transforming Cities Fund Project Board
 - Relevant local Members will be contacted to discuss the chosen options for each scheme and this dialogue with Members will continue as schemes progress

- Subject to the Member consultation, public consultation will be scheduled in advance of any necessary planning application submission
 - Following detailed design and consultation, scheme proposals will be subject to consideration and approval at a future Communities and Place Committee meeting before scheme delivery.
4. In line with government advice, funding made available by government for cycling infrastructure improvements is prioritised on the delivery of strategic routes identified as priorities in a highway authority's Local Cycling & Walking Infrastructure Plan (LCWIP). The County Council has developed a D2N2 areawide LCWIP in partnership with Derby city, Derbyshire county and Nottingham city councils. All three routes form part of the County Council's draft strategic cycle network being developed as part of the draft Local Cycling and Walking Infrastructure Plan (LCWIP) and have been identified as priorities during route assessment and public consultation. Consequently, on completion of the draft D2N2 LCWIP, the County Council's provisional Nottinghamshire priority cycling corridors were approved at 3 September 2020 Communities & Place Committee and included those routes which "have already secured funding through the Transforming Cities Programme".
 5. As a result – subject to formal approval at a later date – the County Council supports the improvement/development of these routes in principle pending the outcome of public consultation and detailed design work. Funding them through the TCF initiative would represent a significant external contribution towards the cost of constructing and upgrading the County's strategic cycle network.
 6. Preliminary design work was therefore undertaken on potential improvements along each of the three corridors funded by the City Council from its TCF allocation. The preliminary design work on all three projects has now been completed; and the City Council is keen to progress to public consultation which will help inform a future County Council Committee report to enable members to determine whether schemes on Nottinghamshire highway should proceed to construction. The first stage of this consultation was with the affected local members, several of which have expressed concerns about some elements of the proposals.
 7. It should be highlighted that approval is only being sought for consultation on the proposals and in line with the approvals granted at 10 February 2021 Policy Committee, any highways proposals delivered through the TCF programme are still subject to the necessary County Council approvals following detailed design and consultation.
 8. The concerns of local members will be considered wherever possible and will be incorporated as part of the ongoing scheme design; and in the development of the final proposals. It is proposed that the public consultation is undertaken in order to gauge the level of local support for the proposals and to add to the members' comments in order to help inform the final scheme designs.
 9. Should Committee wish to proceed with the public consultation, it is proposed that a future report will be presented to members to:
 - summarise the feedback from the consultation
 - advise on changes to the proposals following the feedback from the members and public consultation – including specific details of each of the proposed schemes
 - help enable members to determine which proposals should proceed to detailed design and possible construction. Any members' concerns that are not addressed within the designs following the public consultation will be highlighted as part of this proposed report.

Summary of Proposals

10. **A453 corridor (see appendix 1):** A shared use footway constructed along the former A453 between the City/County boundary at Clifton and the East Midlands Parkway station at Ratcliffe on Soar. The route then continues south to the County/Leicestershire boundary at Kegworth, with a spur to Sutton Bonington to serve the University student population at that campus.
11. **A612 corridor (see appendix 2):** Widening the existing shared use footway between Mile End Road and Private Road Number 1. This will require the narrowing of the existing carriageway in order to avoid the need to remove a significant number of mature trees and vegetation alongside the route. The carriageway narrowing will not affect road capacity. The proposed scheme extends the existing high quality cycle route along the A612 and forms the first phase of a long-term aspiration to upgrade the existing cycle facilities along the length of the A612 to Burton Joyce.
12. **A6005 corridor (see appendix 3):** A mixture of signed routes using quiet residential roads, shared use footways and, where possible, high quality segregated cycle track. It should be noted that one of the proposals would require the loss of several mature trees although there is an opportunity to replace the lost trees with a larger number within the project resulting in an overall net gain in tree specimens. However, this is dependent on specific proposed measures being retained in the final design.

Active Travel Fund Tranche 2 programme

13. At its 13 October 2021 meeting Transport & Environment Committee approved the delivery of cycle/footway improvements on High Pavement, Sutton in Ashfield and Regatta Way, West Bridgford. Construction of the High Pavement, Sutton in Ashfield and Regatta Way, West Bridgford segregated cycleways started in January 2022 and both schemes are currently scheduled to be completed by the end of May 2022.
14. At its 5 January 2022 meeting Transport & Environment Committee approved the introduction of a point closure on Dovecote Lane, Beeston as an Experimental Traffic Regulation Order. Following its approval a number of concerns about the proposals have been raised by the local community. In response to these concerns the Council has negotiated an extension to the delivery timescales with the Department for Transport, meaning any proposed scheme can now be delivered next financial year. The extension will enable additional consultation to be undertaken to further consider concerns from the local community prior to the introduction of a scheme.

Further scheme/programme development, design, and consultation

15. Each of the schemes detailed in this report is still subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, and design; and value for money considerations. This will involve consultation and/or pro-active information provision on the schemes. Formal consultation will be undertaken on all schemes that require statutory consultation. These include any schemes that require a formal Traffic Regulation Order and include the introduction of (or changes to) parking restrictions, changes to mandatory speed limits, and changes that ban traffic movements. Non-statutory consultation, or information provision (i.e., informing people that works will take place) will also be undertaken with households and businesses immediately adjacent to schemes that fall wholly within the highway boundary such as new crossing facilities, or new footways and cycleways.

Other Options Considered

16. The options currently being considered are set out within this report.

Reason/s for Recommendation/s

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

Statutory and Policy Implications

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

Financial Implications

19. There are no financial implications for the County Council arising from undertaking consultation on the proposed TCF cycling infrastructure improvements as these are to be funded by Nottingham City Council from its TCF allocation. In line with the approvals granted at 10 February 2021 Policy Committee, any highways proposals delivered through the TCF programme will be subject to necessary County Council approvals.

20. The proposed consultation on the Dovecote Lane, Beeston will be funded from the County Council's Active Travel Fund allocation.

Public Sector Equality Duty implications

21. The programme detailed within this report complies with the Public Sector Equality Duty. An equality impact assessment was undertaken on the Nottinghamshire Local Transport Plan 2011/12-2025/26 in March 2011 to ensure that the strategy and its capital programmes to deliver it met the duty. Equality impact assessments of each of the individual elements of the TCF cycling infrastructure improvements will be undertaken by project managers as part of the scheme development to ensure that they comply with the Public Sector Equality Duty, based on advice from the policy and equality officers.

Implications for Sustainability and the Environment

22. Surveys undertaken with the public and local businesses identified reducing traffic congestion as the highest transport priority for both groups. The County Council also has a statutory obligation to address air quality issues resulting from road traffic on its managed roads. The TCF cycling infrastructure improvements programme and specific scheme contained within this report has been developed to help address congestion, reduce carbon emissions, and 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 whenever possible.

RECOMMENDATIONS

It is recommended that Committee approves undertaking public consultation on:

- 1) the potential TCF funded cycling infrastructure improvements along strategic cycle routes on the A453, A6005 and A612 corridors, as set out in this report
- 2) the proposed Dovecote Lane, Beeston Experimental Traffic Regulation Order set out in the 5 January 2022 Transport & Environment Committee report.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact:

Paul Hillier – Local Transport Plan Officer, Local Transport Plans & Programme Development

Constitutional Comments (ELP 01/02/2022)

23. The recommendations fall within the delegation to Transport & Environment Committee by virtue of its frame of reference.

Financial Comments (RWK 31/01/2022)

24. There are no additional financial implications for the County Council arising directly from the report. The costs of undertaking public consultation for the TCF funded cycling infrastructure improvements along strategic cycle routes are to be funded by the City Council, and the costs of consultation on the Dovecote Lane, Beeston proposals will be funded by the County Council from its existing revenue allocation for the Active Travel Fund.

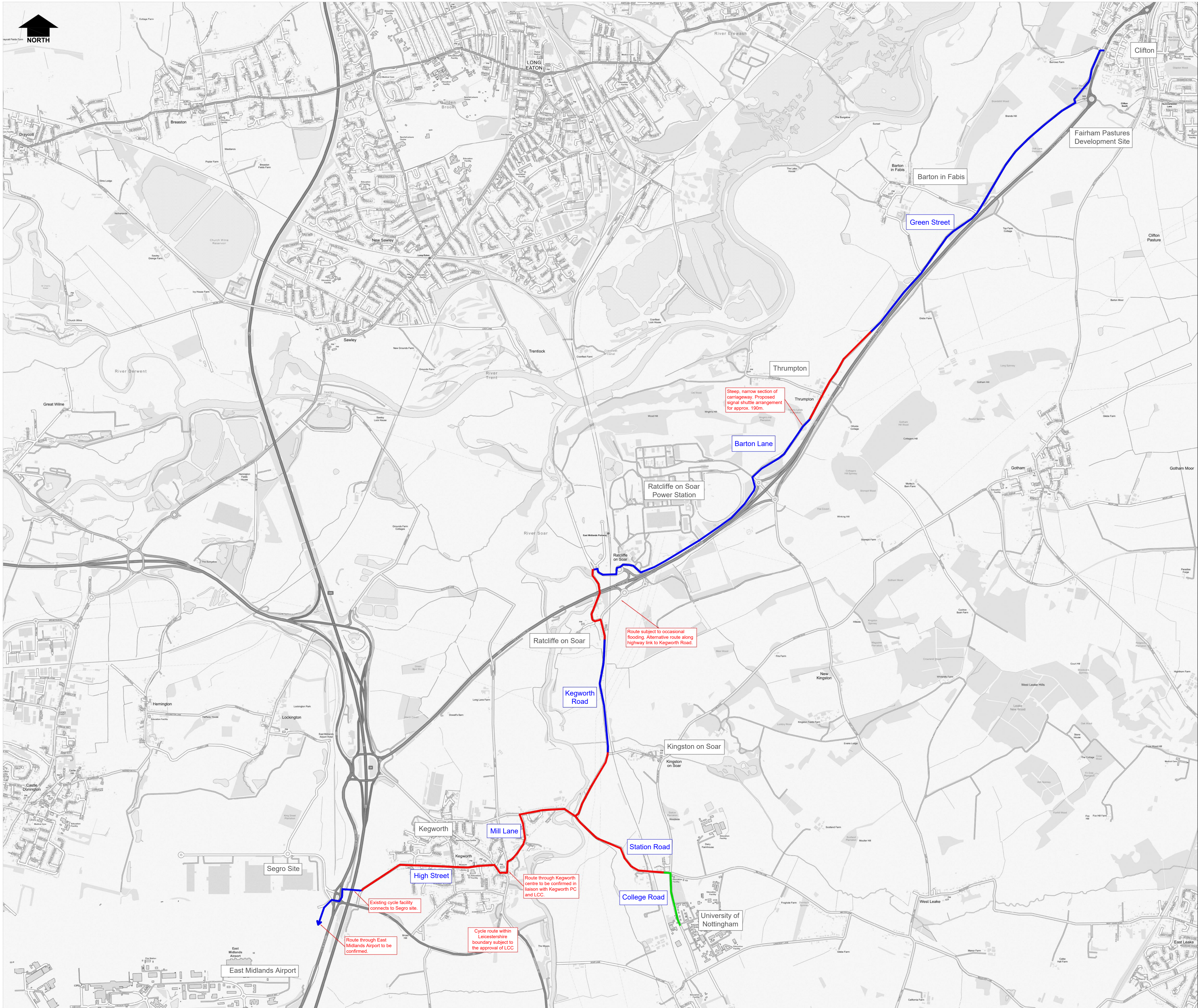
Background Papers and Published Documents

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

- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- D2N2 Local Cycling and Walking Infrastructure Plan – 3 September 2020 Communities & Place Committee report
- Annual Budget 2021/22 – 25 February 2021 County Council meeting
- Provisional Highways Capital & Revenue Programmes 2021/22 – 7 January 2021 Communities & Place Committee report
- Transforming Cities Fund – Scheme Update and Funding Agreements – 10 February 2021 Policy Committee report
- Highways Capital & Revenue Programmes 2021/22 – 15 June 2021 Transport & Environment Committee report
- Active Travel Fund – Tranche 2 Infrastructure Programme – 13 October 2021 Transport & Environment Committee report
- Active Travel Fund – Tranche 2 Infrastructure Programme – 5 January 2022 Transport & Environment Committee report

Electoral Division(s) and Member(s) Affected

- Beeston Central & Rylands Kate Foale
- Carlton East Mike Adams
- Leake & Ruddington Reg Adair and Matt Barney
- Toton, Chilwell & Attenborough Richard Jackson and Eric Kerry



- Legend**
- Cyclists on carriageway
 - Segregated 2-way cycle lane
 - Shared use footway/cycleway

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

For Discussion
Purposes Only

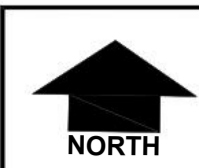
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Project					
Transforming Cities Cycle Route Improvements					
Status	Project No.				
Preliminary	TP2000134				
Drawing Title					
Appendix 1 - Notts to EMA - A453 Indicative Overview Plan					
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	Ch'kd		MB		Date April 2021
	Auth		Traced		
Drawing No.					Rev.
TCFC-VIA-HGN-A453-DR-CH-001					2

 in partnership with



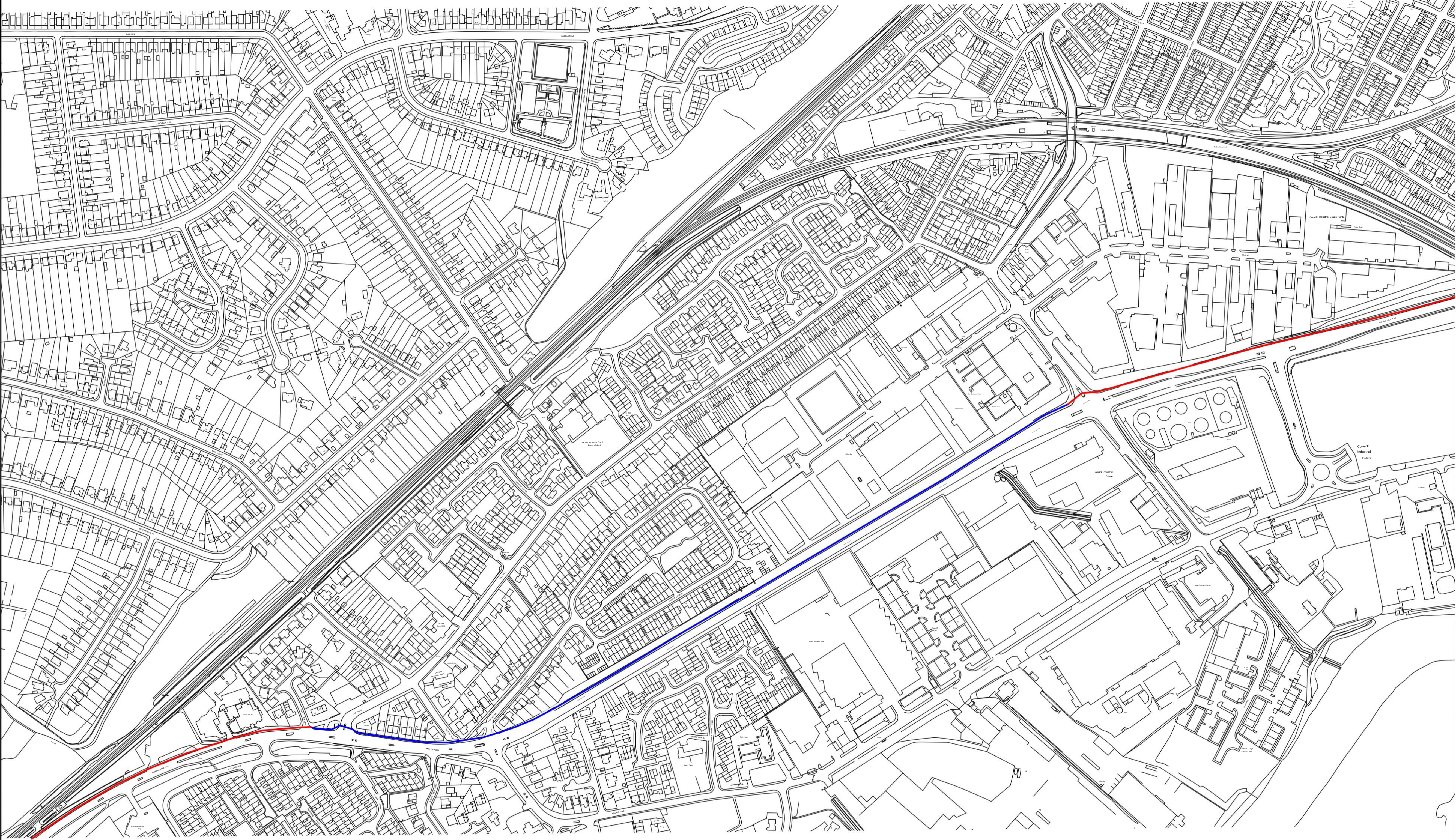
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KEY

- Proposed shared use route.
Widen existing footway to provide
shared use footway/cycleway.
- Existing cycle route



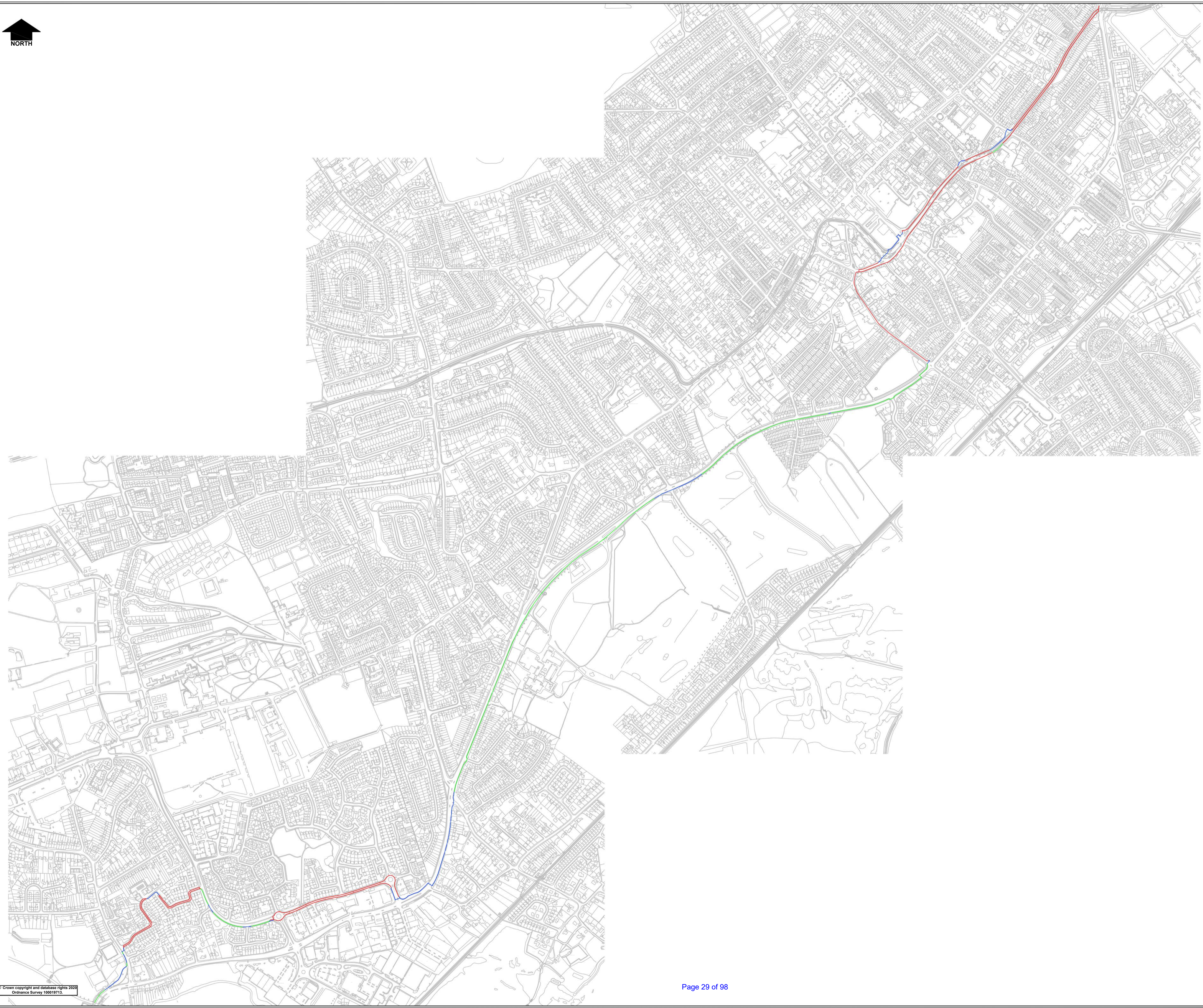
Rev.	Description	Drawn	Ch'kd	Auth	Date
Project Appendix 2 - Transforming Cities Fund - A612 Cycle Improvements					
Status Preliminary		Project No. CN 2000131			
Drawing Title A612 CYCLE ROUTE OVERVIEW PLAN					
Scale 1:2500@A1		Drawn HR		Date 22/12/2021	
		Ch'kd JP		Date 22/12/2021	
Auth JP			Traced		
Drawing No. Design Sketch A612 CI 01				Rev. 0	



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Nottinghamshire, NG22 8ST



KEY

- Cyclists on carriageway
- Segregated 2-way cycle lane
- Shared use footway/cycleway

- NOTES**
- Proposed design ONLY. Scheme subject to further detailed design.
 - Do not scale from this drawing.
 - All measurements are given in metres unless otherwise stated.

DRAFT

P03	Routes amended	MB	PRD	PRD	
P02	Annotation removed	MB	PRD	PRD	
P01	Cycle tracks added/amended	MB	PRD	PRD	
Rev.	Description	Drawn	Ch'kd	Auth	Date

Project				
Transforming Cities Cycle Route Improvements				
Status		Project No.		
Preliminary		TP2000146		
Drawing Title				
Appendix 3 - A6005 Corridor Indicative Overview Plan				
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		MB		10.09.2021
		Chkd		Date
		PRD		10.09.2021
		Auth	Traced	MB
		PRD		
Drawing No.				Rev.
TCFC-HSP-HGN-A6005-DR-CH-009				P03



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9 February 2022**Agenda Item:6****REPORT OF THE CORPORATE DIRECTOR, PLACE****ON-STREET ELECTRIC VEHICLE CHARGING INFRASTRUCTURE****Purpose of the Report**

1. The purpose of this report is to update Committee on the work undertaken to date regarding on-street electric vehicle (EV) charging infrastructure and to seek Committee approval for short-term proposals that enable Nottinghamshire residents without off-street parking provisions to charge EVs on-street.

Information

2. Providing on-street EV charging infrastructure fits with several government strategies, including the 'Ten Point Plan for a Green Industrial Revolution' and the 'Clean Air Strategy 2019' which aim for the UK to be net zero by 2050. The County Council declared a climate emergency in May 2021 and subsequently published 'Nottinghamshire Green Growth', its 'Carbon Reduction Plan', and in November 2021 the 'The Nottinghamshire Plan 2021-2031'. Encouraging and accelerating the uptake of EVs in Nottinghamshire helps deliver national and local carbon reduction aims and objectives.
3. To help deliver government strategic objectives related to climate change, air quality, and its subsequent plans to end the sale of new petrol and diesel cars in the UK by 2030 (and for all new cars and vans to be fully zero emission at the tailpipe from 2035), government has made funding available for the provision of EV infrastructure to encourage and accelerate the uptake of EVs. Businesses, organisations, and residents with off-highway parking facilities are able to apply to help fund the installation of EV charging infrastructure on their property; whilst local authorities are able to apply to help fund the installation of on-street EV charging infrastructure at locations where properties have no off-highway provision.
4. The County Council's current policy on EV charging infrastructure was approved by Policy Committee at its 18 July 2018 meeting; and focuses on the delivery of off-street EV charging infrastructure within public and workplace car parks. Policy Committee determined that the County Council would not, at the time, seek funding for the roll-out of a widespread on-street charging network. Since then, as part of the Nottingham Go Ultra Low programme (working in partnership with Nottingham City and district councils), 68 EV chargepoints have been installed at 23 locations in public car parks in the county; and the County Council has funded 13 EV chargepoints at six workplaces as part of its Travel Choice workplace grants.

Work Undertaken to Identify Potential On-Street EV Charging Solutions

5. Following a motion to investigate EV infrastructure solutions in rural communities, approved at the 10 October 2019 meeting of the County Council; and in recognition of the future need

to provide on-street charging infrastructure to encourage EV take-up, in July 2020 Communities & Place Committee approved the funding of a 'rural and on-street EV charging infrastructure study' as part of the 2020/21 integrated transport programme. AECOM were commissioned to undertake the study looking at:

- practical and policy issues surrounding implementing on-street EV charging infrastructure
 - locations where on-street EV infrastructure may be required in the future
 - an evaluation of the different types of EV infrastructure currently available and their practicality in both urban and rural settings, and
 - specific issues faced in rural communities when providing/considering EV infrastructure.
6. The outcomes of the study will help inform the County Council's planning for the future provision of EV charging infrastructure on the highway, including potential locations for early roll-out of on-street EV infrastructure solutions in a variety of settings (rural and urban, residential, commercial, and retail). This study has, however, been paused pending the outcome of national and regional research and its subsequent guidance.
7. Research being undertaken nationally by the Office of Zero Emission Vehicles (OZEV) (i.e., anticipated guidance following the outcome of recent consultation – see below) and regionally by Midlands Connect (i.e., development of a regional Transport Technology Action Plan which includes EV infrastructure), will likely influence future on-street EV infrastructure solutions in the county. Therefore, to avoid abortive work (and potential wasted resources) it is considered that the Council should wait until the aforementioned OZEV and Midlands Connect research has been completed before implementing large scale permanent on-street infrastructure solutions in the county (such as on-street charging infrastructure or 'charging hubs'). Once the results of the OZEV consultation and Midlands Connect report are published (expected 2022/23), the County Council will review the findings and provide Committee with an update on potential longer-term on-street EV charging solutions. In the interim it is, however, proposed that the Council investigate the potential trial of on-highway EV charging solutions.
8. Recognising residents without off-street parking may need a quick/immediate solution that enables them to charge their EV on-street (and that without appropriate guidance, some EV owners may undertake unsuitable methods to charge their EV on the public highway), the Council's on-street EV charging study also investigated alternative short-term solutions that avoid residents creating obstruction hazards by trailing EV charging cables across the public highway. It is therefore proposed that the first step in providing EV charging solutions for residents without off-street parking is to pilot cable channels cut into the footway.

Interim On-Street Charging EV Charging Solutions

Cable Channels

9. The County Council does not permit any cable to be placed across the public highway as it represents a health and safety hazard, and an impediment to the safe use of the highway by the visually and/or mobility impaired, or other affected user groups. Advice from the County Council's legal service was sought to confirm that the same would apply to EV charging cables across the public highway where it is likely to cause a danger to highway users (i.e., constitute an offence by causing a trip hazard or other danger). In these circumstances, the Highways Act 1980 provides that action may be taken to remove cables that are deemed unsuitable or unsafe. Given the above, trailing EV cables across any part of the public highway is therefore not considered a suitable approach to charging EVs on-street.
10. It is considered, however, that cable channels cut into the footway could provide a discreet and safe conduit for EV cables to extend from a private property to the public highway without creating a trip hazard or adding to street clutter. The simplistic design would offer residents

with an affordable solution to enable those without off-street parking to charge their EV at home (in both rural and urban settings). As this would enable the resident to connect their EV directly to their household's electricity supply via a wall-mounted chargepoint, it also avoids potential grid connection constraints through utilisation of home energy supply. Furthermore, the charging rates for the electricity used will likely be cheaper for the user than a typical on-street EV charger; and it would enable residents with solar panels to charge their EVs from their own renewable energy supply.

11. If Committee wish to permit the use of cable channels cut into the footway, should a resident wish to install an EV cable channel they will be able to do so under the appropriate license/authorisation provided by NCC and/or Via East Midlands (similar to the installation of vehicular dropped kerbs). Each request will, however, be considered on a case-by-case basis as it is recognised that this may not be a suitable solution for some properties, e.g., where parking is not permitted or would be inappropriate, or in certain heritage conservation areas.
12. It should be noted that planning permission may not be required to install external wall mounted EV charging units at residential properties, even those without off-street parking/private driveways. However, residents wishing to install such units on listed buildings (whether internally or externally) would almost certainly require Listed Building Consent from the Local Planning Authority (district/ borough councils).
13. It is not proposed that dedicated parking bays (to accompany a cable channel) be provided outside each resident's property. This would reduce limited on-street parking capacity for residents and visitors where there are already parking pressures, and as the wall-mounted chargepoint would be used exclusively by one household a reserved bay is not considered appropriate. As there will be no changes to parking bays or restrictions, Traffic Regulation Orders (TRO) would not therefore be required, resulting in a quicker and more affordable option. Any resident interested in installing an EV cable channel will therefore be made aware that dedicated parking bays will not be considered or provided meaning they would not be guaranteed to be able to park outside their property (just as at present).
14. The County Council's cable channel proposals are comparable to the ongoing 'OxGul-e' pilot in Oxfordshire (Oxfordshire County Council, Oxford City Council and ODS form the project group). The current phase of the OxGul-e project runs from August 2021 to March 2022 with the aims of finalising the design, licensing mechanisms, and delivering a trial. The County Council has been added to the OxGul-e dissemination list for updates on project progress.
15. Energy Saving Trust has confirmed that at this time cable channels are not eligible for funding from any of OZEV's present funding schemes, including the 'Homecharge', 'Workplace' or 'On-street Residential Chargepoint Scheme'. The cost of installing cable channels to accommodate EV charging cables will therefore need to be met by the household wishing to install it. The current OZEV funding schemes are, however, being reviewed and an alternate funding scheme is expected to start from April 2022. OZEV may therefore offer residents opportunities to apply for funding to help meet the cost of installation in the future.

Potential on-street Infrastructure Pilots

16. Whilst pending the outcome of the national and regional studies it is also proposed that the Council investigates introducing pilot on-highway charging infrastructure as part of its 2022/23 highways capital programme. Should Committee approve this work, officers will undertake the following work prior to seeking further approvals for their delivery/funding as part of a future 2022/23 highways programmes report:
 - Investigate the possibility of delivery through existing concessionaire arrangements

- Identification of potential 'early EV adoption areas' using outcomes from the aforementioned draft rural and on-street EV charging infrastructure study
- Public consultation within these areas to identify specific potential locations for delivery
- Liaison with Western Power Distribution concerning feasibility/network grid capacity
- Scheme design options and delivery cost estimates.

County Council's Response to OZEV Consultation on EV Infrastructure

17. As referenced earlier in this report, as part of its 'Future of transport regulatory review', the Office of Zero Emission Vehicles (OZEV) recently consulted on new primary legislation that would give the government powers to introduce a statutory duty to plan for EV infrastructure (and where this responsibility should lie); and whether a statutory duty should be introduced to deliver EV infrastructure (and where this responsibility should lie). The consultation ran from 28 September 2021 to 22 November 2021, but unfortunately due to the deadline, it was not possible to seek Committee approval before submitting the County Council's response. The submitted response therefore made it clear that it was subject to future Committee approval.
18. The County Council has already undertaken much of the planning element for the provision of EV infrastructure, both off-street (in partnership with the city and district councils through the Nottingham Go-Ultra Low programme) and on-street through the aforementioned on-street EV charging infrastructure study. This work may, however, need to be reviewed should OZEV determine that there will be a consistent approach to delivery across the country (and provide the necessary guidance on how to plan and deliver the infrastructure).
19. The County Council's consultation response therefore reflected the planning work already undertaken and recognised that the roll-out of on-street EV infrastructure should potentially be led by the local highway authorities (i.e., the County Council in Nottinghamshire) to ensure a comprehensive, consistent, effective network distributed across the whole area; free from commercial pressures. Any planning of the rollout of on-street EV infrastructure would, however, need to be funded by government and should include input from all the organisations that have a role in the delivery of such programmes. The response also highlighted that it should be the responsibility of each individual business to consider its own needs and to plan and provide, on its own estate, the necessary EV chargepoints to meet the demand of its own fleet/grey fleet business use.
20. The delivery of EV infrastructure is not solely within the County Council's authority and is dependent on several organisations fulfilling their role (including, importantly, the power distribution companies); and only government has powers to mandate all of these organisations to act. The consultation response therefore reflected that it is considered that it would not be appropriate to place a statutory duty or the onus for the delivery of the on-street EV charging infrastructure on any one organisation (including the County Council); unless that organisation is the government itself.

Other Options Considered

21. Other options considered are set out within this report.

Reasons for Recommendation

22. The reasons for recommendations are set out within this report and aim to help ensure delivery of County Council priorities, national priorities and local transport goals and objectives.

Statutory and Policy Implications

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

Financial Implications

24. As set out in this report, it is intended that the cost of installing cable channels to accommodate EV charging cables will be met by the household wishing to install it, therefore there are no immediate financial implications for the County Council.

25. Notwithstanding this, there will be a cost to the County Council for the ongoing inspections, maintenance and potentially decommissioning of any redundant cable channels. It is intended that the additional costs will be covered under the appropriate license/authorisation fees (similar to the installation of vehicular dropped kerbs); and should the equipment become adopted highway through existing capital maintenance funding allocations.

Public Sector Equality Duty implications

26. The proposals set out in this report comply with the Public Sector Equality Duty. An equality impact assessment was undertaken on the Nottinghamshire Local Transport Plan 2011/12-2025/26 in March 2011 to ensure that the strategy met the duty.

27. The standard design drawings for the cable channels are currently being developed and once finalised an equality impact assessment on the design will be carried out to assess the impact of the proposals on people with protected characteristics to ensure that the design does not have negative impacts.

Implications for Sustainability and the Environment

28. The County Council has a statutory obligation to address carbon reduction and air quality issues resulting from road traffic on its managed roads. The programmes and measures contained within this report have therefore been developed to reduce the County's impact on the environment by promoting greener travel, addressing carbon reduction, and working towards transport decarbonisation resulting from road traffic and its impacts on local communities.

RECOMMENDATIONS

It is recommended that Committee approve:

- 1) the proposals to help enable residents without off-street parking facilities to charge their electric vehicle on-street, as set out in paragraphs 9-15 of this report;
- 2) investigation into the potential delivery of on-street EV charging infrastructure pilots as detailed in paragraph 16 of this report.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact:

Vicky Lewis – Senior Officer Local Transport Plan and Programme Development, Tel: 0115 8043683

Constitutional Comments (SJE – 26/01/2022)

29. 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, management and maintenance of highways and pavements has been delegated.

Financial Comments (SES – 07/01/2022)

29. The financial implications are set out in paragraphs 24 and 25 of the report.

30. As set out in this report, it is intended that that the cost of installing cable channels to accommodate EV charging cables will be met by the household wishing to install it, therefore there are no immediate financial implications for the County Council.

31. Notwithstanding this, there will be a cost to the County Council for the ongoing inspections, maintenance and potentially decommissioning of any redundant cable channels. It is intended that the additional costs will be covered under the appropriate license/authorisation fees (similar to the installation of vehicular dropped kerbs); and should the equipment become adopted highway through existing capital maintenance funding allocations

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.

- Reducing emissions from road transport: Road to Zero Strategy – 9 July 2018
- Office of Zero Emission Vehicles - Transitioning to zero emission cars and vans: 2035 delivery plan – 14 July 2021
- The ten-point plan for a green industrial revolution – 18 November 2020
- Clean Air Strategy 2019 – 14 January 2019
- Electric Vehicle Charging Infrastructure – 18 July 2018 Policy Committee report
- Highways Capital & Revenue Programmes 2020/21) – 02 July 2020 Communities & Place Committee report
- Nottingham Go Ultra low Bid to the Office of Low Emission Vehicles (OLEV) – 17th March 2016 Transport & Highways Committee report and 8th October 2015 Transport & Highways Committee report
- Nottinghamshire County Council response to Office of Zero Emission Vehicles consultation "Future of transport regulatory review: zero emission vehicles".

Electoral Division(s) and Member(s) Affected

- All

9 February 2022**Agenda Item: 7****REPORT OF THE CORPORATE DIRECTOR, PLACE****PROPOSED PEDESTRIAN AND CYCLE BRIDGE, WEST BRIDGFORD****Purpose of the Report**

1. At its 10 February 2021 meeting Policy Committee approved the County Council's next steps in working with partners at Nottingham and Derby cities to develop potential Transforming Cities Fund (TCF) funded proposals in the county; one of which is that all potential proposals impacting on the County Council's highway and transport networks will be subject to approval by the relevant Committee. There are currently no approvals in place for the County Council to fund the construction or maintenance of any TCF funded projects. The purpose of this report is for Committee to consider:
 - a. the proposed construction of a new pedestrian and cycle bridge located east of the existing Lady Bay Bridge
 - b. pedestrian and cycling improvements judged to be required as part of the development, to enable safe and straightforward access to the proposed new bridge
 - c. arrangements for the ongoing future maintenance liabilities of the proposed new bridge.

Information

2. In March 2020 Government announced that Nottingham and Derby city councils had been successful in securing £161m of grant funding to deliver the measures outlined in their Tranche 2 Transforming Cities Fund (TCF) bid, to be delivered by March 2023. Nottinghamshire County Council was not eligible to bid for this funding, but the Nottingham and Derby TCF bid included potential projects that may benefit Nottinghamshire residents. At its Executive Board meeting on 16 June 2020, Nottingham City Council subsequently approved its TCF infrastructure programme which included a £9.275m allocation towards improved pedestrian and cycle crossing facilities (and associated links to it) to support the Waterside regeneration development on the northside of the River Trent which spans the area from Meadow Lane Lock at its western extent to the Waterside Way at its eastern extent.
3. Initial feasibility work on the potential options to provide an improved pedestrian and cycle crossing facility was undertaken to help inform the contents of the Nottingham and Derby TCF bid. This work identified improvements to Lady Bay Bridge as the preferred option for the crossing facilities. All of the options investigated were feasible, however, and Nottingham City Council (as the developer and budget holder) determined that it would prefer to progress the option to construct a new pedestrian and cycle bridge away from and to the east of Lady Bay Bridge. Amey Consultants were commissioned to undertake further feasibility and detailed design work which has resulted in the City Council identifying the Trent Basin location as its preferred option to construct a new 85metre span tied arch steel bridge (and CGI images of the proposed design are included at Appendix 1).
4. The location of the proposed new bridge would land on the south embankment of the River Trent approximately 400m east of Lady Bay Bridge (as shown in Appendix 2). The bridge would land

on a Public Footpath forming part of the County Council's highways network (West Bridgford Footpath No.12). Whilst the County Council (as highway authority) would need to be consulted in relation to any works proposed to be undertaken to the minor highway at this location, any new construction would need to be agreed between Nottingham City Council (as the developer/scheme promoter undertaking the works) and Rushcliffe Borough Council (the landowner). Additionally, as the status of the public right of way where the bridge will land is currently of footpath only, users of the path do not currently have a public permanent right to cycle on it (although permissive cycle use does currently take place with the permission of the landowners) and so public rights for cyclists to use the Trentside path between Lady Bay Bridge and the Hook would need to be dedicated by the landowners or otherwise created to provide cyclists with permanent lawful access to the bridge. (While not a matter for this Committee, members may wish to be aware that a claim to record the path as a Bridleway was received which, if successful, would also provide a lawful basis for use of the path by cyclists and would therefore provide them with permanent lawful access to the bridge).

5. The proposed bridge will be subject to planning permission and the City Council (as developer) intends to submit a joint planning application to itself and Rushcliffe Borough Council, as the two local planning authorities. In preparation for the submission of the planning application the City Council has established an officers' working group (which includes County Council representation), undertaken further feasibility work and informal consultation on the proposed new bridge.
6. As the proposed bridge does not land on County Council owned highway/estate and the County Council is not the local planning authority for this matter it is not within the County Council's authority to determine whether or not the proposed bridge will progress to construction unless the construction of the bridge would prevent pedestrians from exercising their existing lawful public highway rights over West Bridgford Footpath No.12. Members may wish to note that, if rights for cyclists do not come into being over the Trentside path per paragraph 4 above, this would not prevent construction of the bridge, but would prevent its use by cyclists. Whether or not the scheme goes ahead will otherwise be determined by the scheme promoter, affected landowners, and the local planning authority when they consider the proposals and potentially grant planning permission. The County Council (as an affected highway authority) will, however, be a statutory consultee to the required planning application and special regard must be given by Rushcliffe Borough Council, as the Local Planning Authority, to any representations made by the Highway Authority.
7. Although, for the majority of Nottinghamshire residents, the proposed bridge located to the east of Lady Bay Bridge will not provide as direct a route to the City as Trent or Lady Bay bridges, it will nevertheless provide an additional crossing with full cycle/pedestrian segregation from motor vehicles. Whilst pedestrian facilities are available on nearby Trent Bridge and Lady Bay Bridge neither currently have segregated cycling facilities. The proposed bridge, whilst not segregated, will not carry vehicular traffic, and will therefore potentially offer an attractive route to encourage additional cycling trips; and its business case forecasts that it will have significant impact on health/mortality, helping deliver both City and County Council objectives related to improved health and wellbeing.

Informal Consultation on the Proposed New Bridge

8. Following the selection of the Trent Basin location as its preferred option for the construction of a new bridge, the City Council undertook informal consultation to help gauge support for the proposals. Given that the other options had been ruled out by the City Council, the consultation only sought views on the current proposals, its location and design. It is therefore not possible to determine if residents (or even the respondents to the consultation) would have preferred any of

the alternative options referred to at paragraph 3 above, as this was not included in the consultation. The consultation, undertaken between 8 and 28 November 2021, involved letters to affected residents, including Holme Road (Lady Bay) residents; an online survey; and drop-in events, including sessions at Lady Bay scout hut and Rushcliffe Arena.

9. Of the Rushcliffe residents that responded to the informal consultation on the new bridge proposals, 76% support the construction of the new bridge; 66% agree with its proposed location; and 67% like its proposed design. However, responses from county residents, including from those that support the bridge proposals highlighted several issues, including:
- a) The need for improved pedestrian and cycle links to the bridge (in both the city and county)
 - b) Its potential impact on the local surroundings and potential loss of riverside wildlife habitats and vegetation
 - c) The potential impact of the proposed construction materials on the environment
 - d) The lack of pedestrian and cyclist segregation on (and width of) the bridge
 - e) The need for lighting on the bridge and its connecting routes
 - f) Concerns about security, increased crime and anti-social behaviour resulting from its construction
 - g) Additional potential parking issues caused by the bridge users
 - h) Its proposed location not maximising potential users as it will involve a detour/longer journey to most City Centre destinations
 - i) The choice of constructing a new bridge rather than improving the existing bridges; and/or the continued need for improvements to existing nearby bridges.
10. The City Council is considering how items 9.a) to 9.g) above can be addressed as part of the ongoing scheme design/proposals prior to its submission of the planning application. Whilst it is recognised that, for most West Bridgford residents, the proposed bridge location will not offer the most direct route to most city centre destinations it will provide an alternative crossing facility for pedestrians and cyclists, segregated from motor vehicles. As detailed in paragraph 3 above, options to improve Lady Bay Bridge were considered but were not taken forward for delivery as part of the TCF programme by the City Council.

Pedestrian and Cycling Improvements Considered Required as Part of the Proposed development

11. Given that the City Council has determined that the bridge is required to facilitate the Waterside development it is anticipated that those city residents will use the bridge to access the shops, services and leisure facilities in West Bridgford. The consultation undertaken as part of the scheme development has indicated that both city and West Bridgford residents will use the bridge for both commuting and leisure purposes; and it is recognised that improvements on both the city and county's pedestrian and cycling routes to access the proposed new bridge are needed to facilitate these new trips. The requirement for such improvements was also highlighted in the consultation responses as 18% of the Rushcliffe borough respondents that supported the bridge commented that they were necessary. The business case for the new bridge forecasts that it will increase existing cycling and walking trips by 140% from existing levels; generating an average additional 728 new cycling trips per day and an additional average 728 new pedestrian trips per day on the highway network.
12. Following determination of the impacts on the highway networks (i.e. the new walking and cycling trips identified in its business case) and analysis of the consultation responses, officers from the two councils have identified a number of improvements required to enable both pedestrians and cyclists to safely access the proposed bridge (and specifically those trips that will be generated due to the construction of the new bridge). Work to commission feasibility/design of the infrastructure improvements is now underway (funded by the City Council from its TCF

programme allocation) but it is unlikely that this work will be completed in time to be included in the planning application submission. The required improvements identified by officers are listed below (and will need to meet the standards set out in Local Transport Note 1/20 Cycle Infrastructure Design):

- a. The status of the current public footpath along the section of the Trentside path between Lady Bay Bridge and The Hook would need to be altered to bridleway, and the path retained, widened and resurfaced.
- b. Provision of an improved cycle route between the new bridge and West Bridgford town centre, including improved pedestrian/cycling crossing facilities at the traffic signals at the following locations to enable pedestrians and cyclists to cross the junctions in order to access the proposed bridge:
 - A6011 Radcliffe Road at its junctions with Edward Road, Lady Bay Bridge road and Trent Boulevard
 - Lady Bay Bridge road at its junctions with A6011 Radcliffe Road and Trent Boulevard
 - Trent Boulevard at its junctions with A6011 Radcliffe Road and Lady Bay Bridge road
- c. Provision of an improved cycle route between the new bridge and the existing signed cycle network in Abbey Ward, including a new pedestrian/cycle crossing on Davies Road near its junction with Cyril Road to enable users from the south-east West Bridgford area to access the Radcliffe Road/Cyril Road puffin crossing for onward travel to the proposed bridge
- d. Provision of an improved cycle route between the new bridge and the new Regatta Way pedestrian and cycle route (currently under construction).

13. When necessary, the County Council requests that developers provide improvements to local transport facilities in order to minimise impacts of new development on highway safety, help mitigate the increase in demand on its transport network, and to deliver opportunities for sustainable travel that benefits health and wellbeing. Therefore, should the above highway improvements not be included in the submitted planning application it is proposed that the County Council requests that the local planning authority secure them as planning conditions to the planning consent in order to secure the provision of the specified highway works.

14. In line with the approvals granted at 10 February 2021 Policy Committee, any highways proposals delivered through the TCF programme, included those listed above, are still subject to the necessary County Council approvals.

15. Whilst the change of status to the footpath along the section of the Trentside path between Lady Bay Bridge and The Hook will need to be carried out prior to the opening of the bridge, there is already a claim for the section to be recorded as a bridleway, and it is proposed that, if that claim is not successful, other mechanisms to change its status are undertaken and funded by the County Council. Separately, the County Council has secured funding to deliver a new £1.6m fully segregated pedestrian and cycle route on Regatta Way to improve access from Gamston to the Trentside embankment and the National Watersports Centre; and these works are underway. The Council has also submitted a bid to upgrade further sections of the Trentside path (and should funding be secured for its delivery separate approvals will be sought, as appropriate, in due course). Whilst these improvements will enhance connections to the proposed bridge, they are not being delivered as part of this project and were identified to deliver improved links set out in the County Council's Visitor Economy Strategy, therefore developer contributions will not be sought for these improvements.

Future Maintenance Arrangements for the Proposed New Bridge

16. Under current cross-boundary arrangements the cost of maintaining Lady Bay and Trent bridges are split 50/50 between the City and County councils. The County Council lead on the management and maintenance of Lady Bay Bridge, whilst the City Council lead on the management and maintenance of Trent Bridge. The County Council considers that improvements to the existing Lady Bay Bridge would have been a better value for money option as it was identified as the preferred scheme option in the initial feasibility study (due to its significantly lower construction costs, shorter construction timescales, negligible maintenance costs, and potential greater outputs). The Lady Bay Bridge improvements option would also have had negligible future maintenance liabilities due to the proposed construction materials. As the scheme promoter the City Council has, however, determined that it wishes to construct a new bridge. Given the above it is considered that neither the construction costs of the overall project nor its ongoing future maintenance liability costs should fall to the County Council. It is therefore proposed that the County Council does not enter into any agreement to lead on and/or fund/part-fund either the construction, future improvements to, or any future maintenance liabilities for the proposed new bridge.
17. In line with the approvals granted at 10 February 2021 Policy Committee, any highways proposals delivered through the TCF programme will be subject to necessary County Council approvals. Improvements to pedestrian and cycle routes to the new bridge on existing Nottinghamshire managed highway, that are required as a result of the bridge construction, will therefore still be subject to such approvals; and any approvals will also consider arrangements for their future maintenance.

Further Scheme/Programme Development, Design, and Consultation

18. Each of the potential schemes detailed in paragraph 12 of this report is still subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, and design; and value for money considerations. This will involve consultation and/or pro-active information provision on the schemes. Formal consultation will be undertaken on all schemes that require statutory consultation. These include any schemes that require a formal Traffic Regulation Order and include the introduction of (or changes to) parking restrictions, changes to mandatory speed limits, and changes that ban traffic movements. Non-statutory consultation, or information provision (i.e., informing people that works will take place) will also be undertaken with households and businesses immediately adjacent to schemes that fall wholly within the highway boundary such as new crossing facilities, or new footways and cycleways.

Other Options Considered

19. Other options considered are set out within this report.

Reasons for Recommendations

20. The reasons for the recommendations are set out within this report. Given the ability of walking and cycling to help deliver Council Plan objectives, investing in Nottinghamshire's walking and cycling networks form part of the County Council's strategy to help deliver its objectives related to supporting the economy, environment, health and wellbeing, and thriving place and communities. Whilst the forecast economic and environmental benefits are low, the scheme business case forecasts significant benefits related to health and wellbeing.

21. The provision of the new bridge will enhance the local cycling and walking networks (and complement current and planned cycle network priority improvements) provided that the proposed bridge development includes the funding of the required highways improvements detailed within this report. The proposed new bridge therefore has potential to support the County Council's strategic aims and complement existing infrastructure programmes. Provision of the bridge will have impacts on the County Council's highway networks and therefore the developer should be required to mitigate these impacts. It is also considered that the County Council should not be expected to take on the construction or maintenance liability for a new structure given that alternative cheaper construction and future maintenance options on the existing Lady Bay Bridge were available.

Statutory and Policy Implications

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

Financial Implications

23. There are no financial implications for the County Council arising from the construction of the proposed new bridge. In line with the approvals granted at 10 February 2021 Policy Committee, any highways proposals delivered through the TCF programme will be subject to necessary County Council approvals and these will include future maintenance arrangements.

Public Sector Equality Duty implications

24. Nottingham City Council will be required to undertake an equality impact assessment of the bridge proposals. Similarly, they will be required to undertake an equality impact assessment of any associated works on the County Council's highway networks to demonstrate that they comply with the Public Sector Equality Duty.

Implications for Sustainability and the Environment

25. Surveys undertaken with the public and local businesses identified reducing traffic congestion as the highest transport priority for both groups. The County Council also has a statutory obligation to address air quality issues resulting from road traffic on its managed roads (there is currently an air quality management area adjacent to the proposed bridge).

RECOMMENDATIONS

It is recommended that Committee:

- 1) Approve, in principle, the list of highways improvements identified as required as part of the proposed development, as set out in paragraphs 12-13;
- 2) approve the proposal that the County Council does not enter into an agreement to lead on and/or fund/part-fund either the construction, future improvements to, or any future maintenance liabilities for the proposed new bridge;
- 3) support construction of the proposed new pedestrian and cycling bridge in principle but subject to the following provisions:

- i) the developer funding the delivery of the necessary highway improvements, as set out in paragraphs 12-13
 - ii) that the County Council will not be liable to fund either the construction, any future improvements to, or maintenance liabilities for, the proposed new bridge;
- 4) approve the proposed consultation, information provision and publicity required to develop the highway improvements detailed in paragraph 12.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact:

Sean Parks – Team manager, Local Transport Plans & Programme Development

Constitutional Comments (SJE – 20/01/2022)

26. 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 integrated transport measures, to road safety, to the planning, management and maintenance of highways and pavements, and to the Authority's non-regulatory functions relating to public rights of way (but not to cycle paths) has been delegated.

Financial Comments (SES 05/01/2022)

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

28. There are no financial implications for the County Council arising from the construction of the proposed new bridge. In line with the approvals granted at 10 February 2021 Policy Committee, any highways proposals delivered through the TCF programme will be subject to necessary County Council approvals and these will include future maintenance arrangements.

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.

- Transforming Cities Fund Scheme update and funding agreements – 10 February 2021 Policy Committee report
- Transforming Cities Fund and Future Transport Zones Programme – Nottingham City Council 16 June 2020 Executive Board meeting
- Nottinghamshire County Council Developer Contributions Strategy – November 2021
- Active Travel Fund Tranche 2 Infrastructure Programme – 13 October 2021 Transport & Environment Committee report
- Active Travel Tranche 3 – 1 September 2021 Transport & Environment Committee report
- The Nottinghamshire Plan 2021-2031
- The Visitor Economy Strategy for Nottinghamshire County Council 2018-2029

Electoral Division(s) and Member(s) Affected

- West Bridgford North
- West Bridgford South
- West Bridgford West
- Radcliffe on Trent

Appendix 1: CGI visualisation of the proposed new pedestrian and bridge from the south embankment
(note, these are subject to further design so may change)





Appendix 2 – Proposed location of Nottingham City Council's preferred option for the new pedestrian and cycle bridge



9 February 2022**Agenda Item 8****REPORT OF THE CORPORATE DIRECTOR, PLACE****CHARGES FOR HIGHWAYS AND TRANSPORT SERVICES 2022/23****Purpose of the Report**

1. To seek approval from Committee for the proposed charges for highway and transport services for 2022/23

Information

2. The County Council has powers to recover its reasonable costs in the preparation and publication of documentation and data through the Local Government Act 1972 and the Local Government (Miscellaneous Provisions) Act 1976. Similarly, Local Authorities have been able to charge for various services associated with their duties under the Highways Act 1980 and the Road Traffic Regulation Act 1984. These powers have been supplemented by the New Roads and Street Works Act 1991, the Local Authorities (England) (Charges for Land Searches) Regulations 2008 and the Local Authority (Transport Charges) Regulations 1998. Additionally, there are general powers for charging for discretionary services through the Local Government Act 2003.
3. On July 1st, 2016, Via East Midlands was tasked with delivering most of the highway services related to the charges outlined in Appendix A on behalf of the Authority. Where these charges cannot be transferred to the company for legal reasons, they continue to be coordinated by the retained Client.
4. The annual review of charges for Highways Services has now been undertaken and the proposals are as set out in the attached Appendix A. Where appropriate, charges have been increased to account for inflation. This calculation is based on a 2% rise. However, charges are often rounded to the nearest £1 (or £5 for higher charges) and this means that some have increased by slightly less or more than 2% this year.

Changes to Charging Structures

5. Several areas of charging have been reviewed and these are outlined below:

(a) Street Works Permit Scheme

The cost for street works permits is set separately by NCC within nationally regulated limits. The appendix now indicates 'Refer to Street Works Permit Scheme' as these charges may be altered outside of this annual review.

(b) Cellar Construction Licences

There are currently three available licences relating to cellar construction. These are to construct a cellar, to install a cellar opening and to install a cellar light, where these impinge on the highway. All are the same cost, only one is applied for any given works, and they are very rarely required. For simplicity and efficiency, we are proposing combining these into a single licence of £175.

(c) Temporary Traffic Regulation Notice for Immediate Works

Following a review of costs after the introduction of the street works permit scheme, it is proposed that the charge for notices for immediate works should be differentiated from notices for planned works. Due to the short notice, immediate works are often dealt with by more senior staff. The proposed higher charge of £535 therefore more accurately reflects the costs of providing this service. The charge is usually incurred by Statutory Undertakers (Utilities) but can also be a charge to members of the public (for example if they have a dangerous tree on their property adjacent to the highway).

(d) Water Course Consents

Two new charges have been added to the standard £50 Land Drainage Consent. These are a Compliance Checking charge of £75 and a Fast Track Application charge of £200. Both new charges reflect the costs of providing the services.

(e) Parish and Community Support

It is the continuing intention of NCC to support Parishes' seasonal decorations and the use of CCTV for community safety. NCC currently subsidises a £500 per parish allowance for work supporting seasonal decorations and has a £400 cap on CCTV charges where it is for reasons of Community Safety. It is proposed that these continue unchanged.

Other Options Considered

6. None. The completion of a review of charges for highway services is an annual requirement.

Reasons for Recommendations

7. The annual review of charges ensures that the County Council, whether directly or through Via, is continuing to recover fair and reasonable costs for the provision of chargeable highway services.

Statutory and Policy Implications

8. 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

9. If the proposals are confirmed, charges to the public for some of the Highway Services will be increased. The increases have been kept to a minimum and reflect the current financial climate and costs to the Authority for these services.

Financial Implications

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

RECOMMENDATIONS

- 1) Approval be given for the proposed charges for highways and transport services, documents and data for the financial year commencing 1 April 2022 as detailed in the appendix to the report.
- 2) All charges for highways services continue to be reviewed annually and also as may be required consequent on any change in circumstances.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Gary Wood, Head of Highways and Transport, Tel 0115 9774270 / Email gary.wood@nottsc.gov.uk

Constitutional Comments [SJE – 11/01/2022]

11. Transport and Environment Committee is the appropriate body to consider the content of this report.

Financial Comments (SES 07/01/2022)

12. The financial implications are set out in paragraph 10 of the report.
13. If the proposed charges are made there will be no adverse financial impacts on the Authority.

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.

- Report to Portfolio holder for Transport and Highways, Bus station departure charges 07/02/2012

Electoral Division(s) and Member(s) Affected

- All

<p style="text-align: center;">APPENDIX A CHARGES FOR HIGHWAYS SERVICES - APPLICABLE FROM 1st APRIL 2022</p>					
CATEGORY	Publication, Information, or Service	21/22 Charge	22/23 Charges	VAT chargeable?**	Comments
DOCUMENTS	Street Lighting Guide / Code of Practice	£17	£17	Yes	
	Local Transport Plan	£55 (inc. P&P)	£56.00		
DATA	Paper Copies of plans	Cost	Cost		Cost includes copying, admin and postage costs.
	Traffic Counts	£82*	£84.00	Yes	Charge for commercial organisations only. £84 charge for first information + £13 for each additional figure. Provided at cost to litigants.
	Traffic Counts - copy of raw data	£82.00	£84.00	Yes	Charge for commercial organisations only, provided at cost to litigants.
	Information to Map producers	Cost	Cost	Yes	Cost includes copying, admin and postage costs.
	Traffic Control & UTC information	£115	£120	Yes	Charge is for standard enquiries. Complex enquiries charged at actual cost All enquiries charged at cost to litigants.
	Road Structure Condition Data	Cost	Cost		Cost covers copying, admin and postage costs.
	Accident Data – No Collisions	£56	£57	Yes	Charges for commercial organisations only
	Accident Data – Full crash report ((up to and including 60 collisions)	£138	£141	Yes	Charges for commercial organisations only
	Accident Data – Concise Major crash report (more than 60 collisions)	Cost	Cost	Yes	Charges for commercial organisations only
	Accident Data – Severity Plot showing location and severity only (up to and including 60 collisions). Charge includes full details.	£245	£250	Yes	Charges for commercial organisations only
	Accident Data – Major Severity Plot showing location and severity only (more than 60 collisions). Charge includes full details.	Cost	Cost	Yes	Charges for commercial organisations only
SERVICES	District Searches - CON29 Questions (see comments)	£18.00	£18.50	Yes	A revised 'CON29 protocol' from the Law Society puts all the questions together under the banner of CON29. The previous £9 rate for a 'part' search no longer exists. No charge to the Police, DVLA or Town / Parish Councils.
	District Searches - Highway Extent Plan	£38	£39	Yes	No charge to the Police, DVLA or Town / Parish Councils.
<p>NOTES: Charges are based on payment by cash, cheque or credit/debit card. Where invoices are requested for the charges marked * an additional £7 will be charged to cover administration costs.</p> <p style="text-align: center;">**VAT is chargeable on non-statutory work or service</p> <p style="text-align: center;">† One combined licence will be issued for concurrent activities in a single area. The fee payable is the highest applicable for a single activity included in the licence.</p> <p style="text-align: center;">All TM costs are the responsibility of the promoter.</p>					

CATEGORY	Publication, Information, or Service	21/22 Charge	22/23 Charges	VAT charge-able?*	Comments
SERVICES (continued)	Property Searches – Search for Public Right of Way	£18.00	£18.50	Yes	Compulsory rights of way question on the CON29 form. For searches greater than 2km ² customers will need to ask NCC for a quote.
	Property Searches – Search of the Greens and Commons Registers	£33	£34	Yes	Question in three parts (optional question on CON29 form). Additional £19.00 for a copy of the Common / TVG register and £19.00 for a copy of the documents contained within the Statutory Statement and Declaration Register.
	Production of a Public Right of Way Order Plan for the purposes of Town and Country Planning Act and Highways Act Orders undertaken by Local Planning Authorities.	£52	£53		
	NRSWA - Sample Inspection	£50	£50		Charge set nationally by regulation made under the New Roads and Street Works Act 1991.
	NRSWA - Defect Inspection	£47.50	£47.50		Charge set nationally by regulation made under the New Roads and Street Works Act 1991.
	NRSWA - Investigatory Inspection (3rd Party)	£68	£68		Charge set nationally by regulation made under the New Roads and Street Works Act 1991.
	NRSWA - Investigatory Works	Cost	Cost		Cost includes works, staffing and admin. if defect found. Cost recovery set by regulations under NRSWA
	NRSWA - Remedial Works	Cost	Cost		Cost includes works, staffing and admin. if defect found. Cost recovery set by regulations under NRSWA
	NRSWA - Improvement Plan Inspections	Cost	Cost		Associated costs determined by Codes of Practice made under NRSWA 1991
	NRSWA – Section 50 Street Works Licence	£500	£515		Licence to place apparatus in the Highway. Includes £175 for Admin to grant licence, £190 commuted sum to maintain and operate records and £150 for inspections for each inspection unit (as defined in NRSWA)-
	NRSWA – Section 50 Consent	£320	£325		To work on existing apparatus in the highway. Includes £175 for Admin and £150 for inspections for each inspection unit (as defined in NRSWA)
	Street Works Permit - Major Works	Category 0-2 or traffic sensitive streets: £160 (+ £70 provisional authorisation) Category 3-4 streets: £100 (+ £50 provisional authorisation)	Please Refer to Streetworks Permit Scheme		Major Works are those of more than 10 days planned duration OR requiring a TTRO. Provisional Authorisation is required 3 months in advance, and 10 days notice is required for the Permit
	Street Works Permit - Standard Works	Category 0-2 or traffic sensitive streets: £85 Category 3-4 streets: £50	Please Refer to Streetworks Permit Scheme		Standard works are those of between 4 and 10 days planned duration. 10 days notice is required for the Permit
	Street Works Permit - Minor Works	Category 0-2 or traffic sensitive streets: £45 Category 3-4 streets: £30	Please Refer to Streetworks Permit Scheme		Minor works are those of 3 days or fewer planned duration. 3 days notice is required for the Permit.
	Street Works Permit - Immediate Works	Category 0-2 or traffic sensitive streets: £40 Category 3-4 streets: £25	Please Refer to Streetworks Permit Scheme		Immediate works are urgent unplanned works. Permit applications must be received within 2 hours of starting works
<p>NOTES: Charges are based on payment by cash, cheque or credit/debit card. Where invoices are requested for the charges marked * an additional £7 will be charged to cover administration costs.</p> <p>**VAT is chargeable on non-statutory work or service</p> <p>† One combined licence will be issued for concurrent activities in a single area. The fee payable is the highest applicable for a single activity included in the licence.</p> <p>All TM costs are the responsibility of the promoter.</p>					

CATEGORY	Publication, Information, or Service	21/22 Charge	22/23 Charges	VAT chargeable? **	Comments
SERVICES (continued)	Street Works Permit - Permit Variation	Category 0-2 or traffic sensitive streets: £45 Category 3-4 streets: £35	Please Refer to Streetworks Permit Scheme		
	Signal Switch Off/On	Cost	Cost	Note **	
	Zebra Crossing Switch Off/On	Cost	Cost	Note **	
	Construction of Domestic Vehicle Crossings by Via	On quotation	On Quotation		Via is obliged to offer quotation, which covers full works cost, design, admin and overheads. Costs vary depending on type of construction and size of access and will also include charges for moving street furniture, e.g. street lighting columns if necessary. Other Utility providers' apparatus must be moved by provider themselves, at the applicant's cost. In some instances, the installation of a crossing may require planning permission from the local Planning Authority which the applicant is responsible for obtaining at their own cost
	Construction of Domestic Vehicle Crossings – Approval when applicants appoint their own contractor	£100	£105		Charge covers cost of initial inspection by Via, any other subsequent inspections, provision of Statutory Undertakers Plans, and the administration of the approval. Applicant is responsible for all construction costs as well as those incurred as a result of any necessary diversionary/protection works for utility apparatus or Authority owned street furniture associated with installing the crossing to Via specifications. In some instances, the installation of a crossing may require planning permission from the local Planning Authority which the applicant is responsible for obtaining at their own cost. A retrospective licence can be issued for works already underway or completed, at a charge of £250
	Construction of Domestic Vehicle Crossings – Provision of historical approval documentation	£26	£27		
	Tourism Signing (Brown)	Cost (See Comments)			Initial works and sighting cost and future maintenance/repair costs as set out in T&HC Report 22/11/12.
	Section 38, 278 Agreements	Varies – see comments	Varies – see comments		On S38's charge is generally 7% of the agreement highways infrastructure cost. On S278 charges will be in accordance with the Highways, Transportation and Development guide – 10% of fist £100K plus 6% of the cost over £100K with a minimum of £1,000 for each agreement. Legal fees will be charged separately.
	106 Agreements	Varies – see comments	Varies – see comments		The fees will be equal to the cost of each planning obligation contained within the Agreement usually indexed linked. Legal fees will be charged separately.
	Charging Developers for Advice (min 4 Hrs.)	£69/hr (£276 min.)	£71/hr (£284 min.)	Note **	Where applicable the rate per hour for commercial work including "non-statutory" advice, design and inspection should be Actual salary x 2.5/1600 with a minimum charge of 4 hours.
	Making up private streets	Cost	Cost		Cost includes works and associated staffing and admin.
	Traffic Calming Schemes	Cost	Cost		Cost includes works, associated staffing and admin, and commuted sum as set out in EC Report 24/6/98
	Rechargeable Works Orders	Cost	Cost	Note **	Cost covers works, staffing and admin. There is no charge for works associated with events involving the armed forces. For remedial work, costs are recovered against standard schedule of rates
	H Bar Markings	£215	£220		Approval for such provisions will at all times be at the Highway Authority's discretion. Approval of Highway Managers is required. Cost covers design health & safety, admin, works and renewal costs.
<p>NOTES: Charges are based on payment by cash, cheque or credit/debit card. Where invoices are requested for the charges marked * an additional £7 will be charged to cover administration costs.</p> <p>**VAT is chargeable on non-statutory work or service</p> <p>† One combined licence will be issued for concurrent activities in a single area. The fee payable is the highest applicable for a single activity included in the licence.</p> <p>All TM costs are the responsibility of the promoter.</p>					

CATEGORY	Publication, Information, or Service	21/22 Charge	22/23 Charges	VAT charge-able? **	Comments
SERVICES (continued)	Seasonal Decorations application fee (e.g. Christmas Decorations, Hanging Baskets)	Cost (see comments)	Cost (see comments)		No charge will be made for the first £500 of costs incurred by Via through Parish Councils' applications.
	CCTV installations (temporary)	£180	£185		
	Bikeability training	£130	£133		Charge is payable by schools, per course, which can include up to 12 pupils. Schools may use School Sports Premium funding to cover their cost.
	Traffic Survey Permit	£125 per site (see comments)	£125 per site (see comments)		Fee reduced to £75 if NCC are provided with a copy of the survey data Retrospective permit: £200
	Residents Parking Permit	£35	£35		Charge is per chargeable permit issued in association with residents parking schemes. (Concessions scheme also applies). Information regarding parking schemes is available on the NCC website.
	1 Day Virtual Visitor Permit	£2	£2		
	1 Week Virtual Visitor Parking	£10	£10		
	2 Week Virtual Dispensation	£15 (£25 with less than 48 hours' notice)	£15 for one week, £25 for two weeks. £100 for annual dispensation.		For non-resident parking when required, or to facilitate building works or similar requiring a vehicle parked in contravention to the restrictions
	Blue Badges	£10	£10		Information regarding parking concessions for people with severe mobility problems is available on the NCC website. Price set nationally.
	Travel plan monitoring	Cost varies based on size of development and build-out rate	Cost varies based on size of development and build-out rate	Note **	Charge covers costs of staff time to undertake a review of the travel plan/annual monitoring reports in the years following its approval and limited liaison with the site travel plan co-ordinator related to travel plan activity. Two charge bands: • Single occupier commercial; single phase of development; up to 200 dwellings – £1,500 pa for 5 years; and £900 pa for subsequent years up to and including year after end of construction. Funding payable from 50% completion of the development (residential and/or commercial) • Multi-occupancy commercial; multi phase development, mixed-use; over 200 dwellings – £3,000 pa for first 5 years; and £1,200pa for subsequent years up to and including year after end of construction. Funding will be payable from the completion of 200 dwellings or 50% completion of the development (residential and/or commercial) whichever occurs first.
<p>NOTES: Charges are based on payment by cash, cheque or credit/debit card. Where invoices are requested for the charges marked * an additional £7 will be charged to cover administration costs.</p> <p style="text-align: center;">**VAT is chargeable on non-statutory work or service</p> <p style="text-align: center;">† One combined licence will be issued for concurrent activities in a single area. The fee payable is the highest applicable for a single activity included in the licence.</p> <p style="text-align: center;">All TM costs are the responsibility of the promoter.</p>					

CATEGORY	Publication, Information, or Service	21/22 Charge	22/23 Charges	VAT charge-able?*	Comments
SERVICES (continued)	Dedication of Highways HA80 Section 31(6) statements and Declarations.	£160.00 For applications to register a parcel greater than 500ha, applicants will need to ask NCC for a quote.	£163.00 For applications to register a parcel greater than 500ha, applicants will need to ask NCC for a quote.		Following regulations introduced in December 2016 for Highways HA80 Section 31(6) statements and declarations there is now no requirement to post s31(6) notices on site.
	Highways Statement or Highway Statement and Declaration received within one month of each other.				
	Renewal of existing Highway Statement or Declaration which has not changed or a Declaration following on from submission of Statement not received within 1 month.	£53.00	£54.00		
	Dedication of Highways and Village Greens HA80 Section 31(6) and Commons Act 2006 15A (1) statements and Declarations	£214.00 For applications to register a parcel greater than 500ha, applicants will need to ask NCC for a quote.	£218.00 For applications to register a parcel greater than 500ha, applicants will need to ask NCC for a quote.		The requirement to post notices on site still applies to Commons Act Applications.
	Combined Highway and Commons Act Statement or Statements and Declaration received within 1month of each other.	£33.00 per extra notice / parcel of land.	£34.00 per extra notice / parcel of land.		
	Public Rights of Way Highways Act and Town and Country Planning Act Diversion or Extinguishment application.	£1,600	£1630 plus advertising.		
	Commons Act 2006 applications for the correction of registers. Application made under section 19(2)(a) Commons Act 2006. Application made under paragraphs 6-9 schedule 2 Commons Act 2006	£1,070	£1,090		If objections are received to the application, additional fees may also be payable.
PUBLIC TRANSPORT CHARGES	Dearture charges; Mansfield Bus Station	£0.72 per bus £3.61 per coach	£0.74 per bus £3.69 per coach		The bus and coach operators are required to pay these charges to use the bus station under conditions of use.
	Departure charges; Retford, Newark and Worksop Bus Stations	£0.68 per bus £3.61 per coach	£0.69 per bus		The bus and operators are required to pay these charges to use the bus station under conditions of use.
	Companions pass for disabled concessionary pass holders	Free	Free		A companions pass is not available for all Disabled Concessionary Pass holders but only those from defined catergories.
	Faith bus pass scheme	£416	£430		
	Catchment bus pass Scheme	£119 (term)	£123 (term)		
	Post 16 bus pass scheme	£166pa	£171pa		
	Replacement Concessions pass for elderly or disabled.	£10	£10 Unless stolen and a crime number supplied - then free		
<p>NOTES: Charges are based on payment by cash, cheque or credit/debit card. Where invoices are requested for the charges marked * an additional £7 will be charged to cover administration costs.</p> <p>**VAT is chargeable on non-statutory work or service</p> <p>† One combined licence will be issued for concurrent activities in a single area. The fee payable is the highest applicable for a single activity included in the licence.</p> <p>All TM costs are the responsibility of the promoter.</p>					

CATEGORY	Publication, Information, or Service	21/22 Charge	22/23 Charges	VAT charge-able?*	Comments
LOCAL AUTHORITIES (TRANSPORT CHARGES) REGULATIONS 1998	Skip License	£36	£37		The license fee covers staffing, admin and inspection costs. A license will be issued for a maximum of 14 days An unlicensed skip will incur a charge for a retrospective license for the day on which it is
	Access Scaffold license, first two weeks	0-5m: £103 6-10m: £170 11-20m: £228 Additional 20m sections: £86	0-5m: £105 6-10m: £174 11-20m: £232 Additional 20m sections: £87		Charge covers staffing, admin and inspections (charged as set under NRSWA). See note †
	Access Scaffold license, additional weeks	0-10m: £80 10-20m: £86 Additional 20m section: £46	0-10m: £81 10-20m: £87 Additional 20m section: £47		Charge covers staffing, admin and inspections (charged as set under NRSWA). See note †
	Mobile Tower Scaffold licence, per day	£85 for first day £80 for additional days	£87 for first day £82 for additional days		Charge covers staffing, admin and inspections (charged as set under NRSWA). See note †
	Mobile Access Platform licence, per day	£171 for first day £80 for additional days	£175 for first day £82 for additional days		Charge covers staffing, admin and inspections (charged as set under NRSWA). See note †
	Crane licence, per day	£228 for first day £80 for additional days	£232 for first day £82 for additional days		Charge covers staffing, admin and inspections (charged as set under NRSWA). See note †
	Hoarding licence, first two weeks	Up to 20m: £228 Additional 20m sections: £126	Up to 20m: £232 Additional 20m sections: £129		Charge covers staffing, admin and inspections (charged as set under NRSWA). See note †. Length of hoarding to be measured along all sides of enclosed area which abut the highway (usually 3 sides). Site cabins without hoarding/fencing are charged at the same rate
	Hoarding license, additional weeks	Up to 20m: £80 Additional 20m sections: £46	Up to 20m: £82 Additional 20m sections: £47		Charge covers staffing, admin and inspections (charged as set under NRSWA). See note †. Length of hoarding to be measured along all sides of enclosed area which abut the highway (usually 3 sides). Site cabins without hoarding/fencing are charged at the same rate
	Temp. Excavations in the Highway - initial licence for two weeks.	£400	£410		Charge covers staffing, admin and inspections (charged as set under NRSWA). S171 Consent required. See note †
	Temp. Excavations in the Highway - each extra week, based on one inspection per week	£80	£82		Charge covers staffing, admin and inspections (charged as set under NRSWA). S171 Consent required. See note †
	Materials stored on the highway	£171 first two weeks £80 subsequent weeks	£174 first two weeks £82 subsequent weeks		Charge covers staffing, admin and inspections (charged as set under NRSWA). See note †
	Remedial works final inspection (where necessary) for scaffolds or hoarding up to 20m, mobile towe scaffold, mobile access platform, crane, materials stored on the highway, or temporary excavations on the highway	£68	£69		
	Remedial works final inspection (where necessary) for each additional 20m, or part thereof, of scaffold or hoarding	£40	£41		
	Licence to construct cellar, cellar opening or cellar light in/under Highway	£170	£175		Charge covers staffing, admin and inspection.
	Response to Emergency on the Highway	Cost	Cost		Cost covers initial call out and any associated works, including remedial works where applicable, as per standard schedule of rates
<p>NOTES: Charges are based on payment by cash, cheque or credit/debit card. Where invoices are requested for the charges marked * an additional £7 will be charged to cover administration costs.</p> <p>**VAT is chargeable on non-statutory work or service</p> <p>† One combined licence will be issued for concurrent activities in a single area. The fee payable is the highest applicable for a single activity included in the licence.</p> <p>All TM costs are the responsibility of the promoter.</p>					

CATEGORY	Publication, Information, or Service	21/22 Charge	22/23 Charges	VAT charge-able? **	Comments
LOCAL AUTHORITIES (TRANSPORT CHARGES) REGULATIONS 1998 (continued)	T.R.O.s: Various in Accordance with Regulations. .	Cost	Cost		
	Temporary Order	£535 + advertising	£545 + Advertising		Charge covers all activities associated with providing the service. Fixed charge applies to standard orders and notices but charge may be varied for more complex circumstances; Charge may be waived for appropriate armed forces or charity event closures if advertising is not required
	Temporary Notice (Planned 5 Day)	£390	£400		Charge covers all activities associated with providing the service. Fixed charge applies to standard orders and notices but charge may be varied for more complex circumstances; Charge may be waived for appropriate armed forces or charity event closures if advertising is not required
	Temporary Notice (Immediate Works 21 Day)	n/a	£535		Charge covers all activities associated with providing the service.. Fixed charge applies to standard orders and notices but charge may be varied for more complex circumstances.
	New Signs - licence to allow additional signs on the Highway e.g. providing direction to private land or premises	Cost	Cost		Costs include staffing and admin costs.
	New Signs - placing of signs	Cost	Cost		Costs include works, design, manufacture and placing of signs, plus a commuted maintenance sum.
	Pavement Café Licenses	£255 for initial license, then £155 annual renewal 50% fee charged for premises placing 6 chairs or fewer on the pavement	£260 for initial license, then £160 annual renewal 50% fee charged for premises placing 6 chairs or fewer on the pavement		The license grants permission to place tables, chairs and barriers on the highway for a set period subject to the conditions imposed by the County Council or its Agent Charge covers staffing, admin and inspection costs.
	Sponsorship of planting in the highway	See Comments	See Comments		There will be no charge for processing application forms. All planting proposals will be subject to a preliminary assessment by the County Council's Accident Investigation Unit. There is no charge for this assessment however, if any problems are identified it may be necessary for a safety audit to be carried out. A charge will be made for this safety audit and the applicant will be contacted beforehand to ensure they consent to pay.
FLOOD AND WATER MANAGEMENT ACT 2010	Water Course Consents	£50	Land Drainage Consent £50 Compliance Checking £75 Fast Track Application £200		All work involved in the administration of a consent and any necessary inspections.
	Sustainable Drainage Scheme approval	£350 to £7,500	£350 to £7,500		Charges made from 1st October 2012 as per national statute. Cost will vary in line with size of development being approved
<p>NOTES: Charges are based on payment by cash, cheque or credit/debit card. Where invoices are requested for the charges marked * an additional £7 will be charged to cover administration costs.</p> <p>**VAT is chargeable on non-statutory work or service</p> <p>† One combined licence will be issued for concurrent activities in a single area. The fee payable is the highest applicable for a single activity included in the licence.</p> <p>All TM costs are the responsibility of the promoter.</p>					

9 February 2022**Agenda Item: 9****REPORT OF THE CORPORATE DIRECTOR, PLACE****THE NOTTINGHAMSHIRE COUNTY COUNCIL (FORGE HILL, HALLAMS LANE, HIGH ROAD, HURTS CROFT, THE CLOSE AND WOODLAND GROVE, CHILWELL) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2022 (5302)****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. High Road is located approximately 2 km south-west of Beeston town centre. It is a busy distributor road with regular bus services. Properties along the route comprise of both residential houses and business premises, including a care home. The route lies within a conservation area and varies in width along its length. A number of side roads, leading to residential streets and cul-de-sacs are accessed from the section of High Road between Forge Hill and Hallams Lane. This includes Forge Hill a residential cul-de-sac, The Close and Hallams Lane.
3. Nottinghamshire County Council has received complaints from Broxtowe borough Council and the public regarding inconsiderate and obstructive parking at junctions and along Forge Hill. The Borough Council refuse services noted that this parking was impeding refuse collection vehicles and resulting in missed collections. Complaints were also received regarding obstructive parking along High Road including the junctions with Forge Hill, The Close, Hallams Lane; and Hurts Croft junctions with The Close and Hallams Lane. The local Members requested that measures be introduced to address these concerns.
4. In response Nottinghamshire County Council proposed to introduce new parking restrictions in the area. These comprised of a single yellow line (Monday to Friday between 8:30am and 4:30pm) on the south-west side of Forge Hill and double yellow lines on all of the affected junctions.
5. These proposals were publicly advertised at Traffic Regulation Order 5279, between 16th July and 17th August 2020, as detailed on the attached drawing H/SLW/3277/01.
6. During the consultation period a total of 19 responses were received, of which 12 were objections. Many objections related to the proposed single yellow line on Forge Hill, which respondents felt would be insufficient to address their concerns. Respondents stated that the restrictions were only required on the bends but needed to be place at all times to ensure the route remained unobstructed. Additional comments were received which raised issues with obstructive parking on High Road, outside the Nursing home and on other sections of the Highway.

7. Following consideration of the responses received during the consultation period, the proposals were revised and agreed with Councillor Eric Kerry and the Highways District Manager. The revisions included replacing the proposed single yellow line on Forge Hill with shorter lengths of double yellow lines. Additional double yellow lines were also proposed on High Road. The rest of the restrictions remained the same.
8. The revised scheme was publicly advertised as Traffic Regulation Order 5302, between 2nd July and 30th July 2021, as detailed on the attached drawing H/SLW/3732/01.
9. During the revised consultation period a total of 18 responses were received. Eight of these are considered to be outstanding objections to the proposals.

Objections Received

10. Objection – Additional waiting restrictions required on High Road

Four of the respondents objected on the grounds that the proposals were insufficient to address their concerns. They considered that the proposed restrictions were not extensive enough and would not prevent parking adjacent or across from private driveways, or parking on other stretches of the road at bends and opposite junctions. They expressed concern that the proposals did not cover the bend near Hallam Lane, stating that parking on this bend was dangerous. Concerns were expressed regarding parking outside the Nursing home affecting residents entering and exiting their driveways. They requested additional restrictions to cover both sides of High Road between The Close and beyond Hallam Lane.

11. Response – Additional waiting restrictions required on High Road

The proposed extents for the scheme were carefully considered and focussed around improving access along the narrowest stretch of High Road and improving access and visibility at Highway junctions. If all parking was removed from both sides of High Road for the distance requested this would exacerbate parking migration into residential areas and is likely to significantly increase traffic speeds. The parking acts as a vehicle speed suppressant, as it reduces the effective carriageway width and supports driver perception of the area being residential in nature, rather than purely a distributor road.

12. The length of unobstructed carriageway provided by these restrictions will provide space for vehicles, including buses, to manoeuvre past each other on the narrowest stretch of High Road. The restrictions will prevent parking in proximity to the junctions and maintain visibility and access for pedestrians and vehicles. The restrictions have been kept to the minimum required to achieve this to minimise the potential for parking to migrate into nearby residential roads.

13. The frustration felt by residents, who are affected by on-street parking is recognised. It is an offence to park so as to prevent a vehicle accessing the highway via a dropped vehicle crossing and if this occurs it is a matter for the Police, who are empowered to enforce on this matter. An appropriate measure to help alleviate residents' difficulties with vehicle access / egress to properties can be the provision of advisory 'H bar markings' and these can be provided in line with the County Council's charging policy on request from residents.

14. Objection – Restrictions excessive / not required (Forge Hill)

Three respondents objected on the grounds that the proposals were excessive and/or not required. Two stated that the lining would negatively impact aesthetically on the conservation area and devalue their properties. They considered that restrictions were unnecessary on the sections of Forge Hill where dropped vehicle kerbs were in situ, and also that the proposed

restriction on the south-west side of Forge Hill was rarely parked on and therefore no restriction was required.

15. One respondent stated that they had a shared access driveway to the rear of their property but were unable to park on it as it would obstruct their neighbour's access. Therefore, they parked on Forge Hill. They stated that the proposed restrictions were excessive, and they objected on the grounds of the loss of on-street parking on Forge Hill. They stated that parking their vehicle directly in front of their property on the High Road, was unsafe due to the proximity of the bend.

16. Response – Restrictions excessive / not required (Forge Hill)

The restrictions are proposed in response to complaints received from both members of the public and also from Broxtowe Borough Council, with regard to obstructive parking impeding vehicle movements and refuse collection.

17. The Highway Authority has a duty to facilitate the expeditious movement of traffic on the network and is acting on complaints received. The restrictions will make additional running width available on the carriageway, which was previously obstructed with parked vehicles and will help ensure that the roads can be traversed by larger vehicles. The restrictions extend over vehicle accesses where these accesses are located on the bend; parking on-street at these locations, even by the householder over their own driveway entrance, would obstruct visibility and movement.

18. It is noted that Forge Lane lies within a Conservation Area and an alternative format of lining will be used to reflect the nature of that designation. Any new lining will be implemented in the paler 'primrose' yellow with the narrower 50mm wide lines, instead of the standard 100m.

19. Nottinghamshire County Council as the Local Highway Authority has no duty to provide on-street parking and there is no legal right for a householder to park 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 parked appropriately. This may require residents with insufficient or no private off-street parking provision to make other arrangements for parking their own vehicle, perhaps further away from their property. Unrestricted parking remains available on Forge Hill and the wider Highway network offering opportunity for residents and visitors to park appropriately.

20. Objection – Displaced parking / more restrictions required

Two of the objectors objected on the grounds that the proposals would result in displaced parking and that this parking would migrate to unrestricted locations and potentially block access to their driveways. One respondent stated that the restrictions should extend to the end of the road on Forge Hill to prevent this occurring.

21. Response – Displaced parking / more restrictions required

It is recognised that there may be an element of displaced parking with all new proposed highway waiting restrictions. With that consideration in mind the proposals have been kept to the minimum considered necessary to facilitate the safe and effective operation of the Highway. Both respondents have dropped vehicle access kerbs to their driveways. It is an offence to park so as to prevent a vehicle accessing the highway via a dropped vehicle crossing and it is not anticipated that drivers will choose to park in these locations.

22. There is always a balance to be struck between competing demands for a finite resource; it is considered that the proposed scheme offers the best solution to improving highway operation with minimal anticipated migration of parking.

Other Options Considered

23. Other options considered relate to the length of the waiting restrictions proposed, which could have been either lesser or greater. The restrictions are considered to be a reasonable balance between the need to ensure the safe operation of the highway and on-street parking provision.

Comments from Local Members

24. County Councillor Eric Kerry is supportive of the revised proposals. Councillor Richard Jackson did not comment on the proposals.

Reasons for Recommendations

25. The proposed scheme offers a balanced solution to mitigate road safety concerns 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

26. 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

27. Nottinghamshire Police raised no objections to the proposals.

Financial Implications

28. The estimated cost to implement the works and traffic order detailed in the report is £5,000.

Human Rights Implications

29. 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

30. 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.

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

Implications for Sustainability and the Environment

32. 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 (Forge Hill, Hallams Lane, High Road, Hurts Croft, The Close and Woodland Grove, Chilwell) (Prohibition of Waiting) Traffic Regulation Order 2022 (5302) 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 (SG 30/12/2021)

33. I confirm this decision falls within the Terms of Reference of the Transport and Environment Committee.

Financial Comments (KRP 23/12/2021)

34. As noted in the report the cost of the proposals is £5,000 and this will be contained within existing budgets.

Background Papers and Published Documents

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

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.

- None.

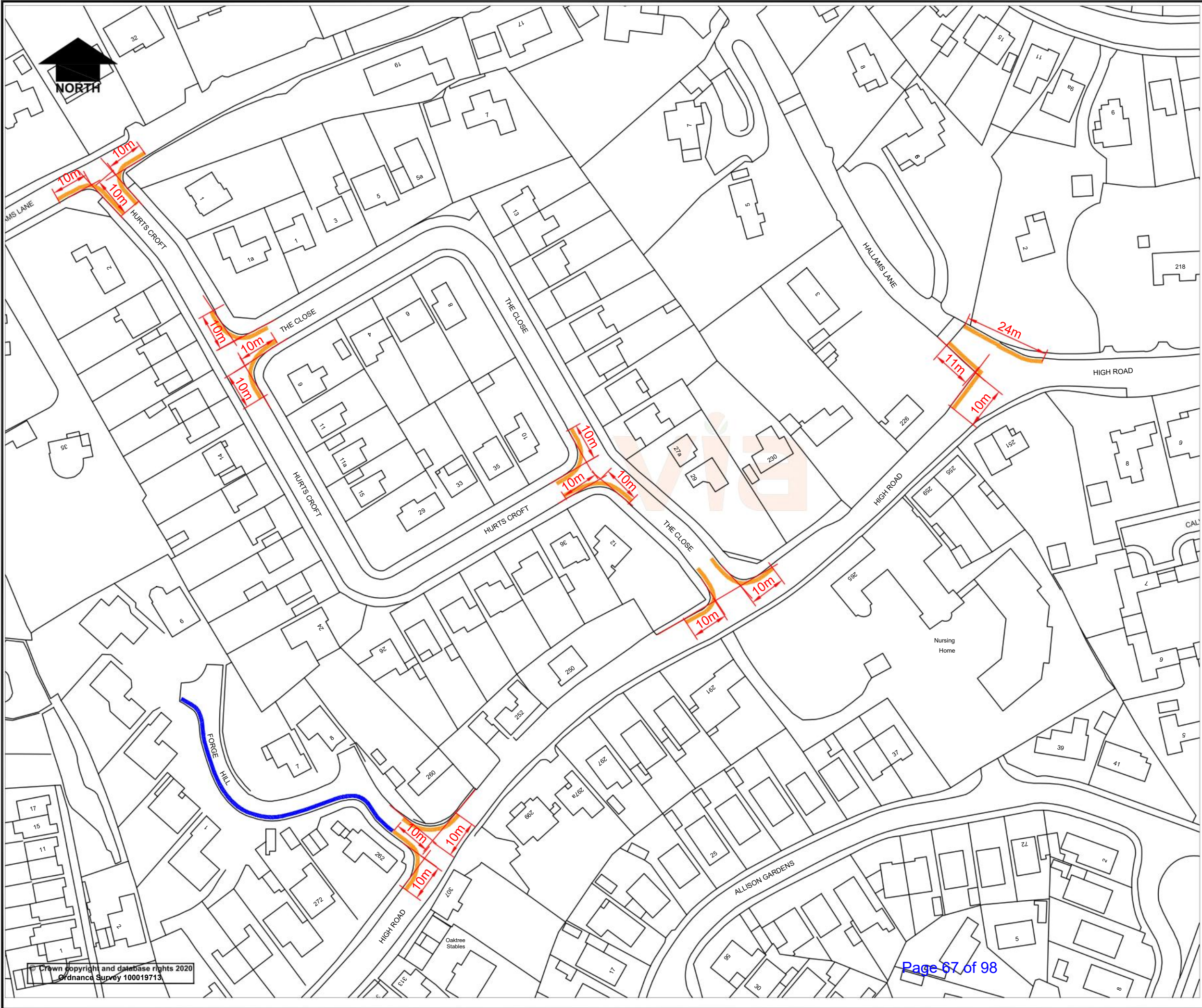
Electoral Division(s) and Member(s) Affected

Toton, Chilwell and Attenborough

Councillor Eric Kerry

Toton, Chilwell and Attenborough

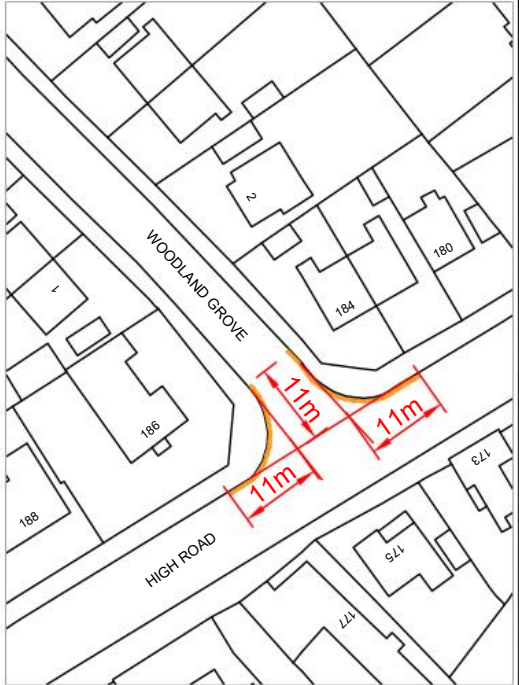
Councillor Richard Jackson



KEY

Proposed No Waiting At Any Time
(Double Yellow Lines)

Proposed No Waiting Mon to Fri 8.30
am - 4.30 pm (Single Yellow Line)

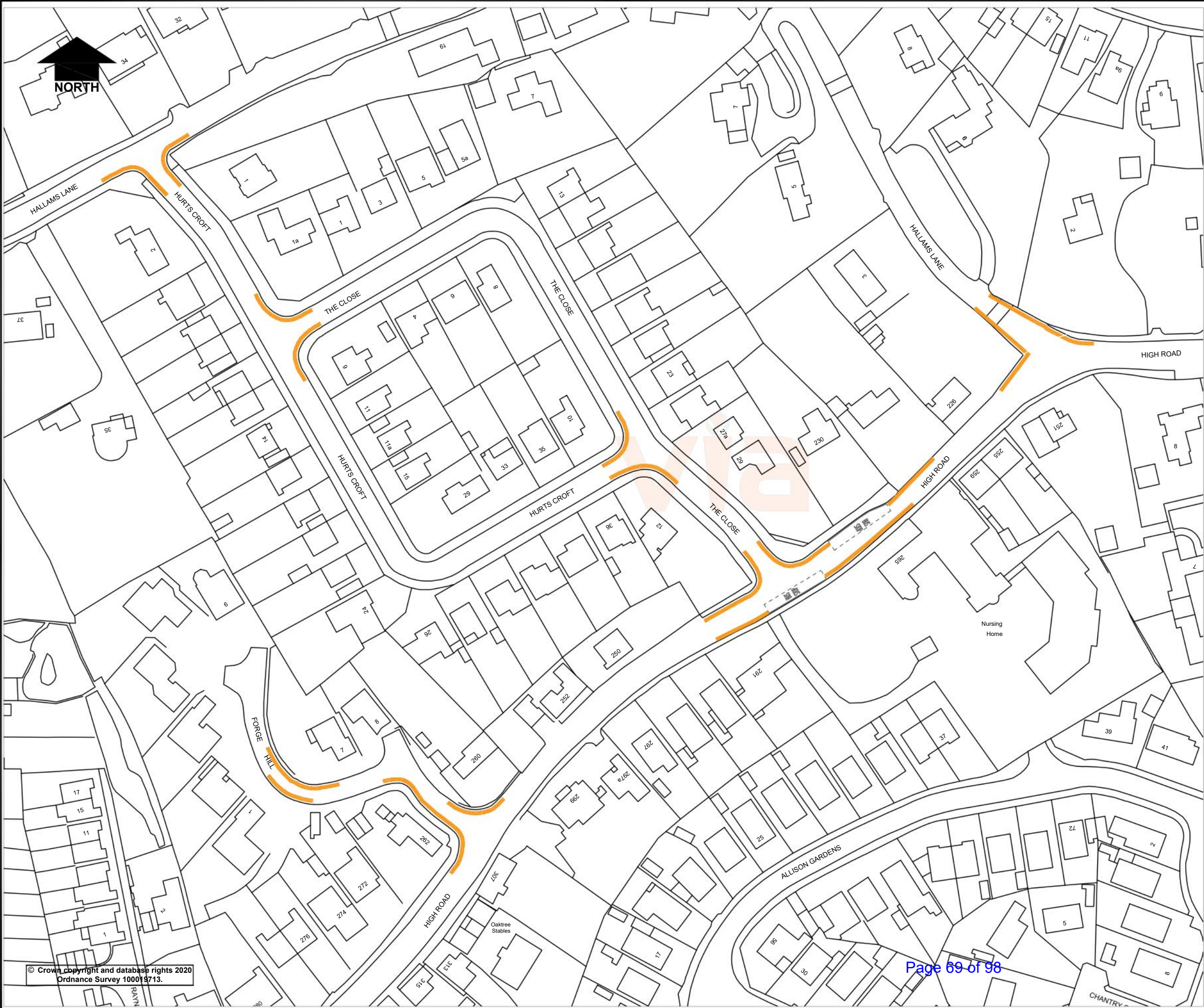


Rev.	Description	Drawn	Ch'kd	Auth	Date
Project					
High Road area, Chilwell					
Status		Project No.			
Advert		TRO 5279			
Drawing Title					
Proposed Waiting Restrictions - Advert plan					
Scale		Drawn		Date	
1:1000		SLW		July '20	
@A3		Ch'kd		Date	
		MN		July '20	
		Auth		Traced	
		HN			
Drawing No.				Rev.	
H/SLW/3277/01				0	


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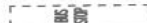
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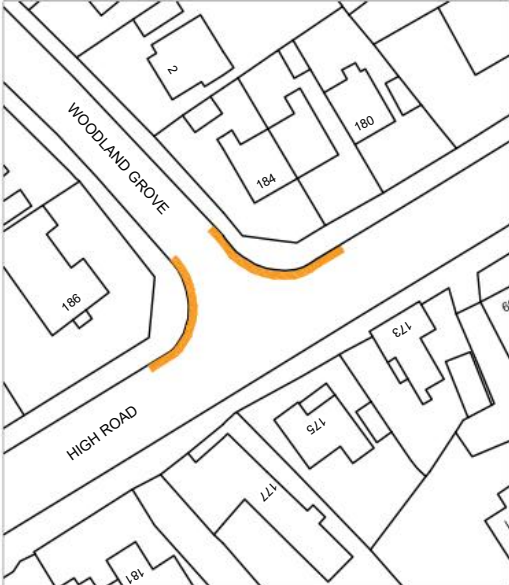
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KEY


Proposed No Waiting At Any Time
(Double Yellow Lines)


Existing Bus Stop Clearways



Rev.	Description	Drawn	Ch'kd	Auth	Date
Project					
High Road / Forge Hill Area, Chilwell					
Status	Project No.				
Advert	TRO 5302				
Drawing Title					
Proposed Waiting Restrictions - Advert					
Scale	Drawn			Date	
1:1000 @A3	SLW			June '21	
	Ch'kd			Date	
	Auth			June '21	
HN			Traced		
Drawing No.					Rev.
H/SLW/3732/01					

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REPORT OF THE CORPORATE DIRECTOR, PLACE

THE NOTTINGHAMSHIRE COUNTY COUNCIL (CUMBERLAND CLOSE, RUDDINGTON) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2022 (8332)

CONSIDERATION OF OBJECTIONS

Purpose of the Report

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

Information

2. Cumberland Close is located within a short distance of Ruddington village centre, which is situated to the south of Nottingham in the Borough of Rushcliffe. The road is a narrow cul-de-sac comprising of detached residential properties, all of which have driveways and off-street parking. Existing double yellow lines are located at its junction with Easthorpe Street.
3. Nottinghamshire County Council have received complaints regarding intrusive parking by non-residents including commuters and customers of local businesses. Drivers are parking inconsiderately which is causing issues with obstruction and affecting visibility, resulting in road safety concerns being raised.
4. To help alleviate these issues, it was proposed to extend the existing 'No Waiting at Any Time' restrictions (Double Yellow Lines) at the junction of Cumberland Close and introduce No Waiting 9am to 5pm (Single Yellow Line) restrictions around the rest of the Close.
5. The proposals as detailed on drawing number H/SLW/3757/01 were publicly advertised between 10th August and 7th September 2021 and notices were displayed on site.
6. During the consultation period a total of 33 responses were received, including those from Nottinghamshire Police and Ruddington Parish Council. Thirty of those were objecting to the proposals. The objections were received primarily from residents of Cumberland Close and the adjacent road, Easthorpe Street.
7. Following consideration of the responses received, the proposals were revised and discussed with Councillor Reg Adair and the Highway District Manager for Rushcliffe. The revised scheme proposes to introduce Double Yellow Lines on the north-east side of the Close and in the turning head, leaving a section on the south-west side unrestricted. The revised proposals were sent to all of the objectors asking for their opinions on the revisions, the majority of which indicated their support to the revised proposals.

8. The revised proposals were given a new Traffic Regulation Order number and are shown on drawing number H/SLW/3811/01. They were publicly advertised between 21st October and 19th November 2021 and notices were displayed on site.
9. During this consultation period 15 responses were received. Nine of which, including that from Ruddington Parish Council, expressed support for the revised proposals. Six responses are considered outstanding objections.

Objections Received

10. Objection – loss of on-street parking

Five objections were received from residents of Widdowsons Row and Easthorpe Street, who stated that the proposals would exacerbate the parking pressures already experienced on Easthorpe Street. Respondents stated that they relied upon using Cumberland Close to park their vehicles, as they had no off-street parking. They commented that removing even a small stretch of on-street parking was detrimental, as parking demand already exceeded supply in the area. They stated that there was nowhere else nearby for them to park, and the stress of trying to find a parking space when returning from work would cause them inconvenience and affect their mental health. Reference was also made to the current pressure on car parking at evenings and weekends due to competition for parking from customers and staff of local businesses.

11. A request was made for a resident only parking scheme to be introduced on Easthorpe Street and for the County Council to address parking issues on Easthorpe Street and Ruddington in general. Respondents requested that the proposed restrictions on the east side of the Close, near to the junction, be removed from the proposals to allow this area to be used for parking. Respondents stated that this would require drivers to park their vehicles partially on the pavement on both sides of the Close but also stated that they considered that this was not obstructive and that such parking commonly occurs elsewhere.

12. Response – loss of on-street parking

The proposed restrictions have been requested to address concerns with obstructive parking which is impeding both pedestrians and vehicle movements along Cumberland Close and onto Easthorpe Street.

13. It is recognised that demand for free on-street parking exists, particularly in residential areas with limited off-street parking. However, the County Council does not have a duty to provide on-street parking for any highway user. It remains the responsibility of the vehicle owner to ensure that their vehicle is not parked in such a way as to cause an obstruction. This may require residents with insufficient or no private off-street parking provision to make other arrangements for parking their own vehicle, perhaps further away from their property, in order to ensure their vehicle is parked appropriately and lawfully.
14. The restrictions have been substantially revised in light of comments received and now retain sections of on-street parking on the western side of Cumberland Close. The availability of other parking provision adjacent to the proposed double yellow lines and on the wider highway network remains unaffected, providing parking opportunities for residents and their visitors.
15. A resident only parking scheme for the wider Easthorpe area is not currently included in any capital programme. It should be noted that residents' parking schemes are not designed to ration parking; permits are currently charged at £35 per permit and would be available to all households within the scheme. The number of permits per household is not restricted and most importantly purchase of a permit does not guarantee the availability of a parking space.

16. Objection – more restrictions required

One respondent's objection stated that the proposals were insufficient to ensure the safe movement of traffic on Cumberland Close, particularly around the bend. They stated that visibility of on-coming traffic was obstructed when vehicles were parked there, and he considered that this caused significant risk of collision.

17. Response – more restrictions required

The proposed extents for the scheme were carefully considered, taking into account the demand for on-street parking, the potential for parking migration and the need for highway safety. The proposed restrictions on the eastern side of the Close will facilitate the movement of vehicles along the Close and mean that sufficient highway is available for drivers to position their vehicles to obtain suitable forward visibility. The concerns expressed are noted but this must be weighed against the negative effects of additional waiting restrictions. It is considered that the extent of the restrictions proposed provides the best balance between addressing the problem of obstructive parking whilst maintaining the availability of some on-street parking. As such it is not considered appropriate to extend the restrictions further.

Other Options Considered

18. Other options considered relate to the extent and the operational times of the proposed restrictions. The scheme has undergone several stages of development, and it is considered that the proposals present a reasonable balance between the needs of all highway users, including non-drivers who live in or visit the area.

Comments from Local Members

19. Councillor Reg Adair supports the introduction of the revised proposals.

Reasons for Recommendations

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

Statutory and Policy Implications

21. 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

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

Financial Implications

23. The scheme is being funded through the Traffic Management Revenue budget with an expected cost of £1,500.

Human Rights Implications

24. 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

25. 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.
26. 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.

RECOMMENDATION

It is recommended that:

- 1) The Nottinghamshire County Council (Cumberland Close, Ruddington) (Prohibition of Waiting) Traffic Regulation Order 2022 (8332) is made as advertised, and the objectors advised 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 – 11/01/2022)

19. 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 parking provision, to road safety, and to traffic management and traffic regulation orders has been delegated.

Financial Comments (SES 05/01/2022)

28. The financial implications are set out in paragraph 23 of the report.

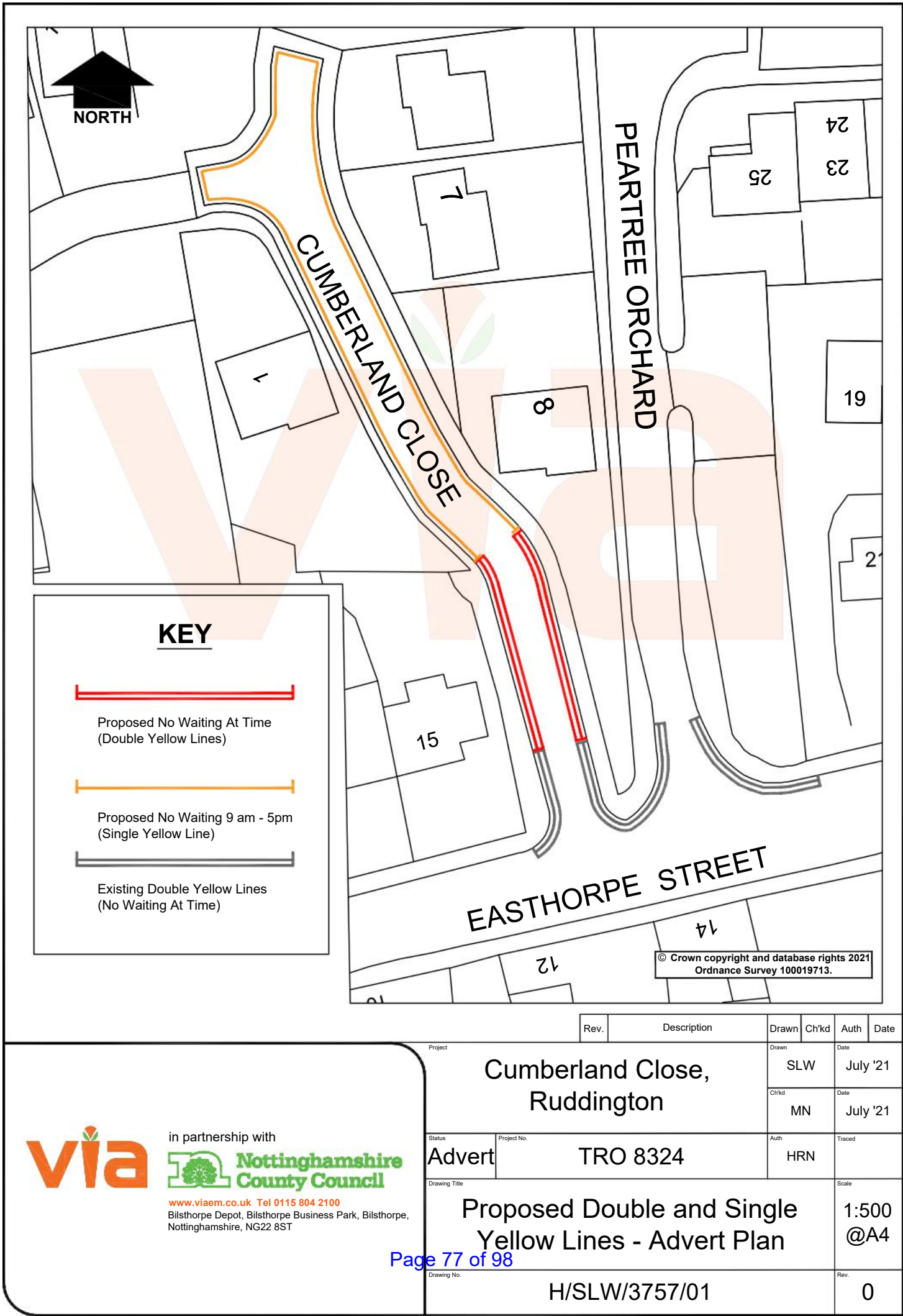
Background Papers

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

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

Electoral Division(s) and Member(s) Affected

- Leake and Ruddington ED Councillor Reg Adair

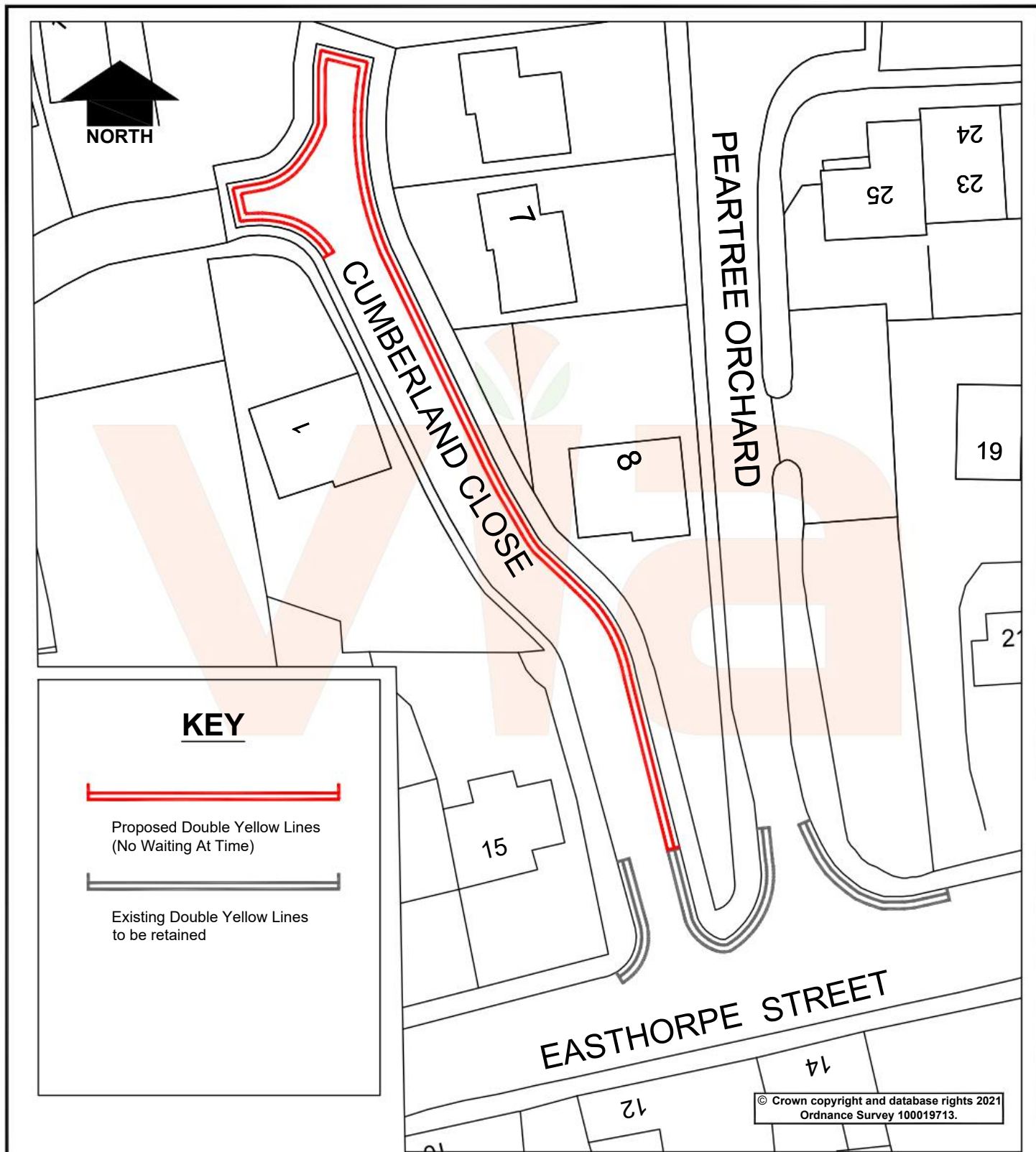


in partnership with



**Nottinghamshire
County Council**

www.viaem.co.uk Tel 0115 804 2100
Bilthorpe Depot, Bilthorpe Business Park, Bilthorpe,
Nottinghamshire, NG22 8ST



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Nottinghamshire, NG22 8ST

Rev.	Description	Drawn	Ch'kd	Auth	Date
	Cumberland Close, Ruddington	SLW			Sept '21
		MN			Sept '21
Status	Project No.	Auth	Traced	Scale	
Advert	TBC	HRN		1:500 @A4	
Drawing Title	Drawing No.	Rev.			
Proposed Double Yellow Lines - Advert Plan	H/SLW/3811/01	0			

9 February 2022

Agenda Item: 11

REPORT OF CORPORATE DIRECTOR, PLACE

STAPLEFORD TOWN DEAL – PROPOSED HIGHWAY SCHEMES

Purpose of the Report

1. The purpose of this report is to provide an overview of the Stapleford Town Deal and seek Committee approval in principle for a proposed:
 - a. Stapleford cycle ‘superhighway’
 - b. Town centre improvement scheme.
2. The report does not seek Committee approval for construction of either of the two schemes at this time, as Broxtowe Borough Council is still to complete the necessary feasibility, design, consultation, and value for money assessments on the proposals which will enable Committee to consider, in due course, whether the proposals should progress to construction.

Information

3. Town Deals were introduced by the Government in the Autumn of 2019, followed by additional guidance and support over 2020. The Town Deal is designed to support towns to develop a set of proposals which reflect local needs, issues and opportunities, within the parameters of the Prospectus’ stated objectives of supporting Urban Regeneration, Skills and Enterprise development and Connectivity. The Towns Fund is a government initiative to invest £3.6 billion into over 100 towns as part of the government’s plan to level up our regions. The towns listed were invited to develop proposals for a Town Deal, as part of the Towns Fund. Five towns in Nottinghamshire were included within the list, these are, Kirkby, Mansfield, Newark, Stapleford and Sutton.
4. Town Deal resources are predominantly capital and indicative allocations were referenced, suggesting bids of up to £25M per area would be welcome, noting that bids for over that amount could be made in exceptional circumstances. Submissions were to be led by the district councils, in the case of Stapleford this was Broxtowe Borough Council (BBC). BBC undertook a public consultation and engaged with NCC, stakeholders, including residents, workers, and local businesses in the development of their Town Investment Plan (TIP). The TIP comprised of six major projects which were submitted to government, and were subject to government approval, these are detailed below:

Cycle Superhighway	Improvements and additions to the town’s existing cycle infrastructure to reduce usage of cars within Stapleford and to encourage the greater use of sustainable transport.	£4,234,000
Town Centre Traffic Management Strategy	Providing a high quality, pedestrian and cycle friendly Town Centre, implement traffic calming measures within the High Street.	£2,887,000

Town Centre Enterprise Hub	Additional start-up and up-scaling space for businesses, through indoor/outdoor market space in the ground floor and first floor flexible office space.	£4351,000
Town Centre Recovery Fund	The Town Centre Recovery Fund will offer support to high street businesses in Stapleford Town Centre. The fund will be split in to two grants to support different aspects of business recovery. <ul style="list-style-type: none"> • Business Continuity Grant • Building Development Fund 	£1,000,000
Additional Learning Facility	Expansion of Learning Provision Delivered from Stapleford Library. The provision of additional learning space within the existing library to provide additional adult learning and entry level skills, digital access, information, advice and guidance and links with employment opportunities.	£1,294,000
Community Pavilion	The project aims to provide a central pavilion facility, incorporating sports and leisure facilities. Includes a newly built Young People's Centre and Community Outreach Worker.	£6,409,000

5. The two projects impacting on non-highways Nottinghamshire County Council owned assets (Stapleford Library and Stapleford Young People's Centre) were considered by Economic Development & Asset Management Committee at its 25 January 2022 meeting. This report covers the two projects included in the Stapleford TIP which impact on the County Council's highway assets, namely:
 - Cycle Superhighway (£4.234m) – looking to construct a cycle route through Stapleford which would also connect to the wider strategic cycle network
 - Town Centre Improvement Scheme (£2.887m) – The Town Centre Traffic Management Strategy within the TIP submission was a project to transform the existing flow of traffic through the town centre. However, the project wasn't feasible and therefore the project now intends to deliver a Town Centre Improvement Scheme, altering the layout of Derby Road by replacing the existing traffic calming features with new features aimed at creating a more pedestrian-friendly environment.
5. BBC have advised that the Town Deal Board may, however, reserve the right to reduce these schemes where there are difficulties with delivery or to bring any scheme within the level of funding provided. The Board is also considering setting a cap on the Town Centre Improvement Scheme of £2m and only deliver what is possible within that sum.
6. BBC commissioned GT3 Architects to produce the Stapleford Masterplan which was taken to a BBC executive board meeting in July 2020, which included potential routes for a cycle network and initial town centre improvement plans. BBC have commissioned Faithful and Gould to provide project management support for town deal, undertaking the full business case and employing sub consultants in order to deliver elements of the town deal. Currently BBC are developing the business case for the projects included in the TIP.

Cycle Superhighway

7. Nottinghamshire County Council (NCC) officers have been involved in the Town Deal since the public consultation and have been part of the working groups which have overseen the development of these schemes. For the Cycle Superhighway a working group is set up, chaired by Darren Henry MP, with local stakeholders and residents, as well as consultants

and government officers in attendance. Via East Midlands have been commissioned to undertake a feasibility review of the initial concept proposals as identified by GT3 Architects as part of the Masterplan (see Appendix 1) and provide indicative costings. As the Town Deal scheme is government funded any cycle route infrastructure should comply with the latest central government guidance from the Department for Transport (DfT). The plan was produced pre-publication of the government's latest cycle design standards, Local Transport Note 1/20: Cycle Infrastructure Design (LTN 1/20), which NCC adopted as its standards at the Communities and Place Committee on the 3 September 2020. To ensure the proposals are achievable within government guidance, BBC asked Via East Midlands to carry out a desk top study of the proposed routes against LTN 1/20 before they were developed further. The DfT are currently setting up a regulatory body to check compliance of schemes against LTN 1/20, which may give the DfT the opportunity to claw back funding for scheme elements which do not meet the standards. Therefore there is a financial risk should any section of route be constructed and not comply with standards. The report produced by Via concluded that overall results of the route evaluation against LTN 1/20 are not positive, with most of the preferred facility types not appearing possible given the existing highway constraints, road speeds, and traffic flow rates. Essentially the high specification criteria of LTN 1/20 appears to preclude most retrofit options in old towns with established narrow highway corridors. This said, there are still some further options to explore, most of which would be off-carriageway with unsegregated shared use cycle/footpath providing a majority fit. While shared use, unsegregated, off carriageway cycle footpaths seem to be least favoured by LTN 1/20, they are still identified as an option under specific circumstances. Any proposals may be subject to consideration by the Department for Transport's newly formed Active Travel England body.

8. Due to the level of funding provided in the TIP, and the increase in construction costs since Via undertook their indicative cost estimates not all the routes identified by GT3 Architects as part of the Masterplan (see Appendix 1) are deliverable. Also, as demonstrated on the plan, not all of the routes are within the Towns Deal boundary and therefore will not form part of the Town Deal. The working group has requested that 3 routes be given priority, these are illustrated on the attached plan in Appendix 2. The routes are still subject to outcomes from the work being undertaken on the business case and are subject to feasibility design to determine if these routes can be delivered and be compliant with LTN 1/20 design standards.
 - i. Pasture Road has been identified by the Cycle Superhighway working group as the highest priority. The proposed cycle route would extend from its junction of Trowell Road/Ilkeston Road for an approximate length of 985m to its junction of Church Street with Hickings Lane. This corridor is not a strategic priority for NCC as the route has not been identified as part of the draft LCWIP (Local Cycling and Walking Infrastructure Plan). A short 200m section of the route does however form part of an east-west route identified in NCC's LCWIP.
 - ii. Hickings Lane has been identified by the Cycle Superhighway working group as a priority. The proposed cycle route would extend from its junction with Ilkeston Road to its junction with Church Lane for an approximate length of 1160m. This corridor is not a strategic priority for NCC as the route has not been identified as part of the LCWIP.
 - iii. Ilkeston Road has been identified by the Cycle Superhighway working group as a priority. The proposed cycle route would extend from its junction with Pasture Road, for an approximate length of 830m to the junction Hickings Lane. This corridor is identified as a priority in NCC's draft LCWIP strategic cycle network. BBC are also looking at the potential for improving a route through Bramcote Hills Park to accommodate cyclists, this route is within park land and runs parallel to Ilkeston Road.

Town Centre Improvement Scheme

9. For the Town Centre Improvement Scheme BBC commissioned Bancroft Consulting to undertake the civil design work, and attached are two plans for the potential scheme design proposed by BBC (see Appendix 3). The proposed scheme looks to improve the current highway layout for pedestrians and cyclists by seeking a more appropriate balance of movement for all road users on the high street, Derby Road, between its junctions with Halls Road and Church Street, a distance of approximately 650m. The proposals look to do this by reducing the carriageway width, improving the geometry at existing junctions by reducing the length of crossing distances on minor arms, and reducing the number of on-street parking bays. It is proposed as part of the Town Deal to provide a car park in order to accommodate the reduction of parking on the high street. BBC are in the process of commissioning Via to undertake a technical review of the two design proposals for the Town Centre Improvement Scheme undertaken by Bancroft Consulting.
10. Despite the Town Centre Improvement Scheme undergoing a technical review (and the cycling improvements are still subject to the outcome of feasibility, design, consultation, etc.) BBC are currently preparing the full business cases (FBCs) for all projects. Broxtowe is proposing to submit its FBCs on 15 April 2022.
11. The proposed schemes will complement both existing and proposed cycle routes, including one of the schemes included within NCC's pending Active Travel Fund Tranche 3 bid – a proposal to deliver improvements along Baulk Lane in Stapleford to link Stapleford to Toton Tram stop.

Further Scheme/Programme Development, Design and Consultation

Other Options Considered

12. The options currently being considered are as set out within this report. The Cycle Superhighway routes are subject to review as part of the business case and subsequent scheme feasibility, design, consultation and statutory undertakings. The report is seeking only approval in principle at this time. Construction of the schemes, and any proposed changes to the routes, will be subject to consideration at a future committee should they be feasible. The Town Centre Improvement Scheme is still subject to technical review, and subsequent scheme feasibility, design, consultation and statutory undertakings. The final proposed layout of the scheme will be subject to consideration at a future committee as part of approval for its construction.

Reasons for Recommendations

13. The projects detailed within this report are consistent with County Council priorities, national priorities, and local transport goals and objectives. It is not possible for Committee to consider or approve any of the proposed highway works for construction at this time as BBC has not completed the necessary feasibility, design, consultation, statutory undertakings, or value for money assessments. Any schemes that require a formal Traffic Regulation Order (TRO) will require statutory consultation as part of the process.
14. However, BBC has requested that approval in principle be sought prior to the submission of their business case in April 2022, so as not to potentially jeopardise the funding which has been granted. Should Committee approve the proposals in principle the approvals will therefore be subject to the necessary feasibility, design, consultation, completion of statutory

processes associated with the implementation of any necessary TROs, and appropriate future approvals.

Statutory and Policy Implications

15. 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

16. There are no financial implications resulting from this report as it is only seeking approval in principle for potential schemes that, if delivered, are to be funded wholly by Broxtowe Borough Council through its Town Deal.

Public Sector Equality Duty implications

17. The County Council will require BBC (and their appointed design/construction partners) to undertake equality impact assessments on each of the schemes as part of the scheme design. The equality impact assessments will be required as part of the design documents to be submitted to the County Council for consideration to ensure that they comply with the Public Sector Equality Duty.

Implications for Sustainability and the Environment

18. Surveys undertaken with the public and local businesses identified reducing traffic congestion as the highest transport priority for both groups. The County Council also has a statutory obligation to address air quality issues resulting from road traffic on its managed roads. It is considered that the schemes contained within this report have been developed to help address congestion, its knock-on effects on carbon emissions, air quality and its impacts on local communities. The recycling of materials and aggregates is also considered when delivering highways schemes whenever possible.

RECOMMENDATIONS

It is recommended that Committee approve:

- 1) the proposed Stapleford cycle 'superhighway' scheme in principle but subject to:
 - i. Broxtowe Borough Council undertaking the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation and design, and value for money considerations (and submitting the outputs from this work to the County Council);
 - ii. On completion of the above work, a further report being presented to a future Committee to consider approval to construct any/all elements of the proposals.
- 2) the proposed town centre improvement scheme in principle but subject to:
 - i. Broxtowe Borough Council undertaking the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation and design, and value for money considerations (and submitting the outputs from this work to the County Council);

- ii. On completion of the above work, a further report being presented to a future Committee to consider approval to construct any/all elements of the proposals.

Adrian Smith
Corporate Director, Place

For any enquiries about this report please contact: Victoria Margeson - Principal Officer, Local Transport Plans and Programme Development, Tel: 0115 977 3176

Constitutional Comments (SJE – 11/01/2022)

19. 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 and pavements, to integrated transport measures, to parking provision, and to road safety has been delegated.

Financial Comments (SES 05/01/2022)

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

Background Papers and Published Documents

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

- Active Travel Fund Tranche 3 – 1 September 2021 Transport and Environment Committee report
- Cycling in Nottinghamshire – 3 September 2020 Communities and Place Committee report
- D2N2 Local Cycling & Walking Infrastructure Plan – 3 September 2020 Communities and Place Committee report
- Local Transport Note 1/20: Cycling Infrastructure Design
- 'Stapleford Town Deal' 25 January 2022 Economic Development & Asset Management Committee report.

Electoral Division(s) and Member(s) Affected

- | | |
|-----------------------------------|-------------------------------|
| • Stapleford and Broxtowe Central | John Doddy and Maggie McGrath |
| • Bramcote and Beeston North | Steve Carr |

Cycle Network

Design Proposal



Cycle parking & repair stations



Dedicated cycle lanes & wayfinding signage



New ramps / bridge suitable for cycling (approx 3m x 35m)



Dedicated cycle route between the future East Midlands Hub Station (Toton)



Cycle Track

Option 1: Learn to Ride

Option 2: Pump / BMX Track

Site A: Hickings Lane

Site B: Ilkeston Lane

Key



Town Deal Boundary



Town Centre Boundary



National Cycle Route 67



Existing routes enhanced with signage / surface upgrades



Enhanced cycle links to NCR 67 (approx 1.4km)



Traffic calming measures (approx 3.4km)

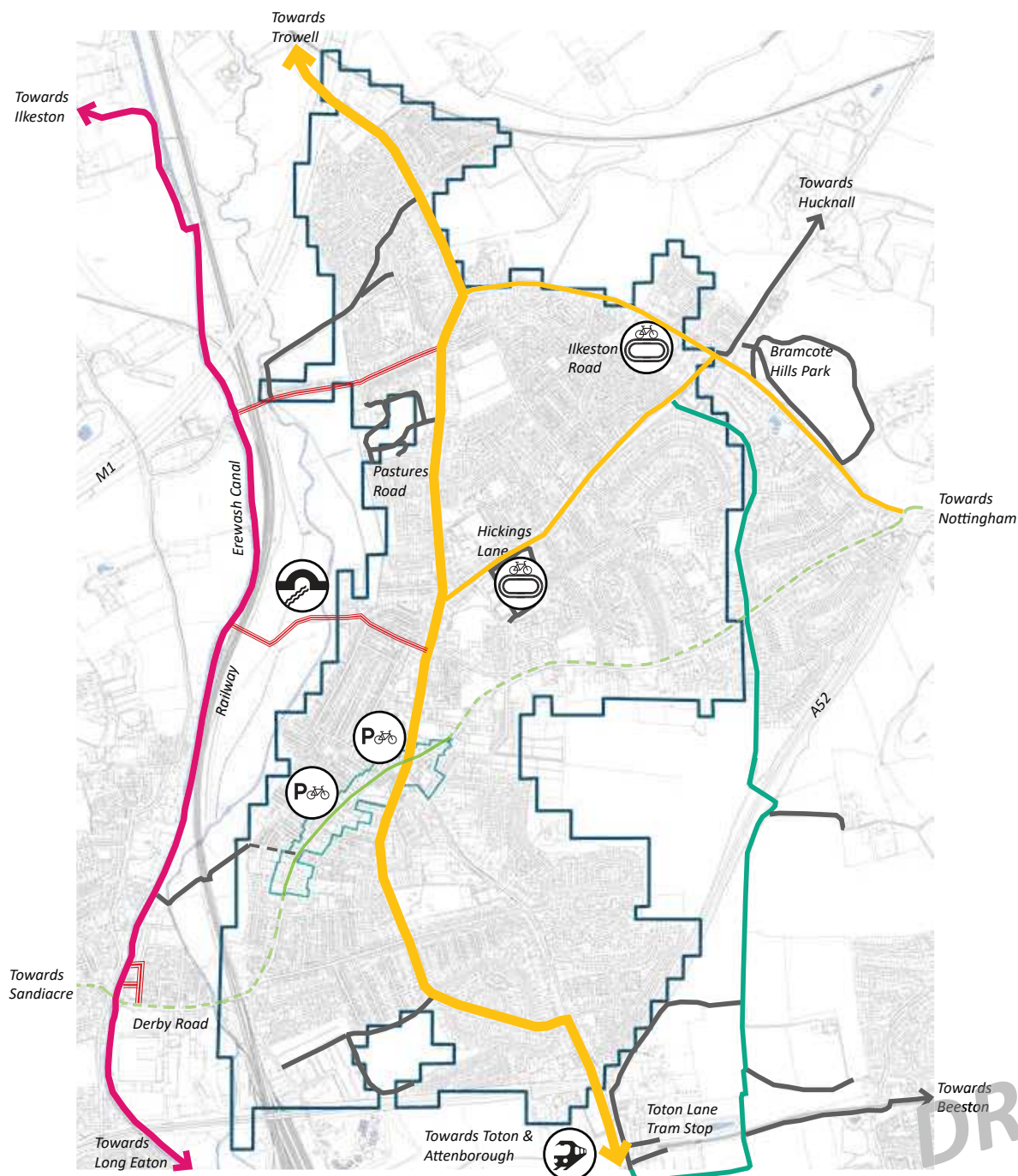


Dedicated Cycle Route A (approx 7.0km)



Dedicated Cycle Route B (approx 3.4km)


*All areas noted are approximate.



This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.

Do not scale from this drawing.

LEGEND

	Allow for Off carriageway Shared Use 2 way 3m wide no segregation cycle/pedestrian path each side of carriageway
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	Allow for Off carriageway Shared Use 2 way 3m wide no segregation cycle/pedestrian path one side of carriageway only
--	--



Rev	Date	By	Chk	Description
P3	14.01.22	SK	PS	Route 3c omitted
P2	14.01.22	SK	PS	Route 3c amended
P1	12.01.22	SK	PS	For Information & Comment

TUNSTALL SMITH KING

Consulting Structural & Civil Engineers

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Client

Broxtove Borough Council

Project

Stapleford TIP

Proposed Cycle Network

Drawing Title

Conceptual Route Layout

Scale (s)	Date	Drawn
1:2500@A1:1:5000@A3	01/1/22	SDK

Drawing Status

Preliminary

Job No.	Drawing No.	Revision
221072	SK/01	P3



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BROXTOWE BOROUGH COUNCIL

STAPLEFORD TOWN
INVESTMENT PLAN

OPTION 1 - COMPREHENSIVE
TRAFFIC MANAGEMENT SCHEME

BANCROFT
CONSULTING

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7 Gregory Boulevard
Nottingham
NG7 6LB
t 0115 9602919
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e office@bancroftconsulting.co.uk

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CR	03.11.20
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9 February 2022**Agenda Item: 12****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
9 Feb			
Feb	T&E	Charging for Highways and Transport Services	Gary Wood
Feb	T&E	Highway Improvement Plan	Gary Wood
Feb	T&E	EV Charging Update (deferred from Sept)	Gary Wood/Vicky Lewis
Feb	T&E	TRO Forge Hill, Chilwell	Gary Wood/Helen North
Feb	T&E	Stapleford Town Deal Proposed Highway Schemes	Adrian Smith/Gary Wood/Victoria Margeson
Feb	T&E	Proposed Pedestrian and Cycle Bridge, West Bridgford	Gary Wood/Sean Parks
Feb	T&E	Transforming Cities Fund – Cycling Infrastructure Programme	Sean Parks
Feb	T&E	TRO Cumberland Close, Ruddington	Gary Wood/Helen North
23 Mar			
Mar	T&E	Highways Asset Management	Gary Wood
Mar	T&E	Finance and performance report Q3	Chris Williams/Steph Shardlow
Mar	T&E	Provisional Highways Externally Funded and Revenue Programmes 2022/23 (deferred from January)	Derek Higton/Gary Wood
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
May	T&E	Highway Out of Hours Service	Gary Wood/Doug Coutts (VIA)
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			
July	T&E	Flood Risk Management Update Report	Gary Wood/Sue Jaques

