Nottinghamshire County Council

# Communities and Place Committee

## Thursday, 07 March 2019 at 10:30

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

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# AGENDA


| | | |
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| 1 | Minutes of the last meeting held on 7 February 2019 | 3 - 6 |
| 2 | Apologies for Absence | |
| 3 | Declarations of Interests by Members and Officers:- (see note below)<br>(a) Disclosable Pecuniary Interests<br>(b) Private Interests (pecuniary and non-pecuniary) | |
| 4 | Place Core Data Set - Communities and Place Performance for Quarter 3 | 7 - 14 |
| 5 | Charges for Highways Services 2019-2020 | 15 - 26 |
| 6 | Results of the "Reduced Grass Cutting Frequencies for Rural Roads' Trial | 27 - 30 |
| 7 | Nottinghamshire County Council (Dykes Road, High Street, Swinderby Road, Woodhill Road, Collingham) (Prohibition of Waiting) Traffic Regulation Order 2019 (3287) | 31 - 38 |
| 8 | The Nottinghamshire County Council (Ruddington) (Prohibition of Waiting, Parking Places and Residents' Controlled Zone) Traffic Regulation Order 2019 (8279) | 39 - 50 |
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| 16 | Work Programme | 175 - 180 |


**Notes**

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

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

Customer Services Centre 0300 500 80 80

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

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

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

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

Nottinghamshire County Council

# minutes

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

**Membership**
Persons absent are marked with an 'A'

**COUNCILLORS**

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

| | |
|---|---|
| Pauline Allan | John Knight |
| Glynn Gilfoyle | Bruce Laughton |
| Kevin Greaves | John Ogle |
| Vaughan Hopewell | Phil Rostance |
| | Jason Zadrozny |

**OTHER COUNCILLORS IN ATTENDANCE**

Gordon Wheeler

**OFFICERS IN ATTENDANCE**

| | | |
|---|---|---|
| Doug Coutts | - | VIA |
| Sally Gill | - | Place Department |
| Derek Higton | - | Place Department |
| Neil Hodgson | - | VIA |
| Noel McMenamin | - | Chief Executive's Department |

**OTHER ATTENDEES**

Martin Carnaffin
David Hennigan
Pete Mathieson
Sean Parks
Gary Wood

## 1. MINUTES OF THE LAST MEETING

The minutes of the meeting held on 10th January 2019 having being circulated to all Members, were taken as read and were signed by the Chairman.

## 2. APOLOGIES FOR ABSENCE

Councillor Zadrozny replaced Councillor Hollis for this meeting only.

## 3. DECLARATIONS OF INTEREST

None.

## 4. THE NOTTINGHAMSHIRE COUNTY COUNCIL (PADGE ROAD, BEESTON) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2018 (5254)

**RESOLVED 2019/010**

That the Nottinghamshire County Council (Padge Road, Beeston) (Prohibition of Waiting) Traffic Regulation Order 2018 (5254) be made as advertised, subject to the following amendment, and the objectors be informed accordingly

'Reduce the length of 'No Waiting At Any Time' restrictions on the south-east side of Padge Road by 27 metres as shown on drawing H/SLW/2744/03.'

## 5. IMPROVED AND ADDITIONAL ROAD REPAIR TECHNIQUES

**RESOLVED 2019/011**

That:

1). ongoing capital investment of £1 million, and revenue investment of £750,000 be approved to support the establishment of the additional approaches to road repair techniques as identified in the report;

2). a review of the benefits of the investment to be undertaken, and reported to Committee, following 12 months of operation.

## 6. FEES AND CHARGES 2019/20 FOR LIBRARIES, ARCHIVES AND INFORMATION

**RESOLVED 2019/012**

That the fees and charges set out in Appendices 1 and 2 to the report be approved, with implementation from Monday 1 April 2019.

## 7. NOTTINGHAMSHIRE CONCESSIONARY TRAVEL SCHEME 2019-20

**RESOLVED 2019/013**

That:

1) the Nottinghamshire Concessionary Travel Scheme, proposed funding for 2019 / 2020 and publication of the final scheme notice on 3

March 2019 be approved, subject to recommendation 3 and Full Council budget approval on the 28th February 2019.

2) continuing with the County Council's additional discretionary elements of the scheme, which are estimated to cost £1.079m in 2019 / 2020, be approved.

3) delegated power be granted to the Service Director for Place & Communities to agree the final reimbursement arrangements and associated financial commitments from 1 April 2019 in conjunction with the Group Manager for Highways & Transport.

## 8. TRAFFIC SURVEY LICENSING PERMIT SCHEME

**RESOLVED 2019/014**

That: the Traffic Survey Licensing Permit Scheme as detailed in the report be approved.

## 9. WORK PROGRAMME

**RESOLVED 2019/015**

That the Committee's work programme be agreed.

The meeting concluded at 11.10am

**Chairman**

Nottinghamshire County Council

**Report to Communities and Place Committee**

**07 March 2019**

**Agenda item: 4**

# REPORT OF THE SERVICE DIRECTOR FINANCE, INFRASTRUCTURE & IMPROVEMENT

# PLACE CORE DATA SET
# COMMUNITIES AND PLACE PERFORMANCE FOR QUARTER 3

## Purpose of the Report

1. To provide the Committee with a summary of performance for Communities and Place for the quarter 3 2018/19 (1 October 2018 to 31 December 2018).

## Background

2. The Council's Planning and Performance Framework establishes the approach that the Council takes to planning and managing its performance to deliver effective and responsive services.

3. The Council has agreed that the key measures of its performance will be defined through a number of core data sets which are detailed in its Council Plan and each of its Departmental Strategies.

4. Performance against these core data sets is reported to committee every three months (quarterly) to support the performance management of the delivery of services.

## Information and Advice

5. This report provides a summary of the quarter 3 position for the Place Core Data Set performance measures that fall within the responsibility of the Communities and Place Committee. The full Core Data Set is included at Appendix A.

6. When considering the appendix it should be noted that:
   - The previous figures are for the preceding four quarter periods (quarters 1 & 2 of 2018/19, and 3 & 4 of 2017/18) providing performance progress over the last 12 months.
   - The appendix also indicates whether the measure is
     - a cumulative measure which shows performance from 1 April 2018 to 31 December 2018,
     - a measure which only includes the value for the individual quarter
     - a measure which is reported on a rolling 12 month time period, or
     - a measure which is reported annually.

- The comparisons within the appendix are comparing the current value with the previous quarter/annual (quarter 3 / 2018/19) or for cumulative measures comparison against quarter 3 2017/18, although in some cases this is highlighted as not applicable where the data is unavailable for the previous quarter/annual.

## Highways and Transport

7. The Highways Service is delivered primarily through a joint venture company, Via East Midlands, to the County Council (NCC) for the benefit of the County's residents, visitors, businesses and highways users, with some key strategic functions retained by NCC.

8. The overall trend in the numbers of people and children killed or seriously injured (KSI) in road accidents is still on course to achieve the 2020 target of a 40% reduction from the 2005-09 average. The latest KSI figures see a reduction of 43.8% for people and 76.4% for children on the KSI average for 2005-09, however in-year quarterly performance figures can fluctuate for many reasons outside of our control.

9. The increase seen in the number of properties with enhanced levels of flood protection from 206 in quarter 2 to 10,400 for quarter 3 is due the way in which the figure is now reported. For quarters 1 and 2, this figure highlighted the number of applications the Council commented on. For quarter 3, this figure now details the individual number of properties within an application commented on, with some applications having a large number of properties included within.

## Place Commissioning – Waste Services

10. The County Council has a long term Private Finance Initiative (PFI) contract (to 31 March 2033) with Veolia Environmental Services (VES), to manage the bulk of the Local Authority Collected waste. This includes providing the recycling network and operating and maintaining the Material Recovery Facility (MRF) at Mansfield. It also includes arranging composting services and waste disposal through subcontractors for the production and processing of Refuse Derived Fuel (RDF) from residual waste, and for the use of the Sheffield Energy Recovery Facility (ERF) with Veolia Sheffield. Two other significant contracts are also used to manage waste streams in the County.

11. The percentage of household waste sent to reuse, recycling and composting is currently forecasted to be 42.7%, falling below the target of 45.5%. This is due to the significant effect of the prolonged drought which affected the entire country last summer and will have adversely affected all local authorities composting performance. Performance should return back to normal levels in quarters 3 and 4.

## Place Commissioning – Libraries

12. In April 2016, Inspire commenced provision of a range of cultural and learning services, including the Council's library services. Supported by the Council, Inspire has implemented a programme of investment to modernise public libraries and develop a range of cultural and learning services on behalf of the Council.

13. During quarter three, Edwinstowe Library was closed for refurbishment as part of the programme of capital investment, which may have had some impact on overall visitor performance. The period also saw Christmas closure of all service points between Christmas and New Year.

14. Inspire Learning has made a strong start to the 2018/19 academic year. The learner recruitment and enrolments during the Autumn Term 2018 (Aug 18 – Dec 18) have been encouraging and will make it very likely that Inspire Learning will hit the 6,000 learner recruitment target for 19 + Community/Family and Accredited provision that was agreed by the Communities and Place Committee on the 8th March 2018. The 16 to 18 study programmes have also recruited well and there is now provision from 9 centres (5 Young People's Centres, 3 libraries and Eastbourne House).

15. Inspire Learning has been successful in being a delivery partner to the Miner 2 Major project (worth approximately £850,000 over 4 years between 2019 and 2024), is a lead partner in an ESFA cofounded European Social Fund (ESF) bid, and a delivery partner in a Department for Work and Pensions (DWP) ESF bid led by Nottingham City Council.

## Planning

16. The County Council Planning Service is responsible for processing County Matter planning applications relating to proposals for Minerals or Waste development. Between July and S 2018, 9 applications were determined, all of which were within the 13 week timescale or an agreed extension of time. This resulted in a performance of 100%, which continues to exceed the nationally set target of 60% for both the quarter and for the previous 12 months.

17. Several stages of consultation have been completed in preparing the Plan, including an Issues and Options stage which took place between November 2017 and January 2018, and consultation on a Draft Minerals Plan document which took place between July and September 2018. There were 1180 individual responses to the Draft Plan received during the consultation period, and officers reported a summary of the main issues arising in December 2018. A revised version of the Minerals Local Plan is expected to be prepared in 2019.

## Trading Standards and Communities Service

### Trading Standards:

18. The service continued to see strong results with its work in illicit tobacco enforcement. Intelligence received from Nott's Police and other sources resulted in a number of successful seizures with several arrests followed by ongoing investigations. These included a warrant being executed at a private residential address used to store illicit tobacco, where the 2 individuals involved were arrested and the illicit product seized.

19. The number of interventions with scam victims has increased by 107, taking the figure of vulnerable residents helped this year to 261, already above the annual target of 250. This increase highlights the success of scam awareness raising work, which has resulted in increasing numbers of high quality referrals from other agencies working with older residents.

20. After an initial push this year, the rate of recruitment of Friends Against Scams dropped off last quarter. Over the festive period the "Take a Stand Against Scams This Christmas" social media campaign was aimed at boosting numbers further with strap lines such as "Scams are an unwanted Christmas gift. Become a Friend Against Scams. www.friendsagainstscams.org.uk ". There are currently 818 registered "Friends" in the county.

21. Further work is planned for quarter 4 with Nott's Watch to boost the recruitment of "Friends" amongst Neighbourhood Watch volunteers. Officers are also talking to Nott's Watch colleagues about the Nominated Neighbour Scheme, as the service continues to explore opportunities where the scheme can have the greatest impact. Discussions are also underway with Newark and Sherwood District Council to identify housing complexes where residents might benefit from the scheme.

22. The total cumulative income for quarter 3 is £554,399, which puts the service ahead of target at this stage and already close to achieving the annual target of £567,000. Additional income is expected next quarter, and so the final income figure is anticipated to exceed the annual target.

23. Whilst there has been no increase in the number of Primary Authority Companies there are a number of discussions currently underway with businesses, which it is believed will develop into Primary Authority Partnerships.

**Communities Service:**

24. Anti-Social Behaviour (ASB) remains the most common community safety issue affecting local residents. There have been 17,196 recorded incidents of ASB between the period of January 2018 and December 2018. This is a 4.1% decrease in reported incidents compared to the period of September 2017 to August 2018.

25. The Home Office, under its National Standards of Incident Recording (NSIR), identifies three major categories of ASB and all incidents are finalised under one of these three categories. These categorised are Personal (directed at an individual); Environmental (not directed but affecting the community at large); or Nuisance (not intentionally directed but still affecting an individual). Compared to the previous period, Environmental, Nuisance and Personal ASB have a seen reduction in the number of incidents reported by 21.4%, 1.7% and 12.8%, respectively.

**Other Options Considered**

26. This report is provided as part of the Committee's constitutional requirement to consider performance of all areas within its terms of reference on a quarterly basis. The departmental strategy was agreed on 24 January 2018 and the format and frequency of performance reporting were agreed by Improvement and Change Sub Committee on 12 March 2018. Due to the nature of the report no other options were considered appropriate.

**Reason/s for Recommendation/s**

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

## Statutory and Policy Implications

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

## RECOMMENDATION

1) That Committee considers whether there are any actions it requires in relation to the performance information on the Council's services for communities and place for the period 1 October to 31 December 2018.

**Nigel Stevenson**
**Service Director for Finance, Infrastructure & Improvement**

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

Matthew Garrard
Performance, Intelligence & Policy Team Manager
T: 0115 9772892
E: matthew.garrard@nottscc.gov.uk

**Constitutional Comments (KK 17/01/2019)**

29. The proposal in this report is within the remit of the Communities and Place Committee.

**Financial Comments (SES 18/01/2019)**

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

**Background Papers and Published Documents**

The performance measures included within appendix A are measures which have previously been included within the performance section of committee reports. These committees are as follows; community safety committee, culture committee, environment and sustainability committee, personnel committee, planning and licensing committee, transport and highways committee.

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

All

Nottinghamshire County Council

# Core Data Set for Place
## Communities and Place Committee Performance Report Update: Quarter Three

| Key Performance Indicators | Nottinghamshire | | | | | | | | | | Comparator Data |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Current Value (Q3) | | Best to be | Target | Reporting Period | Quarterly/ Cumulative/ Annually | Previous Value (Q2) or Annual | Previous Value (Q1) | Previous Value (Q4) | Previous Value (Q3) | National Average |
| **Highways and Transport** | | | | | | | | | | | |
| **People killed or seriously injured in road traffic collisions** | **220** | + | Low | 351 | January 2019 | C | 147 | 66 | 342 | 258 | n/a |
| Number of children killed or seriously injured in road traffic accidents | **10** | + | Low | 36 | January 2019 | C | 9 | 3 | 24 | 17 | n/a |
| **Number of properties with enhanced levels of flood protection** | **10,400** | + | High | No target set | January 2019 | Q | 206 | 30 | 21 | - | n/a |
| Number of flood risk projects completed within timescale | **10** | - | High | No target set | Annual 2017/18 | A | - | - | - | - | n/a |
| **Roads where maintenance should be considered – principal (KPI)** | **1.7%** | = | Low | 4% | Annual 2017/18 | A | 1.7% | - | - | - | n/a |
| Roads where maintenance should be considered - non-principal (KPI) | **3.9%** | = | Low | 9% | Annual 2017/18 | A | 3.9% | - | - | - | n/a |
| Roads where maintenance should be considered - unclassified (KPI) | **20.8%** | = | Low | 19% | Annual 2017/18 | A | 20.8% | - | - | - | n/a |
| **Total value of successful bids for government funding for Transport and Highway projects** | **£20,304,000** | - | High | No target set | Annual 2018/19 | A | - | - | - | - | n/a |
| % of transport projects delivered on time/in budget | **100%** | = | High | No target set | Annual 2017/18 | A | 100% | - | - | - | n/a |
| Service Context: Budget: £67,932,000 \| Road Distances to Maintain: 577km (A), 298km (B), 821km (C), 2,783km (U) \| Streetlights to Maintain 93,000 \| Estimated Properties at risk of flood: 78,700 \| Flood Risk Assets: 2,000+ structures \| FTE: 97.75 | | | | | | | | | | | |
| **Place Commissioning - Waste Services** | | | | | | | | | | | |
| Percentage of household waste sent to reuse, recycling and composting | **42.7%** | - | High | 45% | September 2018 | Q | 43.40% | 43.70% | 45.15% | 45.25% | n/a |
| Residual household waste (per household) | **583** | + | Low | 595kg | September 2018 | Q | 589 | 582 | 587 | 592 | n/a |
| New recycling centre opened within timescale | **-** | = | High | No target set | Annual 2018/19 | A | - | - | - | - | - |
| Service Context: Budget: £35,729,000 \| Population provided for: 817,900 \| Internal Population Migration: 47,068 (Inflow), 42,689 (Outflow), 4,378 (NetFlow) \| Recycling Centres in County: 12 \| Average number of residents per Recycling Centre: 68,000 \| FTE: 10 | | | | | | | | | | | |
| **Place Commissioning - Energy and Carbon Management** | | | | | | | | | | | |
| Reduction in CO2 emissions (as reported under the carbon reduction commitment energy efficiency scheme) | **18%** | + | High | 3% | Annual 2017/18 | A | 9% | - | - | - | n/a |
| Service Context: Budget: £445,000 \| Annual Energy Spend (excludes Schools): £6,000,000 (electricity), £600,000 (gas) \| School Energy Spend: £10,000,000 (bought through NCC arrangements) \| Annual Income from renewable energy incentive schemes: £300,000 \| FTE: 5 | | | | | | | | | | | |
| **Place Commissioning - Libraries** | | | | | | | | | | | |
| **No of visits to libraries** | **1,881,593** | - | High | 2,500,000 | January 2019 | C | 1,262,601 | 607,421 | 2,582,283 | 1,937,899 | n/a |
| Number of adult learning opportunities available | **317 courses deliverered in Autumn Term 2018/19 academic year** | + | High | No target set | Aug 2018 - Dec 2018 | Q | Over 200 new courses planned for the Autumn Term for 19 + Community and Family Learning learners | 1985 | - | - | - |
| **No of adult learners** | **2,699 learners between Aug 2018 and Dec 2018** | - | High | 7000 (for Aug 18 - July 19) | Aug 2018 - Dec 2018 | C | 825 enrolments Aug 18 - Sept 18 with a further 1653 course bookings | 8,741 for Aug 17 - July 18 | 6,535 for Aug 17 - March 18 | 3734 for Aug 17 - Dec 17 | n/a |
| Service Context: Budget: £9,400,000 \| Services delivered from: 67 sites \| Vehicles Maintained: 9 \| Inspire employs: 685 people | | | | | | | | | | | |
| **Place Commissioning - Country Parks** | | | | | | | | | | | |
| Satisfaction level at Rufford Abbey County Park | **97.9%** | = | High | 90% | Annual 2017/18 | A | 97.9% | | - | - | n/a |
| Service Context: Budget: £1,358,000 \| Rufford Abbey Annual Visitors: 320,000 | | | | | | | | | | | |
| **Catering** | | | | | | | | | | | |
| **School meals take-up** | **57.1%** | + | High | 58.00% | January 2019 | C | 56.00% | 57.70% | 57.20% | 56.20% | n/a |

| Key Performance Indicators | Nottinghamshire | | | | | | | | | | | Comparator Data |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Current Value (Q3) | | Best to be | Target | Reporting Period | Quarterly/ Cumulative/ Annually | | Previous Value (Q2) or Annual | Previous Value (Q1) | Previous Value (Q4) | Previous Value (Q3) | National Average |
| Surplus/Deficit schools catering | **£169,000** | + | High | -£159,000 | January 2019 | C | | £81,000 | £108,000 | £52,000 | -£575,000 | n/a |
| Service Context: Budget £5,000,000 \| Number of Maintained Schools: 206 \| Number of Academies:130 \| Directly Employs: 2,500 people | | | | | | | | | | | | |
| **Planning** | | | | | | | | | | | | |
| **County Planning matters determined in 13 weeks** | **100%** | + | High | 60% | July - Sept 18 | Q | | 83% | 92% | 100% | 100% | n/a |
| **No. of successful HIF bids** | **-** | = | High | 1 | Annual 2018/19 | A | | - | - | - | - | n/a |
| Service Context: Budget £6,816,000 \| Green Spaces to maintain:1,900 hectares \| Local Nature Reserve sites to maintain: 66 | | | | | | | | | | | | |
| **Trading Standards** | | | | | | | | | | | | |
| **Reducing the availability of illicit tobacco to Nottinghamshire residents** | **Cig sticks: 43,048 Hand rolling tobacco pouches: 93 Total retail value: £27,660** | - | High | No target set | January 2019 | Q | | Cig sticks: 50,740 Hand rolling tobacco pouches: 161 Total retail value: £28,590 | Cig sticks: 12,060 Hand rolling tobacco pouches: 111 Total retail value: £8,250 | - | - | n/a |
| **% of Trading Standards problems worked on solved** | **96%** | + | High | No target set | January 2019 | Q | | 20% | 90% | 75% | 63% | n/a |
| **Number of tailored interventions to protect vulnerable residents based on the risk, threat and harm to the individual** | **261** | + | High | 250 | January 2019 | C | | 229 | 89 | 376 | 249 | n/a |
| Number of doorstep crime victims protected | **78** | - | High | No target set | January 2019 | C | | 51 | 25 | - | - | n/a |
| Growth in Friends Against Scams and Nominate Neighbour Schemes | **304** | - | High | 500 | January 2019 | C | | 346 | 257 | - | - | n/a |
| Increase in the number of approved traders | **36** | + | High | 100 | January 2019 | C | | 27 | 8 | 28 | 16 | n/a |
| **Achievement of Trading Standards income target** | **£554,399** | - | High | £567,000 | January 2019 | C | | £380,450 | £156,000 | - | - | n/a |
| Increase in Primary Authority Companies | **4** | + | High | No target set | January 2019 | C | | 4 | 2 | 4 | 3 | n/a |
| Service Context: Budget: £1,632,000 \| Trading Standards Officers employed: 25 \| FTE: 47.8 (including Regional Investigations Team) | | | | | | | | | | | | |
| **Communities Service** | | | | | | | | | | | | |
| **Reduction in all crime compared to 2015/16** | **60,026** | - | Low | No target set | Nov 17 - Oct 18 | RY | | 59,300 | 57,292 | 56,481 | 54,594 | n/a |
| Reduction in Anti-Social Behaviour incidents | **17,196** | + | Low | No target set | Jan 18 - Dec 18 | RY | | 17,914 | 17,844 | 17,887 | 18,072 | n/a |
| **Number of Voluntary and Community Sector organisations supported through the Local Improvement Scheme** | **203** | + | n/a | No target set | Annual 2018/19 | A | | - | - | - | - | n/a |
| Service Context: Budget: £3,296,000 \| Grant Funding: £2,600,000 \| FTE: 14 | | | | | | | | | | | | |

Key: (P) = provisional data; (+) = better than previous value; (-) = worse than previous value; (=) = same as previous value; (n/a) = not comparable to previous value. Key: (C) = cumulative measure updated from 1 April to end of reporting quarter, (Q) = quarterly measure which only includes the value for the individual quarter, (RY) = measure which is reported on a rolling 12 month time period, (A) = measure which is reported annually.

Nottinghamshire County Council

**Report to Communities and Place Committee**

**7 March 2019**

**Agenda Item: 5**

# REPORT OF THE CORPORATE DIRECTOR, PLACE

# CHARGES FOR HIGHWAYS SERVICES 2019/20

## Purpose of the Report

1. To outline the outcomes of the review of the charges for services which Highways provide and seek approval from Committee to the charges for 2019/20

## Information

### Reason/s for Recommendation/s

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 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 service descriptions have changed the new description is highlighted using italics. Where appropriate, charges have been increased by inflation.

### Changes to Charging Structures

### Pavement Café Licencing

5. To better administer the licensing and inspection of premises' use of the pavement, it is proposed to move to a structure of licence charges that reflects its costs more accurately. This involves a higher initial license fee and then lower annual renewal charge. This principle is widely used by other authorities.

6. This is a two-tier structure, whereby premises using six chairs or fewer only pay half of the charge. This encourages smaller premises to apply for a license, which in turn reduces the need for later enforcement. It also avoids disincentivising beneficial use of the pavement in areas where smaller businesses operate.

7. All licences are issued with a set of Terms and Conditions that ensures that highways users' movement and access is not unduly impaired.

8. The full charge has been set at £200 initial fee and £100 renewal charge. This reflects estimates of admin and inspection costs.

**Vehicle Access Licensing**

9. The charges for a license to construct a Vehicle Access and for the provision of Statutory Undertakers Plans will be combined. The proposed £75 charge for this reflects the cost of providing the service.

10. Combining the charges means that all contractors receive the Statutory Undertakers Plans required to carry out the work safely and professionally. This ensures NCC is encouraging best practice in construction and reduces the need for remedial action and often lengthy cost recovery when the work is not to the required standard.

**Skip Licenses**

11. This charge will rise from £33 to £38 to reflect the cost of providing the service. The charge is for a licence to place a skip on the highway for a maximum of 28 days, but licences can be issued for shorter periods when appropriate to encourage quick use and removal. A further review next year will additionally investigate the possibility of differing charges for different length licences, to further incentivise responsible skip use.

**Accident Data**

12. This charge for 'balloon plot' reports will rise from £255 to £315. The most complex accident data report offered, it needs to be increased to cover the time cost of producing the information. This type of report is generally requested fewer than 10 times each year.

13. Scaffolding, Hoarding, Mobile Equipment, Materials Stored on the Highway, and Remedial Inspections

**Cost Recovery**

14. Where Via must undertake remedial work due to others' mistake or negligence, it is entitled to recover its costs. This remains the case, but wider use will be made of fixed schedules of rates for this work, based on calculated end to end process costs and overheads, rather than calculating a cost charge each time.

**Parish and Community Support**

15. It is the continuing intention of NCC to support Parishes' use of seasonal decoration and the use of CCTV for community safety. Via 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.

**Bikeability Courses**

16. In order to extend the reach of the popular Bikeability course, it is proposed to begin charging a fee for this service. This will top-up the funding received from the Department for Transport (DfT) to fully cover Via's costs, thereby enabling them to deliver more courses, reaching more children.

17. The charge will be set at £125 per course for up to 12 pupils. This would be paid by schools, who would have the option to use School Sports Premium funding to cover it. The opinions of primary schools were sought on this approach two years ago, and over 50% responded in favour. This was before the School Sports Premium funding was available.

18. The roll-out of the charge would be piloted on the Balance Bike training, where demand currently outstrips supply by 3:1. 963 pupils received this training last year and with the top-up charge Via would aim to double that figure in 2019/20. Roll-out of the charge to other courses would be assessed based on the success of the pilot.

19. Many other Bikeability providers already charge for courses. The DfT actively encourages providers to extend the reach of the courses as far as possible and supports the 'top-up charge' approach to this. It is intended to report back on the impacts of this charging pilot next year.

**Traffic Survey Permits**

20. New charges for undertaking Traffic Surveys on the Highway in Nottinghamshire will be implemented from 2019/20. This charge would be co-ordinated by the retained client function within NCC. The proposal for this was presented separately to the February 2019 meeting of the Communities and Place Committee.

21. The scheme will give the County Council better awareness of activity on the highway network, enable it to deal with queries more efficiently, and reduce the need to undertake duplicate surveys in-house.

22. The Department for Transport, HS2 Limited, Highways England, and Via East Midlands when working on behalf of the County Council will not be charged the fee but must still obtain the permit.

23. Charges are to be set at £125, or £75 if a copy of the data is subsequently provided to the County Council. Surveys undertaken without a permit will incur a retrospective charge for the permit of £200.

## Statutory and Policy Implications

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

**Implications for Service Users**

25. 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**

26. If the proposed charges for these licenses and permits is accepted, it will ensure that the Authority covers the cost of staff time involved in processing.

## RECOMMENDATION/S

1) Approval be given for the proposed charges for highways services, documents and data for the financial year commencing 1 April 2019 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, Group Manager, Highways and Transport, Tel: 0115 9774270

**Constitutional Comments [SJE 08/02/2019]**

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

**Financial Comments [SES 29/01/2019]**

28. The financial comments are contained within the report.

**Background Papers**

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

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

**APPENDIX A**
**CHARGES FOR HIGHWAYS SERVICES - APPLICABLE FROM 1st APRIL 2019**

| CATEGORY | Publication, Information, or Service | 18/19 charge | 19/20 charge | VAT chargeable?** | Comments |
|---|---|---|---|---|---|
| DOCUMENTS | Street Lighting Guide / Code of Practice | £14.25 + £1.65p&p | £14.25 + £1.65p&p | Yes | |
| | Local Transport Plan | £51.50 +£1.50p&p | £51.50 +£1.50p&p | | |
| DATA | Paper Copies of plans | Cost | Cost | | Cost includes copying, admin and postage costs. |
| | Traffic Counts | £78 * | £80 * | Yes | Charge for commercial organisations only. £80 charge for first information + £13 for each additional figure. Provided at cost to litigants. |
| | Traffic Counts - copy of raw data | £78 | £80 | 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 | £108 | £110 | 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 includes copying, admin and postage costs. |
| | Accident Data – No Collisions | £52 | £53 | Yes | Charges for commercial organisations only |
| | Accident Data – Concise crash report (up to and including 60 collisions) | £87 | £89 | Yes | Charges for commercial organisations only |
| | Accident Data- Major concise crash report (more than 60 collisions) | Cost | Cost | Yes | Charges for commercial organisations only |
| | Accident Data – Full crash report ((up to and including 60 collisions) | £157 | £161 | Yes | Charges for commercial organisations only |
| | Accident Data –Major full 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. | £231 | £236 | 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 |
| | Accident Data – Balloon plot showing attendant circumstances (up to and including 60 collisions) | £255 | £315 | Yes | Charges for commercial organisations only |
| | Accident Data – Major Balloon plot showing attendant circumstances (more than 60 collisions). Charge includes full details | Cost | Cost | Yes | Charges for commercial organisations only |

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| CATEGORY | Publication, Information, or Service | 18/19 charge | 19/20 charge | VAT chargeable?** | Comments |
|---|---|---|---|---|---|
| SERVICES | District Searches - *CON29 Questions* (see comments) | £16.45 | £17 | Yes | A revised 'CON29 protocol' puts all questions under the banner of CON29. The old £9 rate for a 'part search' no longer exists.<br><br>No charge to the Police, DVLA or Town/Parish Councils. |
| | District Searches - Highway Extent Plan | £35.50 | £36 | Yes | No charge to the Police, DVLA or Town/Parish Councils. |
| | Property Searches – Search for Public Right of Way | £10 * | £10.25 * | Yes | Compulsory rights of way question on the CON29 form. |
| | Property Searches – Search of the Greens and Commons Registers | £30 * | £31 * | Yes | Question in three parts (optional question on CON29 form). Additional £16.50 for a copy of the Common / TVG register and £16.50 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. | £25 | £26 | | |
| | 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 | £481 | £488 | | Licence to place apparatus in the Highway. Includes £161 for Admin to grant licence, £177 commuted sum to maintain and operate records and £150 for inspections for each inspection unit (as defined in NRSWA) |
| | NRSWA – Section 50 Consent | £308 | £311 | | To work on existing apparatus in the highway. Includes £161 for Admin and £150 for inspections for each inspection unit (as defined in NRSWA) |
| | Signal Switch Offs | Cost | Cost | | Cost is set by Dynniq maintenance contract costs. |
| | Zebra Crossing switch off | Cost | Cost | | Cost is set by Dynniq maintenance contract costs. |

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| CATEGORY | Publication, Information, or Service | 18/19 charge | 19/20 charge | VAT chargeable?** | Comments |
|---|---|---|---|---|---|
| SERVICES (continued) | Construction of Domestic Vehicle Crossings by Via | Cost | 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 | £70 | £75 | | 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. |
| | Tourism Signing (Brown) | See comments | 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.) | £64 /hour £255 (min charge) | £65/hr (£260 min. charge) | Yes | 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 | Y/N | Cost includes works, staffing and admin. There is no charge for works associated with events involving the armed forces.<br><br>For remedial work, costs are recovered against standard schedule of rates |

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| CATEGORY | Publication, Information, or Service | 18/19 charge | 19/20 charge | VAT chargeable?** | Comments |
|---|---|---|---|---|---|
| SERVICES (continued) | H Bar Markings | £200 | £205 | | Approval for such provisions will at all times be at the Highway Authority's discretion. Cost covers design, health & safety, admin, works and renewal costs. |
| | Seasonal Decorations application fee (e.g. Christmas Decorations, Hanging Baskets) | Cost (see comments) | Cost (see comments) | | No charge will be made for the first £500pa of costs incurred by Via through applications from Parish Councils |
| | CCTV installations (temporary) | £171 | £175 | | Agreement to attach to existing NCC infrastructure - £30. Additional works at cost. A Street Works Licence is required – commuted sum fees do not apply for installation of fixed term not exceeding 3 months. A cap of £400 is in place for the total charge for CCTV placements for community safety reasons |
| | Bikeability training | n/a | £125 | | Charge is payable by schools, per course, for up to 12 pupils. Schools may use School Sports Premium to cover their cost. |
| | Residents Parking Permit | £25 | £25 | | 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 Dispensation | £15 | £15<br>(£25 with less than 48 hours' notice) | | 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 | Yes | 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:<br>• 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)<br>• 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. |

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| CATEGORY | Publication, Information, or Service | 18/19 charge | 19/20 charge | VAT chargeable?** | Comments |
|---|---|---|---|---|---|
| SERVICES (continued) | Dedication of Highways HA80 Section 31(6) Statements and Declarations.<br><br>Highways Statement or Highways Statement and Declaration received within one month of each other.<br><br>Renewal of existing Highways Statement or Declaration which has not changed or a Declaration following on from submission of Statement not received within 1 month. | £150.00<br>For applications to register a parcel greater than 500ha, applicants will need to ask NCC for a quote.<br><br>£50.00 | £154.00<br>For applications to register a parcel greater than 500ha, applicants will need to ask NCC for a quote.<br><br>£51.50 | | 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. |
| | Dedication of Highways and Village Greens HA80 Section 31(6) and Commons Act 2006 15A (1) Statements and Declarations<br><br>Combined Highway and Commons Act Statement or Statements and Declaration received within 1 month of each other. | £200.00.<br>For applications to register a parcel greater than 500ha, applicants will need to ask NCC for a quote.<br>£30.00 per extra notice / parcel of land. | £205.00.<br>For applications to register a parcel greater than 500ha, applicants will need to ask NCC for a quote.<br>£31.00 per extra notice / parcel of land. | | The requirement to post notices on site still applies to Commons Act Applications. |
| | Public Rights of Way Highways Act and Town and Country Planning Act Diversion or Extinguishment application. | £1500 plus advertising. | £1535 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 | No charge / £1000 | No charge / £1025 | | If objections are received to the application, additional fees may also be payable. |
| LOCAL AUTHORITIES (TRANSPORT CHARGES) REGULATIONS 1998 | Skip Licence | £33 | £38 | | The license fee covers staffing, admin and inspection costs. A license will be issued for a maximum of 28 days but may be less.<br><br>An unlicensed skip will incur a charge for a retrospective license for the day on which it is found. Any request for a license beyond that day will be treated as a new application. |
| | *Access Scaffold licence, first two weeks* | 0-5m: £97<br>6-10m: £160<br>11-20m: £214<br>Additional 20m sections: £80 | 0-5m: £99<br>6-10m: £164<br>11-20m: £219<br>Additional 20m sections: £82 | | Charge covers staffing, admin and inspections (charged as set under NRSWA). See note † |
| | *Access Scaffold licence, additional weeks* | 0-10m: £75<br>10-20m: £80<br>Additional 20m section: £43 | 0-10m: £77<br>10-20m: £82<br>Additional 20m section: £44 | | Charge covers staffing, admin and inspections (charged as set under NRSWA). See note † |

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| CATEGORY | Publication, Information, or Service | 18/19 charge | 19/20 charge | VAT chargeable?** | Comments |
|---|---|---|---|---|---|
| LOCAL AUTHORITIES (TRANSPORT CHARGES) REGULATIONS 1998 (continued) | *Mobile Tower Scaffold licence, per day* | £79 first day<br>£75 additional days | £81 first day<br>£77 additional days | | Charge covers staffing, admin and inspections (charged as set under NRSWA). See note † |
| | *Mobile Access Platform licence, per day* | £160 first day<br>£75 additional days | £164 first day<br>£77 for additional days | | Charge covers staffing, admin and inspections (charged as set under NRSWA). See note † |
| | *Crane licence, per day* | £214 first day<br>£75 additional days | £219 first day<br>£77 additional days | | Charge covers staffing, admin and inspections (charged as set under NRSWA). See note † |
| | *Hoarding licence, first two weeks* | Up to 20m: £214<br>Additional 20m sections: £118 | Up to 20m: £219<br>Additional 20m sections: £121 | | Charge covers staffing, admin and inspections (charged as set under NRSWA). See note †.<br>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 as if hoarding/fencing present. Maximum length of storage without hoarding is 5m but Street Works Safety Code applies. |
| | *Hoarding licence, additional weeks* | Up to 20m: £75<br>Additional 20m sections: £43 | Up to 20m: £77<br>Additional 20m sections: £44 | | Charge covers staffing, admin and inspections (charged as set under NRSWA). See note †.<br>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 as if hoarding/fencing present. Maximum length of storage without hoarding is 5m but Street Works Safety Code applies. |
| | Temporary excavations in the Highway | £375 first two weeks<br>£75 subsequent weeks | £383 first two weeks<br>£77 subsequent weeks | | Charge covers staffing, admin and inspections (charged as set under NRSWA). Additional week charge based on one inspection per week. S171 Consent required. See note † |
| | *Materials stored on the highway* | £160 first two weeks<br>£75 subsequent weeks | £164 first two weeks<br>£77 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 tower scaffold, mobile access platform, crane, materials stored on the highway, or temporary excavations on the highway* | £65<br>(plus £38 for additional 20m sections of hoarding or scaffolding) | £66<br>(plus £39 for additional 20m sections of hoarding or scaffolding) | | |
| | Licence to Construct Cellar under Highway | £160 | £164 | | Charge covers staffing, admin and inspection. |
| | Licence to Construct Cellar Opening in Highway | £160 | £164 | | Charge covers staffing, admin and inspection. |
| | Licence to Construct Cellar Light in Highway | £160 | £164 | | Charge covers staffing, admin and inspection. |

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| CATEGORY | Publication, Information, or Service | 18/19 charge | 19/20 charge | VAT chargeable?** | Comments |
|---|---|---|---|---|---|
| LOCAL AUTHORITIES (TRANSPORT CHARGES) REGULATIONS 1998 (continued) | Response to Emergency on the Highway | Cost | Cost | | Cost covers works, including remedial works where applicable, as per standard schedule of rates |
| | TROs:<br>Various in Accordance with Regulations<br>Temporary Order<br>Temporary Notice | <br>Cost<br>£453+ advertising.<br>£347 | <br>Cost<br>£463 + advertising<br>£355 | | Charge covers all activities associated with providing the service, but charge set in line with NRSWA guidance as follows: 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 |
| | 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 | £268 for 5 years | £200 for initial license, then £100 annual renewal<br><br>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<br><br>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. |
| NEW | Traffic Survey Permit | n/a | £125 per site (see comments) | | Fee reduced to £75 if NCC are provided with a copy of the survey data<br>Retrospective permit: £200 |
| FLOOD AND WATER MANAGEMENT ACT 2010 | Water Course Consents | £50 | £50 | | 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 |

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Nottinghamshire County Council

**Report to Communities & Place Committee**

**07 March 2019**

**Agenda Item:6**

# REPORT OF THE CORPORATE DIRECTOR, PLACE

# RESULTS OF THE 'REDUCED GRASS CUTTING FREQUENCIES FOR RURAL ROADS' TRIAL

## Purpose of the Report

1. To provide Members with the results of the 'reduced grass cutting frequency for rural roads' trial which took place in 2018.
2. To seek approval from Members to extend the duration of the trial for a further year.

## Information

### Background

3. The 'reduced grass cutting frequency for rural roads' trial was approved by the Communities and Place Committee on the 9th of April 2018. The report presented at that time also gave an undertaking to produce a further report to provide Members with details about the trial's results.

4. The trial was limited in scope and involved changing the grass cutting frequency of rural verges on roads with a speed limit of 50 mph or more - *at a maximum of six locations* - from twice to once per year. The duration of the trial was limited to one year.The cutting frequencies for any visibility splays or verges adjacent footways within the trial sites has remained unchanged.

5. The trial was supported and endorsed by the Nottinghamshire Wildlife Trust. Prior to commencement the potential trial sites were reviewed by Via EM Ltd.'s District Managers who confirmed they had no safety concerns about any of the locations. As part of the trial Via EM Ltd. co-ordinated with Bassetlaw District Council about their litter picking arrangements to ensure this work was carried out in advance of the grass being cut.

### Trial Site Locations

6. The locations of the trial sites were as follows:

| | |
|---|---|
| **Newton Parish -** | East Bridgford Road |
| | Main Street |
| | Newton Lane |
| **Misson Parish -** | Top Road |

Springs Road
Newington Road

**Results of the Trial**

7. The impact of reduced grass cutting frequencies upon the safety of the trial sites was assessed throughout the course of 2018 however, no safety concerns were identified.

8. In total the trial generated approximatly £150 of savings.The reason the savings were not greater is that two visits were still required at each location in order to cut the vision splays for safety reasons therefore, the only savings that could be realised were the time saved by not undertaking a single width cut during one of those visits.

9. If the reduced grass cutting frequencies were to be introduced elsewhere in the county the time saved would depend upon the nature of each road, the ease of access, and also the number of vision splays & footways along each length of road.

10. Via EM Ltd. undertook an ecological survey to try and establish whether the trial had resulted in any environmental improvements however, the exceptionally hot and dry weather experienced during the summer of 2018 inhibited the colonisation of the verges at the trial sites by any new species and stunted the growth of the vegetation which already existed. It should be noted that the summer of 2018 was not representative of the weather conditions normally experienced in Nottinghamshire.

11. Via EM Ltd.'s Liaision Team has reported that no complaints were received from either the Parish Councils or the public about the trial sites. One enquiry was received which related to the date on which a trial site was programmed to be cut, this was answered to the customers satisfaction and no further actions were required.

12. The unusally hot and dry conditions experienced in 2018 made it impossible to comment upon the ecological merits of reducing the frequency of rural grass cutting therefore it is proposed to extend the duration of the trial for a further year.

13. A further report will be brought at the end of the 2019 growing season which will present the results of the extended trial.

**Other Options Considered**

14. Grass cutting at trail sites could be returned to its original frequency however, this would prevent an adequate assessment being made of ecological benefits of the reduced grass cutting regime.

15. The reduced grass cutting frequencies undertaken at the trial sites could be extended elsewhere however, this report does not recommended that approach because the weather condtitons experienced during 2018 were not representative of the weather conditions generally experienced in Nottinghamshire making it impossible to adequately assess the public's reaction to the trials, their ecological impact or their effect upon the safety of the network.

### Reason/s for Recommendation/s

16. The unusually hot and dry weather conditions experienced during the summer of 2018 has prevented an adequate assessment of the impacts of the reduced grass cutting frequency for rural roads being made.

17. It is anticipated that the proposed extension of one year will allow the trial to take place in weather conditions which are more commonly experienced in Nottinghamshire.

18. It is good practise to review the County Council's approach to highway maintenance, particularly if there are ecological or cost saving benefits.

## Statutory and Policy Implications

19. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance, finance, human resources, human rights, the 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

20. The extended trials may result in some minor saving being achieved however, the main benefits of the trials are expected to be ecological in nature.

### Implications for Service Users

21. Service Users travelling along the roads included in the trial will encounter verges with longer and more diverse foliage.

### Implications for Sustainability and the Environment

22. The proposed less intensive management regime will allow broadleaved plants the opportunity to flower and, crucially, set seed. There will be an increased amount of pollen and nectar source for insects.

## RECOMMENDATION

1) It is recommended that the Committee grants approval for the 'reduced grass cutting frequency for rural roads' trial to be extended for a further year to establish whether any ecological benefits can be achieved.

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

**For any enquiries about this report please contact:** Martin Carnaffin, Contract Manager, Tel: 0115 9774229

**Constitutional Comments [LW 23/01/2019]**

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

**Financial Comments [SES 23/01/2019]**

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

**Background Papers and Published Documents**

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

- None

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

- Bingham West – Councillor Neil Clarke
- Misterton – Councillor Tracey Taylor

Nottinghamshire County Council

**Report to Communities and Place Committee**

**07 March 2019**

**Agenda Item: 7**

## REPORT OF THE CORPORATE DIRECTOR, PLACE

## THE NOTTINGHAMSHIRE COUNTY COUNCIL (DYKES END, HIGH STREET, SWINDERBY ROAD AND WOODHILL ROAD, COLLINGHAM) (PROHIBITION OF WAITING) TRAFFIC REGULATION ORDER 2019 (3287)

## CONSIDERATION OF OBJECTIONS

### Purpose of the Report

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

### Information

2. Collingham is a village located approximately 9km north of Newark-on-Trent. The A1133 is a primary route which runs through the centre of the village, carrying an annual average daily traffic flow of 7,350 vehicles. The County Council has received requests from County Councillor Maureen Dobson, residents and other road users to address obstructive parking close to junctions on the A1133 High Street in Collingham, which is obscuring visibility for vehicles and pedestrians.

3. In response, it is proposed to introduce 'No Waiting at Any Time' (double yellow lines) around the following junctions to ensure the removal of obstructive parking and to ensure visibility is maintained:

   - A1133 High Street / Dykes End;
   - A1133 High Street / Swinderby Road;
   - A1133 High Street / Woodhill Road.

4. The statutory consultation and public advertisement of the proposals was carried out between 8th November and 7th December 2018, as detailed on the attached drawing H/MN/2875/01.

**Objections Received**

5. During the advertisement period seven responses were received. Three responses, including the Parish Council, supported the proposals and made further comments on highway issues. The remaining four responses are considered to be outstanding objections to all or part of the proposals.

6. Objection – Loss of on-street parking
All respondents objected to the loss of on-street parking and stated that they did not have access to off-street parking at their properties. Comments made included concerns regarding the detrimental effect the restrictions would have on property values, requests for dedicated parking provision for residents and concerns regarding the security of vehicles if parked further away from properties.

7. Response – Loss of on-street parking
Nottinghamshire County Council as the Local Highway Authority has no duty to provide on-street parking and there is no legal right for a householder to park in close proximity to their property. The purpose of the highway network is for the movement of vehicles and not for residents' parking, although it is recognised that demand for such parking exists particularly in residential areas with limited off-street parking. However, it is the responsibility of the vehicle owner to ensure their vehicle is not parked in such a way as to cause an obstruction. This may require residents with insufficient or no private off-street parking provision to make other arrangements for parking their own vehicle, perhaps further away from their property, in order to ensure their vehicle is parked appropriately and lawfully.

8. The restrictions have been kept to the minimum necessary to ensure the safe operation of the junctions. The availability of other parking provision adjacent to the proposed double yellow lines and on the wider highway network remains unaffected.

9. Objection – Loading
One respondent objected on the grounds that the restrictions would prevent loading outside their property and would impact on deliveries to a nearby shop.

10. Response – Loading
Loading (including the dropping off / picking up of passengers) is permitted on double-yellow lines, however vehicles will need to be removed as soon as the loading activity has been completed. On-street parking remains available adjacent to the proposed double yellow lines on High Street, including outside the shop, and on the wider highway network.

11. Objection – Restrictions not required / too long
Three respondents objected on the grounds that the restrictions were not required and that vehicles parked outside their properties did not cause obstruction to the operation of the junction. Two respondents stated that the proposed lines were too long and should be reduced in length, as Highway Code guidance only prohibited parking within 10m of a junction. One commented that other drivers, visiting local amenities, often parked inappropriately and that this would increase if the restrictions were implemented.

12. Response – Restrictions not required / too long
The restrictions are proposed in response to requests from the County Councillor and members of the public to address safety concerns regarding obstructive parking at these busy junctions. The proposed waiting restrictions are designed to facilitate the safe operation of the junction and wider highway network for drivers, cyclists and pedestrians. Site investigations confirm that parked vehicles at these junctions obstruct the view of oncoming vehicles for drivers and mask pedestrians waiting to cross the road. Therefore, it is preferable to ensure junctions are kept clear of parked vehicles so that highway users have an appropriately safe and unobstructed view of the road around them.

13. The proposed restrictions have been kept to the minimum required to ensure the safe operation of the junction. Whilst the Highway Code provides guidance on minimum parking

distances from junctions this is a starting point and each junction must be considered within the context of its specific characteristics.

14. The extent of the proposed restrictions at each location has been carefully considered taking into account the operation of the junctions and the nature of the roads including their widths, deviations, sight-lines and adjacent structures. Vehicles parked within the extents of the proposed restrictions force moving vehicles into the centre of the road, which may result in vehicles meeting oncoming or turning vehicles head-on. The length of unobstructed carriageway provided by these restrictions will provide space for these vehicles to manoeuvre past each other and support the safe operation of the junction.

15. Objection – Visual amenity
One respondent objected on the grounds that the restrictions would be unsightly and inappropriate for a village setting suggesting that a single white line would be less intrusive and more fitting for a conservation area.

16. Response – Visual amenity
White lining is not considered appropriate to address obstructive parking at junctions as edge of carriageway markings and h-bars are advisory and would not facilitate robust enforcement action if drivers continued to park at these junctions. The importance of Collingham's conservation status is noted and if the proposed restrictions are implemented lining appropriate for a conservation area will be used - these lines are thinner than standard lining and in a paler shade of yellow known as 'Primrose'

**Other Options Considered**

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

**Comments from Local Members**

18. County Councillor Maureen Dobson requested the restrictions but made no comment during the consultation period.

**Reasons for Recommendations**

19. The proposals are to be introduced to facilitate the safe and efficient operation of the junctions.

## Statutory and Policy Implications

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

**Financial Implications**

21. This scheme is being funded through the 2018/19 Traffic Management Revenue budget for Newark with an estimated cost to implement the works and traffic order of £3,500.

**Human Rights Implications**

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

**Public Sector Equality Duty implications**

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

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

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

**Implications for Sustainability and the Environment**

25. The proposed waiting restrictions are designed to facilitate the safe operation of junctions and wider highway network for drivers, cyclists and pedestrians. Improving the environment for vulnerable highway users, such as pedestrians and cyclists, may encourage modal shift to sustainable modes of transport.

## RECOMMENDATION/S

**It is recommended that:**

1) The Nottinghamshire County Council (Dykes End, High Street, Swinderby Road and Woodhill Road, Collingham) (Prohibition of Waiting) Traffic Regulation Order 2019 (3287) is made as advertised and the objectors advised accordingly.

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

**For any enquiries about this report please contact:** Mike Barnett - Team Manager (Major Projects and Improvements), Tel: 0115 9773118

**Constitutional Comments [SJE 22/01/2019]**

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

**Financial Comments [RWK 21/01/2019]**

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

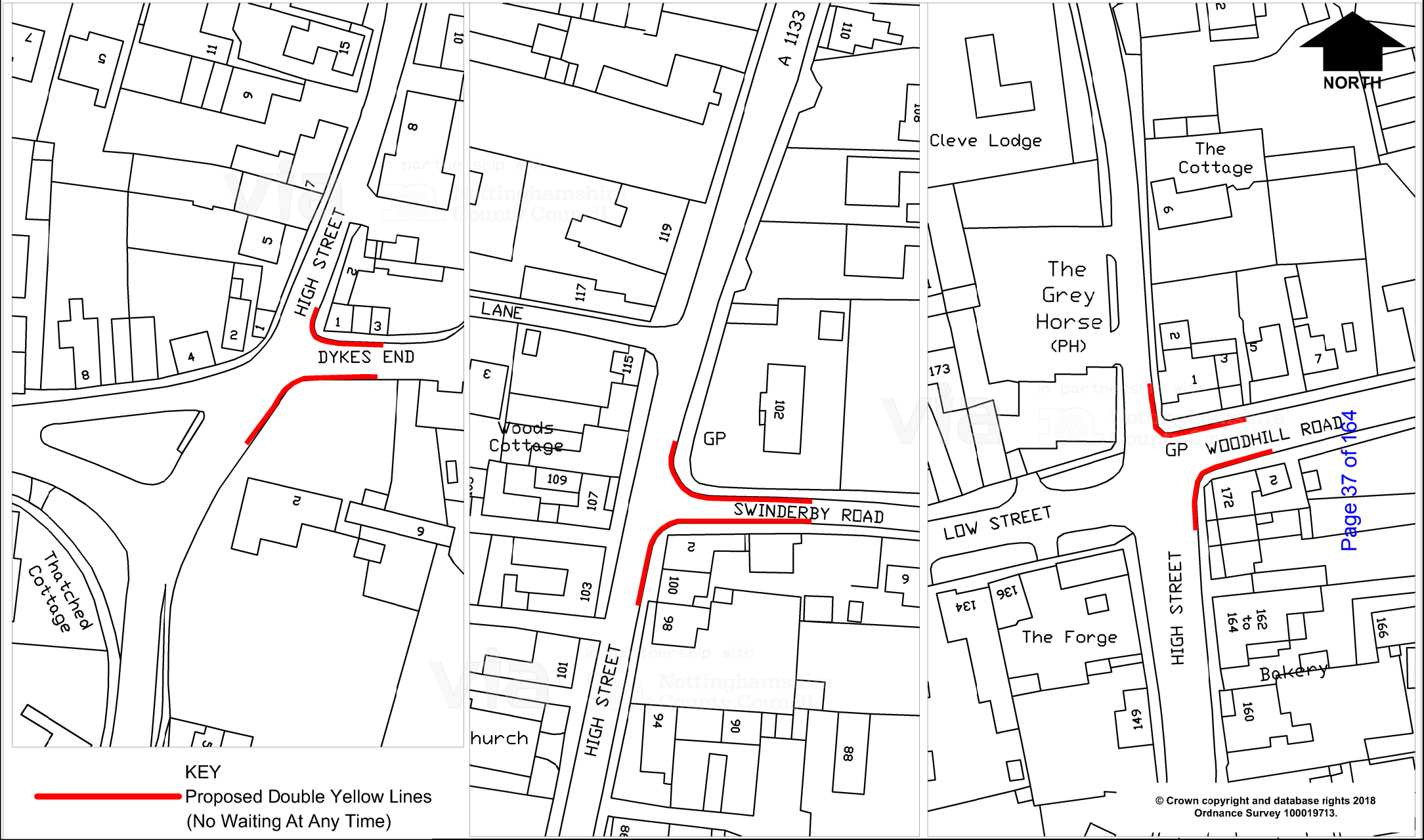
**Background Papers**

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

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

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

| | |
|---|---|
| Collingham ED | Councillor Maureen Dobson |




KEY

Proposed Double Yellow Lines
(No Waiting At Any Time)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| | | | |
|---|---|---|---|
| Project: Dykes End,High Street,Swinderby Road and Woodhill Road Collingham | | Drawn: MN | Date: 01/11/2018 |
| Status: Advert | Project No.: TRO 3287 HW20461 | Ch'kd: JR | Date: 05/11/2018 |
| Title: Proposed Double Yellow Lines | | Auth: | Traced: |
| Drawing No.: H/MN/2875/01 | | Rev: | Scale: 1:500 |

Nottinghamshire County Council

**Report to Communities and Place Committee**

**7 March 2019**

**Agenda Item: 8**

## REPORT OF THE CORPORATE DIRECTOR, PLACE

## THE NOTTINGHAMSHIRE COUNTY COUNCIL (CHARLES STREET, CHURCH STREET AND PARKYNS STREET, RUDDINGTON) (PROHIBITION OF WAITING, PARKING PLACES AND RESIDENTS' CONTROLLED ZONE) TRAFFIC REGULATION ORDER 2019 (8279)

## 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. Charles Street and Parkyns Street are located within Ruddington village centre. The roads comprise of residential properties, commercial properties and community facilities. Both roads have existing double yellow lines on their southern side as the carriageway is too narrow to facilitate parking on both sides without obstructing the flow of traffic. Charles Street is also subject to a one-way order and there is an existing 2-hour limited waiting bay located at its eastern end. The residential properties are predominately terraced and semi-detached with no off-street parking. The community facilities include a church and a library situated at the western end of Charles Street. There are also a number of diverse commercial businesses located on the two streets, including a hairdresser, optician, café, flower shop and a kitchen retailer. The location of Charles Street and Parkyns Street are indicated on plan H/SLW/2686/03, which shows Ruddington village centre.

3. Nottinghamshire County Council has received requests, including a petition, for a Residents' Parking Scheme (RPS) on these streets. A parking survey was carried out which confirmed the presence of non-resident parking in the area. As a result, it was proposed to consult with residents on their support for a residents' parking scheme.

4. In April 2018, an initial questionnaire was sent to all properties (52) within the boundary of the proposed scheme. A total of 23 (44.2%) responses were returned, with 17 (74.0%) of those in favour of a scheme. The results exceed the criteria of 35% response rate with 65% of respondents in support that the County Council uses to progress the development of a RPS.

5. As a result, it is proposed to introduce a RPS, on Charles Street and Parkyns Street, which will operate Monday to Saturday, 8.00 a.m. to 6.00pm. The scheme will also include new 2-hour limited waiting bays on both roads and one on Church Street, these will also operate Monday to Saturday, 8am to 6pm.

6. The statutory consultation and public advertisement of the proposals, as detailed on the attached drawing H/SLW/2686/01, was carried out between 10th October and 7th November 2018.

7. A total of 40 responses were received during the consultation period including 6 from respondents either supportive and / or commenting on the scheme. Thirty-four responses, including Ruddington Parish Council, are considered to be outstanding objections to all or part of the proposals. The objections were received primarily from residents of other parts of Ruddington, individuals working in Ruddington village centre and businesses located within the proposed controlled zone or wider village centre.

**Objections Received**

8. Objection – Negative impact on shops / village centre
Thirty-two respondents, including the Parish Council, objected to the creation of permit only parking on Parkyns Street and Charles Street on the grounds that it would negatively impact on the economic sustainability of shops and businesses in the village and the amenity of residents and visitors using the village centre.

9. Concerns raised included the impact on trade which could occur if customers were unable to park in proximity to their destination and the potential for these users to choose to shop and visit elsewhere. The importance of the local shops on village life and society was also noted and concerns raised regarding the effect of business closure on the wider community.

10. Response – Negative impact on shops / village centre
The scheme was requested by a petition, which was presented to full council in February 2017 by Councillor Reg Adair. A parking survey was undertaken which indicated that a majority of the vehicles parking on these streets during the day belonged to non-residents and that this was detrimental to residents attempting to park near their homes. The survey indicated that, at night, all the parking in the area was generated by residents. The RPS is designed only to remove intrusive non-resident parking, this is only in evidence during the day and the operational hours of the scheme therefore reflect this.

11. The importance of short-term parking availability within the village centre is acknowledged and the scheme therefore includes short-term parking to facilitate customer and visitor parking in the area. Four additional 2-hour limited waiting parking bays are proposed, providing an additional 42m of dedicated short-term parking, which equates to around 8-9 car spaces. The 2-hour limited waiting period has been chosen to reflect the needs of all visitors and customers to the area, whilst also ensuring a regular turn-over of spaces and so maintaining a sustained supply of on-street parking. The 2-hour period is a limit and where a visitor does not require parking for that length of time they will leave before this period and the parking space will be available for another user. A parking survey indicated that 36 of 75 (48%) of vehicles parked on either Charles Street or Parkyns Street parked for an hour or less. The survey also indicated that this parking was undertaken by non-residents of Charles St and Parkyns St.

12. Visitor and customer parking is also available in a free, off-street car park located behind the medical centre and limited waiting parking bays are already in place on the adjacent Church Street. It is understood that the Parish Council is currently also exploring options for additional off-street car parking provision within the village centre.

13. Objection – Loss of on-street parking / parking migration
Twenty-five objections referenced the loss of unrestricted on-street parking, which would result from the proposals. Many of the respondents linked this to their concerns regarding the

economic impact businesses in the village and the potential adverse effect on the community. Several other respondents stated that they were employed in the village and objected to the loss of long-term commuter parking for them during the day. Ten respondents raised concerns that this loss of parking would result in parking migration of both commuters and visitors to other streets within the village. Comments included requests for resident parking schemes for other streets / all central village streets, requests for additional parking restrictions at specific locations and for the removal of parking restrictions.

14. Response – Loss of on-street parking / parking migration
The scheme is being introduced to reduce the volume of non-resident parking in the area, which is adversely affecting residents as residents cannot park within a reasonable distance of their homes during the working day. There is a finite supply of free on-street parking and the scheme is designed to manage this availability in favour of short-term parking and residents. As previously mentioned, some limited waiting parking bays are already available in the area and the scheme will provide an additional 2hr limited waiting bays for short-term parking. This is expected to improve parking availability for visitors and customers who may otherwise have been unable to access parking at this central location if kerb-space was already taken up with long-term commuter parking. The 2-hour period is a limit and where a visitor does not require parking for that length of time they will leave before this period and the parking space will be available for another user. Unrestricted on-street parking is also available on the wider highway network and in an off-street car park.

15. Businesses located within the controlled zone will also be eligible to purchase up to 2 permits for the scheme, which they can allocate to any specific vehicle. As it is primarily a RPS the number of permits for businesses is strictly limited and it is acknowledged that they may be insufficient for all staff employed. The take-up and allocation of these permits will be for the businesses to determine.

16. It is recognised that there is likely to be some element of displaced parking with any new highway waiting restriction. However, the proposed scheme has been designed facilitate parking for residents of Charles Street and Parkyns Street, who may previously have had to park on adjacent streets. The creation of limited waiting bays will increase the turn-over of parking spaces in the village centre and therefore increase parking capacity, again removing vehicles from elsewhere on the highway. It is anticipated that any unmitigated parking migration will be dispersed over the wider highway and not be concentrated at any one location.

17. Whilst the demand for on-street parking is recognised the County Council does not have a duty to provide free on-street parking for any highway user. The hours of operation of the scheme are Monday to Saturday 8am to 6pm, outside of these hours the carriageway is unrestricted and can be used by non-permit holders for evening, overnight and Sunday parking.

18. Objection – Scheme not required / should be reduced / dual-use
Twelve objections were received suggesting that the scheme was not required or that the hours of operation should be reduced with some objectors also stating that the scheme should be made dual-use for the use of both permit holders and limited waiting parking. Comments included the suggestion that residents on the streets were aware that their homes had no dedicated parking when they chose the property and that many of these residents would be away from their properties during the day and so not require parking. Some respondents suggested that this would mean that the permit areas would be empty during the daytime and that the available kerb-space could be better utilised by allowing both 2hr limited waiting and permit parking on these roads (a dual-use scheme).

19. Response – Scheme not required / should be reduced / dual-use
A dual-use scheme, which allows limited-waiting parking for all users and none time-restricted parking for permit holders, was not considered an appropriate solution for the parking issues in this area. The level of demand for free on-street parking in proximity to the village centre is such that a disproportionate volume of the available kerb-space would be used for short-term parking, which would leave permit holders struggling to park within the controlled zone.

20. Only one side of each street is unrestricted and so available for parking and the number of eligible properties that may purchase permits is likely to exceed the number of spaces available during the controlled period. The dropped vehicle access to a new pharmacy development will also remove a short stretch of on-street parking on Parkyns Street. Whilst the purchase of a permit does not guarantee a parking space within the scheme it is important that permit holders are offered a reasonable opportunity to park.

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

22. The proposed scheme has been developed with specific areas designated for limited waiting parking and separately, for permit parking. 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.

23. Objection – Cost of permit
One objection to the scheme was received on the basis that the respondent considered it was unfair to be required to pay for a permit to enable them to park within the controlled zone.

24. Response – Cost of permit
Since 2010 it has been Nottinghamshire County Council policy to charge (£25 in 2018/19) for the issuing of permits within a RPS. Residents within the permit area who are over 75 or blue-badge holders are supplied with permits without charge. Whilst it is necessary to display a permit when parking within the controlled zone during operational hours (Monday to Saturday 8am – 6pm) the area can be used by non-permit holders outside of these times. Unrestricted on-street parking remains available on the wider highway throughout the village.

**Other Options Considered**

25. Other options considered relate to the configuration and the operational times of the proposed limited waiting bays and residents' parking area. The scheme has undergone several stages of development, including a parking survey, resident questionnaire and statutory public consultation, to determine the best balance of measures to meet the complex needs of the area.

**Comments from Local Members**

26. Councillor Reg Adair supports the introduction of the proposed residents parking scheme.

**Reasons for Recommendations**

27. 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

28. 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

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

### Financial Implications

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

### Human Rights Implications

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

### Public Sector Equality Duty implications

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

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

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

### Safeguarding of Children and Adults at Risk Implications

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

## RECOMMENDATION/S

It is **recommended** that:

**1)** The Nottinghamshire County Council (Charles Street, Church Street and Parkyns Street, Ruddington) (Prohibition of Waiting, Parking Places and Residents' Controlled Zone) Traffic Regulation Order 2019 (8279) is made as advertised and the objectors advised accordingly.

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

**For any enquiries about this report please contact**: Mike Barnett - Team Manager (Major Projects and Improvements), Tel: 0115 9773118

**Constitutional Comments [SJE 22/01/2019]**

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

**Financial Comments [RWK 21/01/2019]**

36. The financial implications are set out in paragraph 30 of the report.

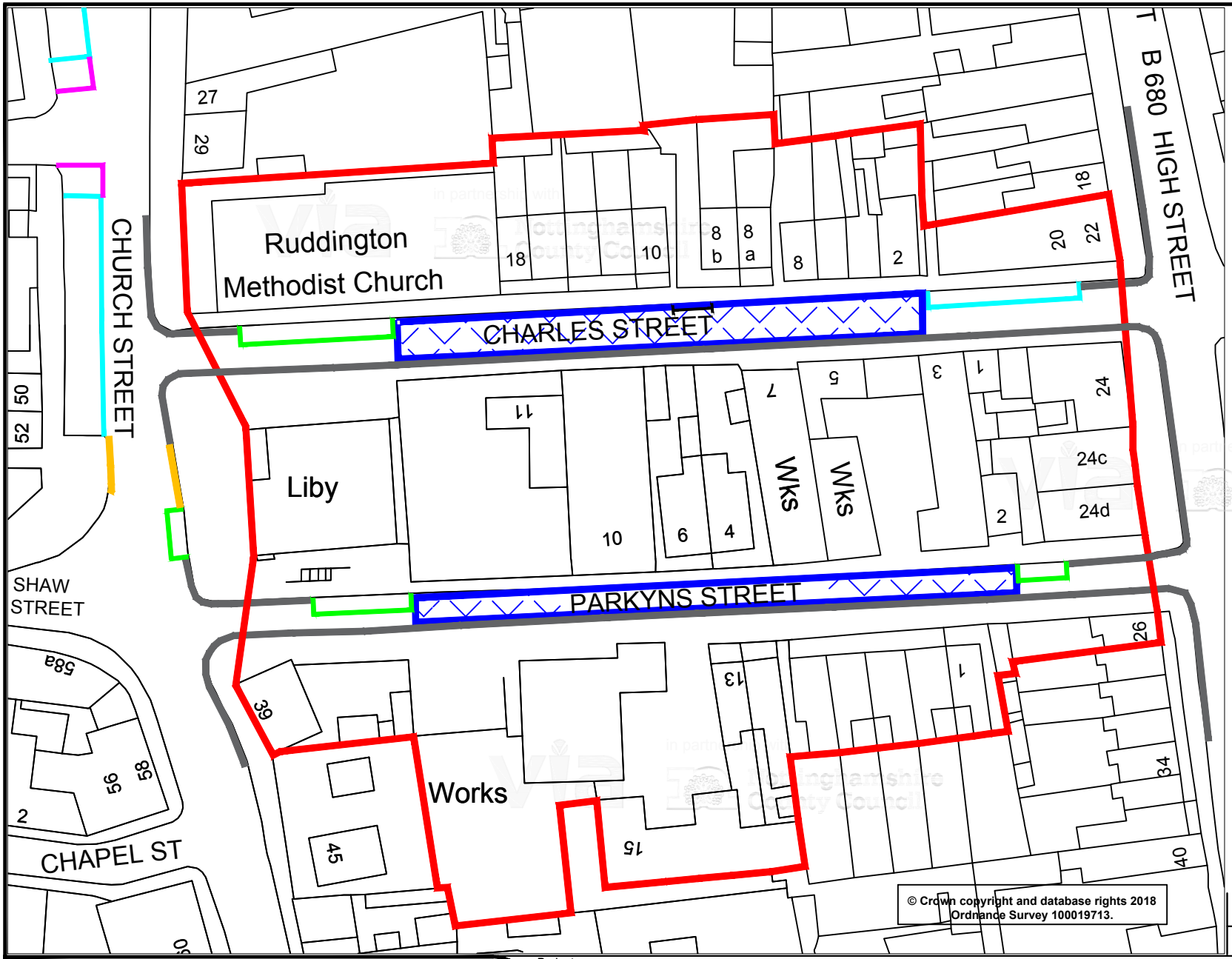
**Background Papers**

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




## KEY

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

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

Proposed Double Yellow Lines

Proposed 2 Hours limited waiting
Mon - Sat 8 am - 6 pm
(No return within 1 hour)

Existing 2 Hours limited waiting
Mon - Sat 8 am - 6 pm
(No return within 1 hour)

Existing Disabled parking spaces

Existing Double Yellow Lines

| Rev | Description | Drawn | Ch'kd | Auth | Date |
|---|---|---|---|---|---|

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| Project | CHARLES STREET / PARKYNS STREET, RUDDINGTON | Drawn SLW | Date MAR '18 |
| Status | Project No. HW 10125 | Ch'kd JE | Date MAR '18 |
| Title | PROPOSED RESIDENTS PARKING SCHEME | Auth | Traced |
| Drawing No. | H/SLW/2686/01 | Rev | Scale 1:2000 |

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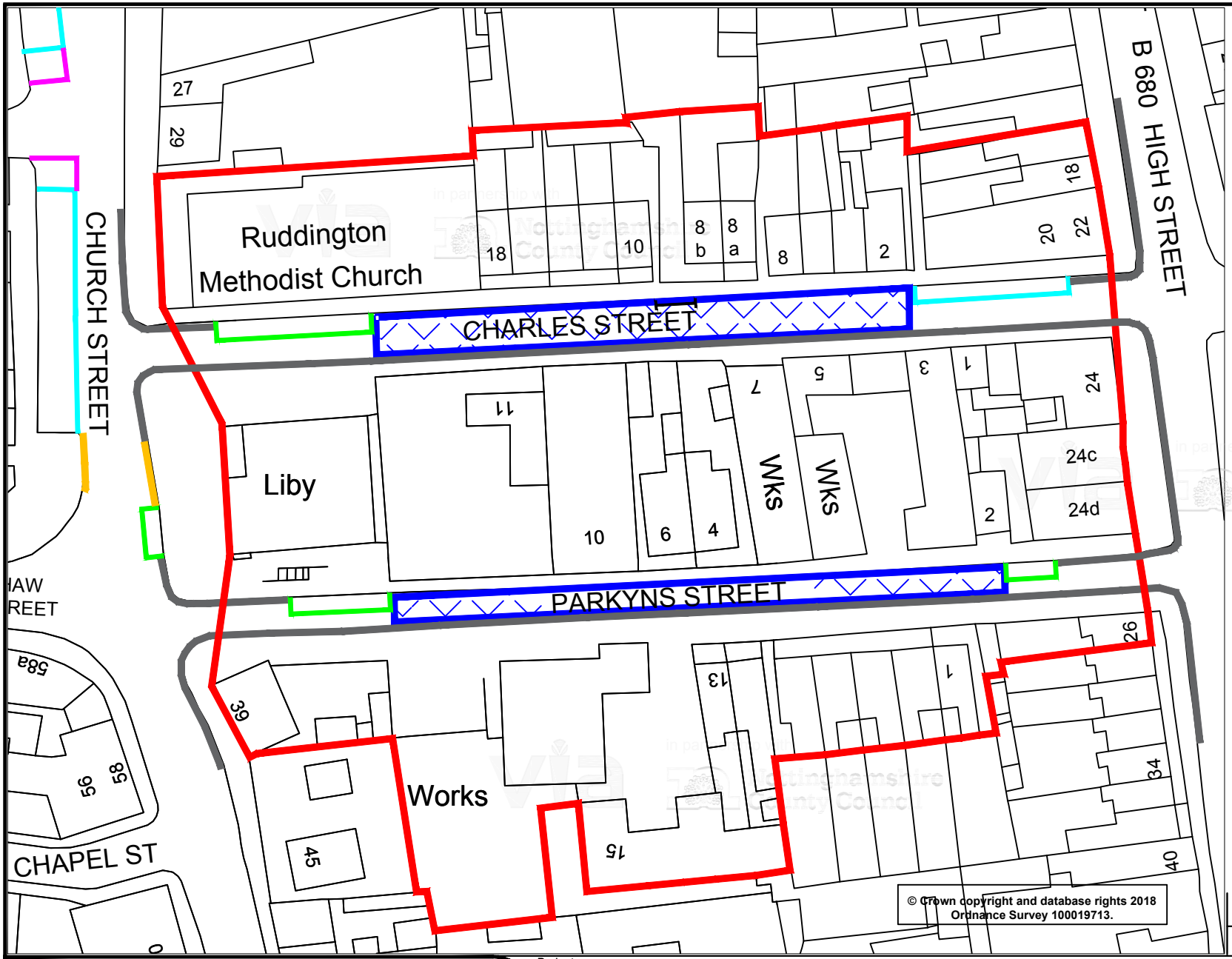


## KEY

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Existing 2 Hours limited waiting
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(No return within 1 hour)

Existing Disabled parking spaces

Existing Double Yellow Lines

| Rev | Description | Drawn | Ch'kd | Auth | Date |
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| Project: CHARLES STREET / PARKYNS STREET, RUDDINGTON | | Drawn: SLW | Date: Oct '18 |
| Status: ADVERT | Project No.: TRO 8279 | Ch'kd: JMR | Date: Oct '18 |
| Title: PROPOSED RESIDENTS PARKING SCHEME | | Auth: HRN | Traced |
| Drawing No.: H/SLW/2686/02 | | Rev | Scale: N.T.S. |

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| Rev | Description | Drawn | Ch'kd | Auth | Date |
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| Project: CHARLES STREET / PARKYNS STREET, RUDDINGTON | | Drawn: SLW | Date: Jan '19 |
| Status: REPORT | Project No.: TRO 8279 | Ch'kd: JMR | Date: Jan '19 |
| Title: PROPOSED RESIDENTS PARKING SCHEME | | Auth: HRN | Traced |
| Drawing No.: H/SLW/2686/03 | | Rev | Scale: N.T.S. |



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Nottinghamshire County Council

**Report to the Communities & Place Committee**

**7 March 2019**

**Agenda Item:9**

## REPORT OF SERVICE DIRECTOR, INVESTMENT & GROWTH

## PROPOSED RESTRUCTURE OF THE HIGHWAY DEVELOPMENT CONTROL TEAM

## Purpose of the Report

1. To seek approval for the restructure of the Highway Development Control (HDC) Team so that the team is resourced in a manner that best deals with the work required to support the aims of:
    - the work of the District Councils as Local Planning Authorities and the County Council as the County Planning Authority in achieving Government targets related to development
    - The work of developers and their consultants in designing highway proposals for residential and industrial developments and bringing these forward as formal planning applications
    - to ensure thatthat highway safety is not compromised by new developments
    - that where practicable, and within current national planning guidance, the impacts of developments on the existing highway network were fully and properly mitigated by the developer.
    - That sustainable transport options are fully incorporated into developer's proposals and build upon existing strategies

## Information

### Function of Highway Development Control

2. The role of the HDC Team is twofold:

(a) The County Council as Highway Authority (HA) is a Statutory Consultee to the County and Local Planning Authorities providing them with advice on the technical aspects of a developer's highway infrastructure proposals for their development. This is legal requirement set out in the Town and Country Planning Act 1990). Advice offered is in line with national and local guidance. The overall remit is to ensure that developments will be safe for all road users, incorporate and encourage sustainable forms of transport and that the overall effect on the rest of the highway network is minimised by incorporation of suitable mitigating measures, paid for by the developer, such as improvements to junctions and signals.

(b) As the HA, the legal processes by which a developer can carry out works on the public highway to construct an access into their development (Section 278 of the Highways Act 1980) and the legal process by which the roads in their development are adopted by the

HA (Section 38 of the Highways Act 1980) are instigated and managed by the HDC Team. Developers pay the County Council technical/supervision fees for this function. In the current financial year fees collected are already more than £1.5M

**Encouraging Economic Growth and Addressing the Housing Shortage**

3. The current policies at both national and local level to encourage and support economic development as well as a desire to address the housing shortage have seen a substantial growth in the number of planning applications for large housing developments as well as smaller developments of individual plots. Given the demands that HS2 will create within the County for further development and regardless of the outcome of BREXIT, the Government has clearly indicated that its agenda for further house building will continue, the expectations and pressures within the planning system are likely to continue at their present levels if not increase.

4. National planning guidance has also been simplified with a presumption in favour of development. In relation to highways there is little guidance that the HA can use to defend its position other than that the NPPF states that the impact of any new development on the highway should not be 'severe' although there is no definition as to what this means.

5. As funding has been limited in recent years to enable Highway Authorities to make significant improvements to much of its highway assets to deal with increasing numbers of vehicles, (DfT data highlights that vehicle numbers have increased by 680,000 per annum since 2012 bringing the total number of registered vehicles up to 38.2 million at the end of June 2018) the role of the HDC Team is vital in ensuring highway impacts from new developments are minimised and mitigated for at developers expense and within applicable national guidance.

6. With the pressures that Planning Authorities face in meeting Government expectations, the potential political consequences for not achieving this and the reluctance of developers to have to pay for mitigating highway measures, the work of the HDC Team is demanding and difficult. As the final decision on any planning matter rests with the Planning Authority the HDC Team must either negotiate with developers a set of highway infrastructure measures that adequately deals with the impact of a proposed development or put together an evidenced argument why the proposals should be rejected on highway grounds. This argument may need to be presented via the planning appeal process as well. It should be noted that applications are becoming more complex in nature as the available sites for development mainly focused on brown field sites or areas where there is already a concentration of existing development.

**Measure of Effectiveness of the HDC Team**

7. The HDC Team is involved inworking with Planning Authorities and developers on several significant sites in the County where developers have planning permission for 50 or more houses to be constructed. Without the work of the HDC Team on highway matters related to these developments it is likely that many of them would either not be built, delayed or built with sub-standard highway infrastructure. However, at the time of this report there are 81 such sites within the County which are being built and will result in 20,860 houses being added to the housing stock of the County with a retail value of nearly £4Billion. The eventual County Council element of the Council Tax on these properties will at current values be almost £25M. Using information produced by the House Builders Federation the work on these new homes will have created just over 50,000 new jobs. In addition, the Team have also secured improvements to the highway network paid for by developers of more than £10M.

**HDC Team Workload, Establishment and Costs**

8. The current establishment of the team is set out below 1 FTE Team Manager, 4 FTE Principal Officers, 2 FTE Senior Officers, 4.3 FTE Development Control Officers and 1.5 FTE Admin Officers.

9. With the increasing numbers of planning applications, their increasing complexity and the legal requirement to respond to them within prescribed timescales, the team establishment, although reduced in size since 2011, has been supplemented since 2013 by between 2.5FTE and 3FTE agency staff paid for out of the fees collected by the Authority from developers in relation to Section 38 and 278 Agreements. These agency staff were orginally employed on a temporary basis to deal with a then increase in workload. Theincreased workload has continued for the last five and a half years and given current national and local policies on encouraging economic development through development, the increased workload is likely to continue for many years. It is therefore necessary to re-evaluate the use of agency staff, costing the Authority in the region of £180,000 per annum, when it would be more cost effective to create permanent posts within the establishment.

10. The following illustrates the number of planning applications that he HDC Team has dealt with since 2011 against the number of FTE technical posts dealing with them.

| Year | Applications Dealt with | HDC technical staff FTE (Inc Agency) |
|---|---|---|
| 2011 | 1917 | 16.5 FTE |
| 2012 | 2041 | 15.5 FTE |
| 2013 | 2188 | 13.5 FTE |
| 2014 | 3495 | 13.5 FTE |
| 2015 | 3731 | 12.8 FTE |
| 2016 | 3758 | 12.8 FTE |
| 2017 | 3029 | 12.8 FTE |
| 2018 | 3024* | 12.8 FTE |

11. In 2011each FTE (excluding the Team Manager and the Admin posts) was dealing with an average of 127.8 applications per year. The current figure for 2018 is 293.6 which in percentage terms is a 130% increase in the number of applications being dealt with by each FTE.

12. The budget for the HDC Team 2018/19 is £516,566 (including salary, LGPS, NI and Apprentice Levy). In addition, the agency staff cost approximately £180,000 per annum and this expenditure has been funded through the fees that developers pay the County Council for the technical/supervision costs that the HA incurs.

**Current Issues for the HDC Team**

13. As highlighted above there has been a doubling of planning applications dealt with by the HDC Team and the complexity of and the potential problems that major developments can pose for the existing highway infrastructure is a major concern. Most such planning applications see strong opposition from residents based upon highway concerns either related to safety or capacity and there is an expectation that the HA will ensure that they fully scrutinise major developments and put together robust evidence to support any required mitigation so that Planning Authorities can justly incorporate these into planning permissions.

14. What is evident is that the HDC team cannot continue to provide all the functions it currently does without adversely affecting the national and local policies of promoting economic growth and supporting potential benefits from HS2. The use of agency staff to support the HDC Team has been prolonged and costly to the County Council and should not be a long-term solution. To ensure the ongoing continuity of the HDC function this matter needs to be addressed. The structure within the HDC Team also needs to be re-evaluated to ensure that there are officers of an appropriate level are dealing with major applications to ensure that the County Council is both promoting economic growth but also promoting sustainable transport as well as protecting safety and capacity.

**Re-evaluation of HDC Team Structure**

15. Given the importance of major planning applications the function of the HDC Team should be resourced and focussed on dealing with these. To ensure that officers of a suitable level of seniority and experience are dealing with such matters and to address matters related to the employment of agency staff it is proposed to make the following changes to the structure of the team.

| | Current FTE | Pay Scale | Proposed FTE | Pay Scale |
|---|---|---|---|---|
| Team Manager | 1 | Band E | 1 | Band E |
| Principal Officer | 4 | Band C | 7 | Band C |
| Senior Officer | 2 | Band A | 1 | Band A |
| Dev Control Officer | 4.3 | Scale 5 | 3.3 | Scale 5 |
| Admin Officer | 1.5 | Scale 3 | 1.5 | Scale 3 |
| | | £536,982 | | £622,706 |

16. The above costs include on costs (NI, LGPS and Apprentice Levy)

17. At present one Senior Officer post and one Development Control Officer post are vacant and it is proposed to dis-establish these to enable Principal Officer numbers to be increased.The creation of an additional 3 FTE Principal Officer posts would significantly increase the ability of the HDC Team to deal effectively with major planning applications and meet with the national and local policies of supporting economic growth brought about by housing developments and HS2.

18. The current team structure is shown in Appendix A and the proposed structure in Appendix B at the end of this report.

19. Overall the restructure would add £85,724 to the cost of the HDC Team. It is proposed to meet this shortfall from the Section 38/278 Agreements fees. It should be noted that at present £180,000 of those fees are being used to pay agency staff. With the proposals set out there would no longer be a need to employ agency staff except in exceptional circumstances, therefore offering a reduction in spending by the Authority of approximately £94,000 (£86,000 being needed for the HDC Team costs).

**Other Options Considered**

20. It has been considered if the HDC Team could carry on with the existing structure.and resource level. There is a continued growth in planning application numbers which would make this option unsustainable. In addition national and local policies are centred around supporting development and applications. However these are becoming more complex in highway terms and their potential impact on the existing congested highway network means

that the existing team structure and resource is not best suited to ensure that these applications are both properly supported and also fully mitigated for in highway terms.

**Reason/s for Recommendation/s**

21. The proposals made in this report are centred around delivering what is best to support and achieve the national and local policies of encouraging economic growth and HS2 whilst ensuring that the highway infrastructure is not compromised in terms of safety or capacity. The proposals are based upon ensuring that the HDC Team has the necessary level of resources to be able to achieve this with an overall reduction in Authority spend of the region of £94,000.

## Statutory and Policy Implications

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

**Financial Implications**

23. The proposals set out in the report will result in an estimated net saving to the authority of £94,000.

## RECOMMENDATION/S

1) Approval be given to the restructure of the HDC Team by means of:

   i) Dis-establishing one Development Control Officer post Scale 5 (currently vacant);
   ii) Dis-establishing one Senior Development Control Officer post Band A(currently vacant);
   iii) Establish 3FTE Principal Officer posts;
   iv) Safeguarding £86,000 per annum from the fees paid by developers for Section 38/278 Agreements towards the cost of officers within the HDC Team.

**David Hughes**
**Service Director, Investment & Growth**

**For any enquiries about this report please contact:** Sally Gill, Group Manager, Planning, Tel: 0115 9932608 / Clive Wood, Service Manager, Highways Development Control, Tel: 0115 9774585

**Constitutional Comments [KK24/01/2019]**

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

**Financial Comments [RWK 21/01/2019]**

25. The financial implications are set out in paragraphs 15 to 19 of the report.

**HR Comments [JP 19/02/2019]**

26. The main HR implications are contained in the body of the report. Recruitment to the additional posts will be in line with the Authority's appropriate HR policies.

**Background Papers and Published Documents**

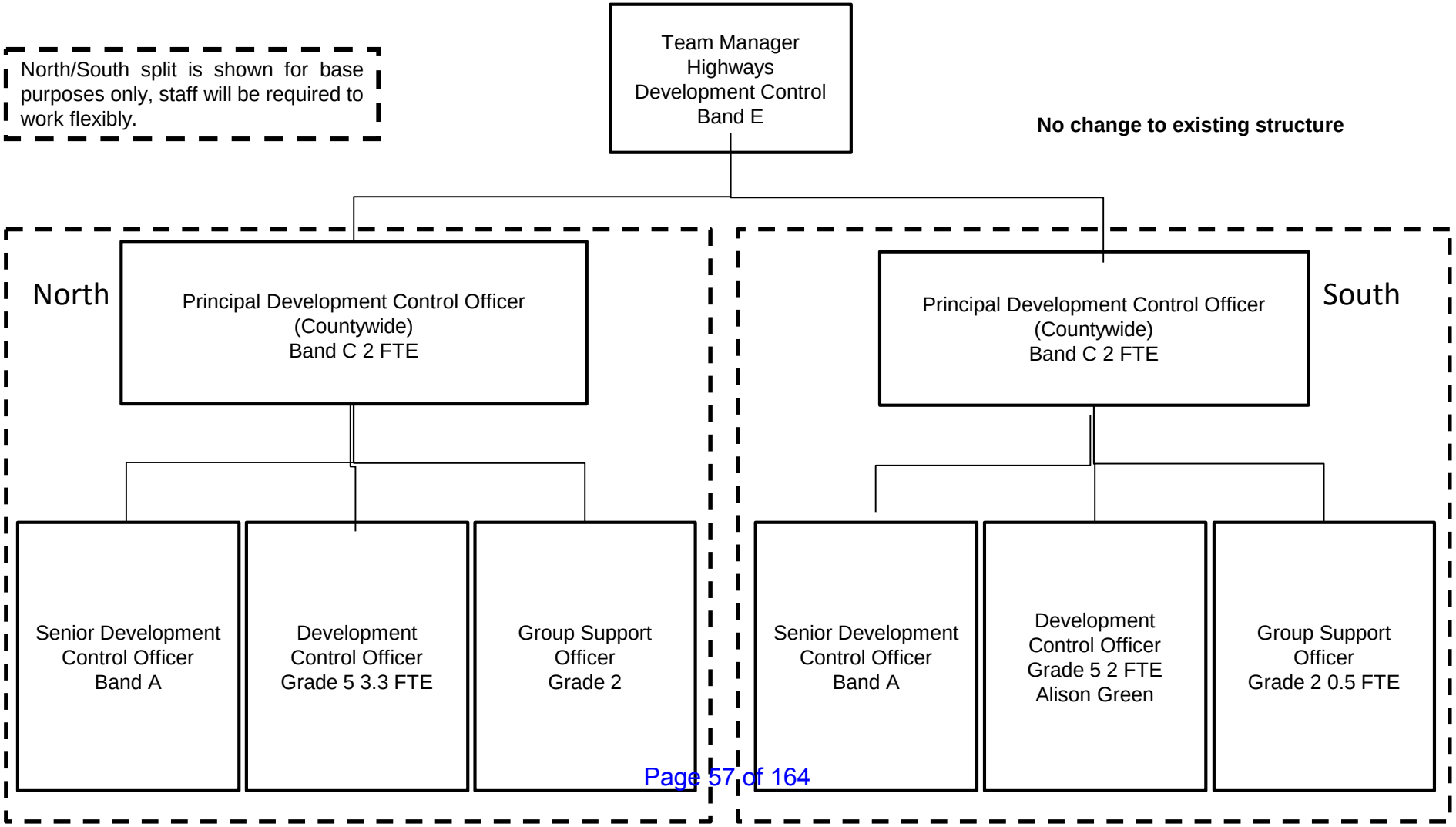
Except for previously published documents, which will be available elsewhere, the documents listed here will be available for inspection in accordance with Section 100D of the Local Government Act 1972.

- None

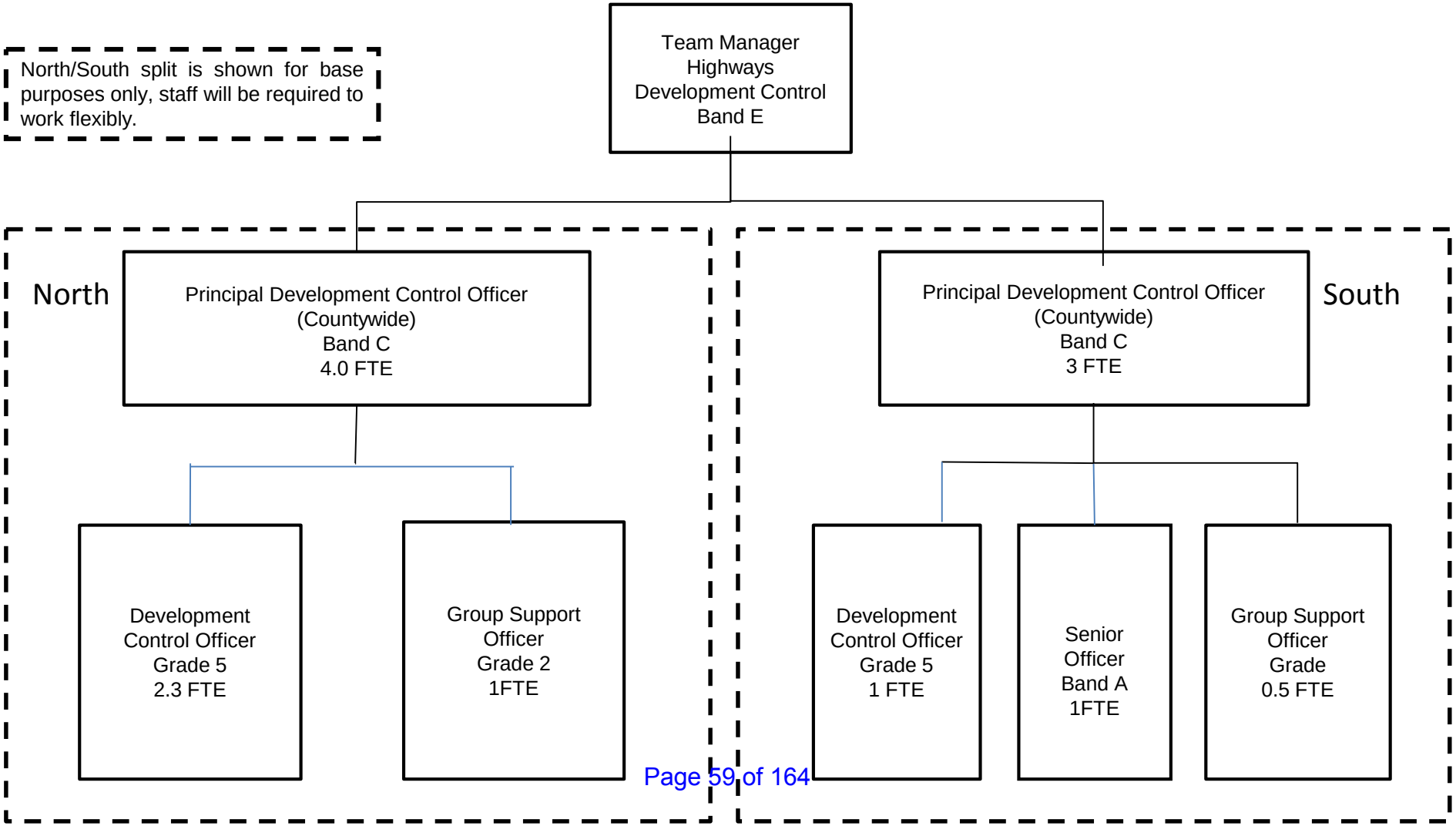
**Electoral Division(s) and Member(s) Affected**

- All

# HIGHWAYS DEVELOPMENT CONTROL



# HIGHWAYS DEVELOPMENT CONTROL
# Proposed Structure 2019



Nottinghamshire County Council

**Report to Communities & Place Committee**

**07 March 2019**

**Agenda Item: 10**

# REPORT OF THE SERVICE DIRECTOR, INVESTMENT & GROWTH

# MINERALS AND WASTE DEVELOPMENT SCHEME UPDATE 2019

## Purpose of the Report

1. To seek Committee approval for an update to the Nottinghamshire Minerals and Waste Development Scheme (MWDS).

## Information

2. The Planning and Compulsory Purchase Act 2004 (as amended) requires the County Council to produce a Local Development Scheme (LDS). The LDS provides interested people and organisations with the Council's timetable for the preparation of local development documents. For the County Council as planning authority, these documents comprise a Minerals and Waste Local Plan.

3. Local authorities can update their LDS at such times as considered appropriate. The previous Nottinghamshire County Council version has been in place since September 2017 and set out anticipated timetables for the adoption of a new Minerals Local Plan and a Joint Waste Local Plan to be prepared with Nottingham City Council.

4. Since this period, work has commenced on the Draft Minerals Local Plan with the completion of consultation on Issues and Options and a Draft Plan. In light of additional time necessary to prepare a Draft Plan and consider the consultation responses, it is necessary to amend the remaining timetable to adoption. In addition there has been further dialogue with Nottingham City Council over the timetable for preparing the Joint Waste Local Plan and a revision is necessary.

5. The revised Minerals and Waste Development Scheme is attached in Appendix 1 and will replace the current Minerals and Waste Development Scheme which was approved by this Committee in September 2017.

6. The County Council will continue to review the Development Scheme and progress will be reported annually through the relevant Waste and Minerals Authority Monitoring Reports (AMR).

***The Minerals and Waste Development Scheme Timetable***

7. The new preparation timetable for the production of the Minerals and Waste Local Plans is set out in the revised Development Scheme and detailed in the tables overleaf:

**Table 1: Revised Minerals Local Plan**

| Stage | Dates | Completed |
|---|---|---|
| Consultation on Scope, Issues and Options (Reg 18) | November 2017 | Yes |
| Consultation on Draft Plan proposals | July 2018 | Yes |
| Publication (Reg 19) | September 2019 | No |
| Submission | Jan 2019 | No |
| Examination Period | March 2020 | No |
| Adoption | September 2020 | No |

**Table 2: Revised Joint Waste Local Plan (incorporating review of Waste Core Strategy 2013) to be prepared with Nottingham City Council**

| Stage | Dates | Completed |
|---|---|---|
| Consultation on Scope, Issues and Options (Reg 18) | November 2019 | No |
| Consultation on Draft Plan proposals (Reg 18) | June 2020 | No |
| Publication (Reg 19) | January 2021 | No |
| Submission | April 2021 | No |
| Examination Period | June 2021 | No |
| Adoption | November 2021 | No |

**Other Options Considered**

8. None. It is a statutory requirement for the Council to have up to date Minerals and Waste Development Local Plans and to publish a timetable to identify when new or revised Plans will be prepared.

**Reason for Recommendation**

9. To provide clarity on the timetable for the production of the Minerals and Waste Local Plan in order for the County Council to meet it statutory functions as a Minerals and Waste Planning Authority.

## Statutory and Policy Implications

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

**Financial Implications**

11. The County Council has to meets its statutory functions as a Minerals and Waste Planning authority. The Waste Local Plan is being prepared jointly with Nottingham City Council. The County Council takes the lead role and financial resources will be split proportionately according to population with the City Council re-imbursing the County Council accordingly. The costs to the County Council of preparing a revised Minerals Local Plan and its share of the costs of preparing a revised Joint Waste Local Plan will be met from reserves. The balance of the reserve at 31st March 2018 was £189,749.

## RECOMMENDATION

1) That Committee approve the revised Minerals and Waste Development Scheme.

**David Hughes**
**Service Director, Investment & Growth**

**For any enquiries about this report please contact:** Stephen Pointer, Team Manager Planning Policy, Tel: 0115 97 73793

**Constitutional Comments [RHC 07/02/2019]**

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

**Financial Comments [RWK 28/01/2019]**

13. The financial implications are set out in paragraph 11 of the report.

**Background Papers and Published Documents**

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

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

All

Nottinghamshire County Council

**Report to Communities and Place Committee**

**7 March 2019**

**Agenda Item:11**

# REPORT OF THE CORPORATE DIRECTOR, PLACE

# RESPONSES TO PLANNING CONSULTATIONS

## Purpose of the Report

1. To seek approval for a revised protocol on approval of comments issued on behalf of the County Council on:

   - Planning applications;
   - Local plans, Neighbourhood Plans and other related strategies;
   - Consultations on other planning matters.

## Information

2. The Planning Policy Team co-ordinate the County Council's response to planning applications, emerging Local and Neighbourhood Plans and government consultations on planning and related matters. This involves collating comments on proposals and plans from the County Council in terms of:

   a. minerals and waste planning;
   b. landscape & reclamation issues where needed;
   c. public health;
   d. waste management;
   e. nature conservation;
   f. historic environment;
   g. strategic transport;
   h. rights of way;
   i. public transport provision.
   j. planning obligations (in conjunction with relevant service areas such education, libraries, waste management and transport)

3. It is important that the views of the County Council are considered and assembled on planning proposals as the County Council is a significant provider / enabler of infrastructure and has formal a duty to co-operate in terms of Local Plans across Nottinghamshire and its neighbouring authorities.

4. The comments of the County Council on planning proposals as Highway Authority and Lead Local Flood Authority are made separately.

5. A Protocol was updated and last agreed by the Communities and Place Committee in 2017 to set out thresholds for proposals which should be subject to Committee approval. In all other cases responses are agreed at officer level. Because of the need to meet consultation deadlines, the protocol enables these in practice to be agreed in consultation with the Vice-Chair of the Committee, with subsequent reporting to Committee.

6. The current types of planning proposal requiring agreement in consultation with the Chair/ Vice Chair is as follows:

| **Planning Applications** | |
|---|---|
| Renewable energy | • Single or multiple wind turbines above 15m high (including blade length);<br>• All Solar Farms;<br>• All Biomass Plants |
| Retail development | • Applications over 2500m² floorspace;<br>• Other retail applications where the proposal is outside a defined town centre. |
| Residential Development | • 0-50 dwellings: - only if strategic planning issues are apparent;<br>• 51-200 dwellings: Applications which are contrary to local or national planning policy;<br>• 201+ dwellings: All applications |
| Commercial Development | • Applications over 2500m² floorspace;<br>• All applications outside a defined urban boundary |
| Other development | • To be decided by officers on a case by case basis |
| **Development Plan and other Strategies/Guidance** | |
| Local Plans | • All Local Plans within the County (pre submission)<br>• All Local Plans prepared by neighbouring authorities (pre submission) |
| Neighbourhood Plans | • To be decided by officers on a case by case basis |
| Other Plans/Strategies/Publications | • To be decided by officers on a case by case basis |

7. There are two areas which indicate that the Protocol should be updated:

   a. The Committee has not wanted reports for information on its Agenda and therefore reporting to Committee on responses made no longer occurs.

   b. The range of proposals for which Chair/Vice Chair agreement is needed should be amended to streamline the work of responding to planning proposals and focus on the key developments related to the roles and responsibilities of the County Council.

8. It is therefore proposed to amend the Protocol to address these issues. An amended Protocol is set out in Appendix 1. It is proposed to raise the development size threshold in light of experience and focus on major housing and business development, but retain an ability for officers to agree other responses as needed. These proposals will help streamline the process whilst retaining Councillor involvement and oversight of the most significant responses.

9. A summary list of those consultation responses issued in consultation with the Chair/Vice Chair will be prepared on a quarterly basis and will be sent to all Members' groups for information.

10. When a response requires agreement in consultation with the Chair/Vice Chair, County Councillors for the relevant Division will continue to be notified, invited to make comment and sent a copy of the Draft response.

11. It should be emphasised that the County Council is not the decision making body in respect of these applications, simply a consultee, providing comment from its role as mineral and waste planning authority and provider of infrastructure such as schools, transport and recycling facilities. The County Councils comments on local plans and planning applications is published on the website of the authority to whom the consultation is sent and therefore all its responses are open to public view and scrutiny.

**Other Options Considered**

12. To not have an agreed approach on sending comments to the relevant Local Authorities and statutory bodies. This would mean either reporting all consultations for Committee approval which would involve Councillors in technical and operational matters – or have an arbitrary approach to reporting consultations to Committee which is equally unsatisfactory.

**Reason for Recommendation**

13. To ensure that the County Council has an agreed approach to member involvement in agreeing responses made on planning applications, local plans and other planning publications.

## Statutory and Policy Implications

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

## RECOMMENDATION

1) That Committee approve the Protocol as set out in Appendix 1 for dealing with comments on planning applications and other planning proposals.

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

**For any enquiries about this report please contact:** Stephen Pointer, Team Manager, Planning Policy, Tel: 0115 9939388

**Constitutional Comments [SG 31/01/2019]**

15. I confirm the recommendation falls within the remit of the Communities and Place Committee by virtue of its terms of reference.

**Financial Comments [RWK 31/01/2019]**

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

**Background Papers**

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

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

All.

## Appendix 1: Proposed Protocol

Responses issued by Nottinghamshire County Council as Planning Authority will be agreed in consultation with the Chair / Vice Chair of the Communities and Place Committee where they meet the following criteria:.

| Type | Responses issued in consultation with Chair/Vice Chair |
|---|---|
| **Planning Applications** | |
| Residential Development | • 300 + dwellings |
| Business Development (B1,B2, B8) | • Applications over 2500m² floor space |
| Other development | • To be decided by officers on a case by case basis |
| **Development Plan and other Strategies/Guidance** | |
| Local Plans | • All Local Plans within the County at Publication Draft stage (pre submission).<br>• All Local Plans prepared by neighbouring authorities at Publication Draft stage (pre submission) |
| Neighbourhood Plans | • Decided by officers on a case by case basis |
| Other Plans & Publications | • Decided by officers on a case by case basis |

Where consultations require agreement in consultation with the Chair/Vice Chair, a consultation email will be sent to the Chair, Vice Chair, opposition spokespersons and Councillors for the relevant Division(s). The draft response will be circulated to these members also for comment.

A summary of those consultation responses issued in consultation with the Chair/Vice Chair will be prepared on a quarterly basis and will be sent to Members' Groups for information..

Nottinghamshire County Council

**Report to Communities & Place Committee**

**7 March 2019**

**Agenda Item: 12**

# REPORT OF THE SERVICE DIRECTOR, PLACE AND COMMUNITIES

# ANNUAL UPDATE - RUFFORD ABBEY COUNTRY PARK

## Purpose of the Report

1. To provide Committee with an update on the performance and development of Rufford Abbey Country Park during 2018, and potential improvements for 2019, and agree any actions which may be required.

## Information

2. Rufford Abbey Country Park is managed on behalf of the County Council by Parkwood Outdoors under a contract which commenced in 2017.

3. An update on the performance of that contract is presented to Committee annually.

4. Parkwood continue to develop the visitor offer at Rufford with a view to attracting more visitors to the site and increasing the profitability of their operations. Support and investment from the County Council will help reduce the ongoing revenue costs of the Park with a view to ultimately making it cost neutral, as well as supporting the wider visitor economy of the County.

5. Developments and changes made by Parkwood over the last 12 months include:

   a) Staff restructuring
   b) Data capture improvements
   c) Review of maintenance etc to deliver savings through economies of scale
   d) Improved customer experience/journey - VAQAS/STARR Awards etc.
   e) Event Management – new and improved events such as Cinema Screenings

6. Dialogue continues with Historic England to maximise parking on site in a way sympathetic to the historic and protected nature of the park and buildings. Parking charges for 2019 are as follows:

| **Car-Park Charges** | **2018** | **2019** | **% Uplift** |
|---|---|---|---|
| Jan-Feb before half term weekends | £3.50 | £4.00* | 12.5 |
| All school holidays + weekends | £3.50 | £4.00* | 12.5 |
| Winter school days excl. holiday period | £1.00 | £0 | - |
| All Events | £10.00 | up to £10 | 0 or - |
| Season Pass (Jan-Dec) Does not include Events | £35.00 | £40 | 12.5 |
| Spend £20+ in retail or catering and get car parking refunded | free if spend £20+ | free if spend £20+ | 0 |

*Subject to Pay and Display installation scheduled for May 2019 - applicable off peak / winter periods only*

| | | | |
|---|---|---|---|
| *1 hour* | *N/A* | £1 | new charge |
| *2 hours* | *N/A* | £2 | new charge |

* to rise by 50p per annum until it reaches £5 then capped. All other charges to remain, unless permission is sought to amend.

7. Further details of the performance against contract Key Performance Indicators (KPI's) and successes over the last 12 months will be included in the presentation to Committee, as will details of potential areas for enhancement in the coming year.

**Other Options Considered**

8. This process is tried and tested and provides Committee with valuable insight and opportunity to challenge the performance of the contract, therefore the option of not bringing the report to committee was discounted.

**Reason/s for Recommendation/s**

9. The development of Rufford Abbey Country Park continued throughout the past twelve months, with a growing customer base, footfall and sales. Parkwood Outdoors continue to operate the park to a high standard and will continue to do so as we develop the park further.

## Statutory and Policy Implications

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

**Financial Implications**

11. The current costs associated with the contract, amounting to £147,000 per annum, are provided for in existing budgets.

## RECOMMENDATION

1) That Committee consider the report and the presentation by Parkwood and agree any actions which may be required.

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

**For any enquiries about this report please contact:** Mark Croston, Cultural Services Commissioning Manager, T: 0115 9932712, E: mark.croston@nottscc.gov.uk

**Constitutional Comments [CEH 08/02/2019]**

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

**Financial Comments [RWK 31/01/2019]**

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

**Background Papers and Published Documents**

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

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

All

Nottinghamshire County Council

**Report to Communities & Place Committee**

**7 March 2019**

**Agenda Item: 13**

# REPORT OF THE CORPORATE DIRECTOR, PLACE

# HIGHWAYS CAPITAL & REVENUE PROGRAMMES 2019/20

## Purpose of the Report

1. The purpose of this report is to seek Committee approval for the Highways capital and revenue programmes to be delivered during 2019/20 (as well as the consultation/publicity associated with schemes); and to update Committee on current transport funding sources. The proposed programmes are detailed in this report with individual schemes included in the attached appendices. The programmes include work to be delivered as part of the Authority's additional £20m investment in highways during the period 2018/19 to 2021/22. It should, however, be noted that feasibility work is still ongoing on most of the members' scheme suggestions and therefore a further report to update members on these schemes is scheduled to be presented for consideration at Communities & Place Committee in May 2019.

## Information

2. The proposed programmes to improve our transport networks detailed within this report and its appendices form part of the County Council's strategy to help deliver its objectives related to supporting:
   - The economy – by improving access to jobs, training, local centres, and visitor attractions; by reducing the impacts of journey time delay; and to help deliver growth in the county
   - Health and wellbeing – by making our networks safer for all road users; encouraging and enabling more active lifestyles; and by reducing harmful emissions from transport
   - Thriving place and communities – by better connecting communities to each other, as well as to work, training, leisure activities and essential services.

3. Having listened to local communities across the county, the County Council has allocated £21.4m of additional funding during the period 2018/19 to 2021/22 to help deliver local highway priorities, specifically:
   - £17m to help address the backlog of structural maintenance on residential unclassified roads
   - £3m to help address local journey time delay for motorists
   - £1.4m to help address reported road traffic collisions that result in injuries to road users.

4. This report (and its appendices) detail the proposed 2019/20 highways programmes utilising £43.3m of funding comprised of £42.5m capital funding and £0.77m revenue funding (as detailed in the table in paragraph 8 below). The £43.3m includes:
   - £22.29m allocated to capital maintenance schemes to improve local roads and other highway assets – which includes £5m of additional County Council funding
   - £6.67m allocated to integrated transport schemes (e.g. pedestrian crossings, capacity improvements, speed management schemes) – which includes £0.75m of additional

County Council funding for schemes that address journey time delay for motorists, and £0.35m of additional County Council funding for road safety schemes; as well as allocations to fund enhanced rail services and major transport scheme business cases

- £13.58m of external funding secured allocated to deliver Gedling Access Road, Southwell Flood Risk Alleviation scheme, street lighting upgrades, and the A57 roundabout improvements
- £0.77m of revenue funding to deliver the traffic management revenue programme and the DfT funded Access Fund programme (£0.452m secured from the Department for Transport) to deliver travel planning.

5. As part of the development of the 2019/20 programmes, at the end of 2018 all County Council members were asked for integrated transport and maintenance scheme suggestions and this resulted in over 500 scheme suggestions. A number of these scheme requests have been included in the programmes but feasibility work is still ongoing on most of these schemes suggestions. It is therefore proposed that a further report to update members on their scheme suggestions will be presented for consideration at Communities & Place Committee in May 2019. The report will also provide a summary of the additional benefits that have been realised using the extra funding provided by the County Council (e.g. the number of additional schemes delivered using the extra funding).

**2019/20 Capital and Revenue Funding Allocations**

6. The 2019/20 integrated transport block and highway maintenance block capital allocations are scheduled to be determined at the 28 February 2019 County Council meeting. The 2019/20 allocation for integrated transport and capital maintenance, based on the Department for Transport (DfT) allocation and additional funding for such schemes, as set out in the current Medium Term Financial Strategy is detailed below.

| **Capital maintenance funding** **Indicative allocations* | **£m** |
|---|---|
| Highway capital maintenance (DfT allocation) | £12.006 |
| Additional County Council capital allocation for road maintenance | £5.000 |
| Highway capital maintenance (DfT Incentive Fund allocation)* | £2.501 |
| Highway maintenance (DfT Pothole Fund allocation)* | £1.000 |
| Flood alleviation and drainage (County capital allocation) | £0.784 |
| Street lighting renewal (County capital allocation) | £1.000 |
| **Total funding available for capital maintenance improvements** | **£22.291** |

| **Integrated transport funding** | **£m** |
|---|---|
| Integrated transport block allocation | £5.416 |
| Additional County Council capital allocation for road safety | £0.350 |
| Additional County Council capital allocation to address congestion | £0.750 |
| County Council allocation for enhanced rail services | £0.055 |
| County Council allocation for the development of business cases for potential A614 and A617 major infrastructure schemes | £0.100 |
| **Total funding available for integrated transport improvements** | **£6.671** |

| **Externally funded schemes** | **£m** |
|---|---|
| Gedling Access Road | £10.900 |
| Salix street lighting/energy saving | £1.100 |

| | |
|---|---|
| Southwell Flood Risk Alleviation scheme (figure includes £500k contribution from the County Council) | £0.950 |
| A57 roundabout | £0.630 |
| **Total external funding available for specific improvement schemes** | **£13.580** |

| **Revenue funding** | **£m** |
|---|---|
| DfT Access Fund | £0.452 |
| Traffic management revenue | £0.315 |
| **Total external funding available for specific schemes** | **£0.767** |

## Capital Programmes

7. The provisional capital and revenue Highways programmes were approved by Committee at its 8 November 2018 meeting. Following the approval of the provisional programmes several additional schemes have been added to them to take account of the completion of feasibility studies, as well as additional requests for schemes from members and local communities. This report therefore updates Committee on the development of these programmes and seeks approval for their delivery.

### Additional Funding for Maintenance and Integrated Transport Improvements

8. In 2019/20 an additional £5m funding allocation has been made available for highway maintenance and will primarily be used to deliver improvements to residential unclassified roads (including those roads prioritised by the local members) reducing the impacts that deteriorated highway conditions have on local communities. The funding will be concentrated on the roads we know are going to deteriorate in the next few years, making the 'right repair at the right time' with the use of a range of repair techniques. £1m per annum of the capital maintenance allocation has been allocated to 'Alternative Road Repair Techniques' including mechanised patching as described in the report approved by Communities & Place Committee at its meeting on 7 February.

9. £0.75m additional funding has also been made available during 2019/20 to help tackle local journey time delay. This funding will be used to deliver capacity improvements at the A60 Larch Farm crossroads, Ravenshead (A60 Nottingham Road/B6020 Kirkby Road/B6020 Main Road junction), further investment in developing the Council's priority major transport schemes (e.g. A614/A6097, A38, A611, and A617 MARR improvements), and potentially at the A60/Park Lane/Baum Lane, Mansfield junction (dependent on the outcome of feasibility work).

### Externally Funded Capital Schemes

10. Local Growth Fund (LGF) contributions have been successfully secured to help fund the delivery of Gedling Access Road as well as Midland Mainline line speed improvements (which will improve journey times between Nottingham and London) during 2019/20.

11. Gedling Access Road (GAR) is a proposed new access road bypassing Gedling village and is being provided as supporting infrastructure for the mixed-use residential and employment development on the former Gedling colliery/Chase Farm site. Subject to the completion of all necessary funding arrangements, planning approvals and statutory processes the construction of the new £40.9m road is planned to commence following the public inquiry which is scheduled to take place in early summer 2019. The complexities of delivering a large

infrastructure project with a range of landowners, funding streams, ecology and engineering challenges relating to former colliery sites mean that the delivery timescales for GAR remain challenging. The construction works on GAR commenced with diversions to utility works that are ongoing and the completion of the first phase of advanced drainage works. In addition, further opportunities are being considered to ensure that critical tasks, wherever possible, are completed that helps reduce the risk to delivery and to keep within an 18 month build programme. The current funding allocations for this scheme are shown in the table below.

| | **Funding contribution (£m)** | | | | | | |
|---|---|---|---|---|---|---|---|
| | 2015/16 | 2016/17 | 2017/18 | 2018/19 | 2019/20 | 2020/21 | **TOTAL** |
| County Council funding | | | 0.508 | | | 4.866 | 5.374 |
| External funding made up of D2N2 LEP LGF; developer contributions/Gedling BC; and Homes and Communities Agency funding | 0.020 | 0.347 | 0.706 | 3.000 | 10.900 | 20.555 | 35.528 |
| **TOTAL** | **0.020** | **0.347** | **1.214** | **3.000** | **10.900** | **25.412** | **40.902** |

12. Whilst not in Nottinghamshire, the £54m Market Harborough rail line (and station) infrastructure improvements scheme aims to deliver journey time improvements for the Midland Mainline rail services to Nottingham, Sheffield etc. Network rail is funding the bulk of the scheme costs with £13m being contributed from three Local Enterprise Partnerships – D2N2 LEP (£5m), Sheffield City Region LEP (£5m) and Leicester/Leicestershire (£3m). The scheme includes track realignment, signalling alterations, structures, earthworks and station improvements. The track realignment will deliver a straighter rail line to allow non-stopping trains to travel faster between London and Sheffield. Works to construct a car park will be undertaken first followed by station improvements and the line speed improvements. The scheme started in July 2017 and is due to be completed in September 2019.

13. Salix offer interest free loans to local authorities for energy saving projects and this has been utilised to deliver a programme of LED lantern upgrades on the network, resulting in the assets being more efficient to run and maintain. An additional £2.2m Salix loan has been secured (£1.1m allocated in 2019/20) for further LED lighting upgrade works to upgrade remaining low/high pressure sodium in the Ashfield and Broxtowe areas. This funding will result in 12,000 lanterns being changed between April 2019-2021.

14. To maximise the £0.6m capital allocation for flood risk management several successful external funding opportunities have been realised and are now being delivered. These include £1.48m from Local Levy, £4.6m Flood Defence Grant In Aid plus district council and community contributions. The Southwell flood mitigation scheme and Natural Flood Management scheme commenced delivery in 2018/19, having received National Project Assurance Board sign off in January 2018, jointly securing £5.3m of investment from DEFRA. The schemes have a number of other funding partners including the Environment Agency, Newark and Sherwood District Council, Southwell Town Council and community partners. The proposed mitigation measures are scheduled to be completed by Spring 2021 and will benefit approximately 240 properties and 60 businesses. A report on the Southwell Flood Mitigation Scheme is scheduled to be presented at the 4 April Communities & Place Committee.

Nottingham Go Ultra Low programme

15. The County Council (along with Nottingham and Derby City Councils) is a partner in the successful £6.1m Nottingham Go Ultra Low City Bid to the Office of Low Emission Vehicles (OLEV) which aims to deliver a step-change in the number of ultra-low emission cars and vans. The objectives of the funding are to deliver significant air quality benefits, reduce carbon emissions and create ultra-low emission vehicle (i.e. electric vehicles) related growth opportunities for car manufacturing and businesses both locally and beyond. The successful Bid focuses on a several work programmes and it is intended that each of the programmes will be extended into the county whenever possible, particularly those relating to:
    - Grants, loans and advice to support businesses to introduce low-emission vehicles and electric charging at workplaces
    - Expansion of the Council's electric vehicle fleet (e.g. pool cars and vans and associated charging facilities at County Council sites) should this be feasible
    - Expansion of the public electric vehicle charging infrastructure to create an area-wide network of charging infrastructure
    - A programme of targeted promotional events in areas where data highlights the residents and/or businesses are more likely to transfer to ultra-low emission vehicles.

**Integrated Transport Block**

16. The Nottinghamshire Local Transport Plan and its accompanying Implementation Plan sets out the County Council's long-term transport strategy and how it will be implemented. The funding for local transport improvements, such as improving accessibility, addressing congestion or road safety, and promoting sustainable travel, is called the integrated transport block.

17. A balanced range of integrated transport measures has been developed that contributes to delivering corporate priorities; national transport priorities; and the local transport goals and objectives. The proposed packages of measures (and the individual schemes detailed in the appendices) reflect corporate commitments; a balance of member, public and stakeholder requests and priorities; evidence of need and value for money; delivery of the County Council's vision and transport objectives; and the ability to draw in external funding.

18. The detailed integrated transport programme (including the additional County Council funding allocated in 2019/20) is set out in appendix 1 of this report.

19. The County Council has been successful in securing significant amounts of external funding for a number of highway schemes, including those detailed in paragraphs 10-13 above. To help secure external funding and to be ready to bid for funding as and when opportunities arise the County Council will need to develop a range of schemes to a point where the Council can demonstrate they offer value for money and can be delivered within the funding timescales. The provisional integrated transport programme therefore includes an allocation within the 'Traffic monitoring and advanced development/design of future schemes sub-block towards the development of future schemes (e.g. feasibility, business case assessments, and advance design).

**Capital Maintenance Block**

20. As detailed in the table in paragraph 8 above, the capital maintenance block funding is made up from several different funding allocations and the DfT maintenance funding is allocated based on three elements:
    - 'Needs based' formula elements – the basic DfT allocation and the Pothole Action Fund – which are calculated based on an authority's highway assets
    - An incentive element – the Maintenance Incentive Fund – which is based on an assessment of the authorities use of asset management best practice
    - Bidding elements – the Local Highways Maintenance Challenge Fund – which are announced periodically and have historically been available to enable local highway authorities to bid for major maintenance projects that are otherwise difficult to fund through the normal 'needs based formula' funding they receive. The 2019/20 Challenge Fund will be targeted at structural repairs to bridges and similar infrastructure. Given the relatively good condition of Nottinghamshire's bridge stock overall, based on the bid criteria it has not been possible to submit a bid for the available funding.

21. The highway capital maintenance block accounts for 80% of the discretionary capital transport funding (excluding major schemes) and is used to carry out planned structural maintenance across a range of highways assets throughout the seven districts in Nottinghamshire. Prioritisation of the maintenance works programme involves analysis of technical condition survey data utilising the Horizons Pavement Management software, supplemented with local knowledge/ judgement.

22. The detailed highway capital maintenance programme (including the additional County Council funding allocated in 2019/20) is set out in appendix 2 of this report. In addition to the formal process of identifying schemes through a planned asset management approach (as detailed in paragraph 22 above), each County Council member was asked to identify the locations within their division that they think should be a priority for maintenance works, resulting in almost 300 suggested locations.

23. Whilst the proposed programme consists of schemes that are primarily identified through asset management principles, the 'Additional County Capital' sub-block, however, is currently made up solely of schemes having member support and consists of sites primarily on the unclassified road network which are funded through the additional capital allocations. At this stage, given the large number and cost of schemes previously requested by members in 2017, as well as the overprogramming of maintenance schemes approved for delivery during 2018/19, the delivery of a significant number of schemes is being carried over into the proposed 2019/20 programme. As detailed above, the work involved in evaluating the members' maintenance requests received at the end of 2018 is ongoing and, following the completion of this evaluation and the outcome of 2018/19 delivery costs, the updated programme of members' requests will be presented to Committee in May 2019 for approval.

24. Many of Nottinghamshire's town centres have locations that include specialist paving materials and natural stone products. The cost and procurement of small scale repairs to such materials has meant that the routine maintenance of such schemes has been using other materials that are not necessarily in keeping with their surroundings. It is proposed that, as part of the footway maintenance programme, funding is allocated to restore such areas. In 2019/20 Mansfield town centre is the focus for this funding, with other town centres being considered in future years.

### Flood Risk Management

25. In addition to the Southwell mitigation scheme detailed above, flood risk management schemes led by the County Council currently in delivery include schemes in Daybrook, Calverton, Sutton on Trent, Egmanton, Newthorpe, Mansfield and Hucknall. Schemes supported by the County Council but being progressed by the Environment Agency include schemes in Gunthorpe, Lowdham and Carlton on Trent.

## Revenue Programmes

### Externally Funded Revenue Schemes – Access Fund

26. As detailed in the 9 February 2017 'Personal Travel Planning' Transport & Highways Committee report, the County Council has been successful in securing funding from the DfT to deliver the following travel planning work during 2018/19 and 2019/20:
    - £845,000 to develop a marketing and communications strategy and materials; and undertake personal travel planning work with businesses, jobseekers, residents and school leavers in Mansfield and Newark on Trent (£377,000 in 2019/20). This work will be undertaken throughout the financial year in both towns
    - £150,000 to undertake personalised travel planning with residents in Daybrook and West Bridgford to further address air quality issues in these two areas (£75,000 in 2019/20). This work was undertaken in West Bridgford during April and May 2018; and will be undertaken in Daybrook during 2019/20.

27. Delivery of the travel planning, which aims to address local congestion and help people access jobs and training, is underway. The travel planning will also be used to promote active leisure pursuits such as using the countryside access network in the county which provides opportunities for walkers, cyclists and horse riders (e.g. the County Council produced 'Routes and Rides' publication will be distributed as part of the travel planning. An update report on the first year of delivery of the programme is planned to be presented to Committee in June 2019 but during the first three quarters of 2018/19 travel planning has been undertaken with approximately:
    - 350 employees at five businesses, 650 jobseekers/college students, 1,800 residents and 250 school leavers in Mansfield and Newark on Trent
    - 1,200 residents in West Bridgford.

### Traffic Management Revenue Programme

28. The County Council has historically prioritised a small amount of revenue funding for the delivery of small-scale transport improvements such as lining schemes (e.g. junction protection), signing improvements (e.g. warning signs), and other minor improvements such as hand rail or bollards. The Council has allocated £0.315m in 2019/20 for such schemes which is distributed equally between the seven districts in the county. A significant number of these small-scale schemes are requested each year, which are prioritised for consideration within each district; and the attached Appendix 3 details the schemes provisionally prioritised for delivery using this funding during 2019/20. An element of the funding has been retained for in-year requests such as for disabled parking bays.

29. There is also the need to address minor issues that arise from parking enforcement (e.g. inconsistencies within Traffic Regulation Orders, layouts that simply do not work well, etc.);

and these are funded from the Civil Parking Enforcement account. The proposed programme of such schemes is also included in Appendix 3.

**Road Safety Education, Training and Awareness**

30. The benefits of a broad, multi-disciplinary approach to casualty reduction have been long recognised by the Council. In addition to the highway infrastructure local safety schemes detailed in appendix 1 the County Council therefore, working in partnership with stakeholders such as the DfT, emergency services, and neighbouring authorities, also develops and delivers an annual programme of road safety education, training and promotional activities. The education, training and awareness raising programme is based on the concept of lifelong learning to ensure that it encompasses the issues faced by people of all ages at the appropriate time. This programme includes a range of evidence led road safety education and awareness raising activities to support national campaigns and to address identified local road safety and travel awareness issues; and the proposed draft programme is attached as Appendix 4.

## Further Scheme/Programme Development, Design and Consultation

31. Each of the schemes detailed in this report and the attached appendices is still subject to the necessary consultation, statutory undertakings and other issues arising from feasibility studies, detailed scheme investigation, and design. This will involve consultation and/or pro-active information provision on the majority of schemes. For most individual schemes detailed within appendices 1, 2 and 3 statutory or non-statutory consultation will be undertaken with affected households and businesses only (i.e. households or businesses along the route of a proposed scheme).

32. Formal consultation will be undertaken on all schemes that require statutory consultation. These include any schemes that require a formal Traffic Regulation Order and include the introduction of (or changes to) parking restrictions, environmental weight limits, changes to mandatory speed limits, and changes that ban traffic movements (e.g. the introduction of a one-way system). Whilst not legally required the County Council also undertakes formal consultation on bus clearways.

33. Non-statutory consultation, or information provision (i.e. informing people that works will take place) will also be undertaken with households and businesses immediately adjacent to schemes that fall wholly within the highway boundary such as maintenance schemes, new crossing facilities, or new footways and cycleways.

34. Several proposed schemes in the programmes included in this report and its appendices will require more pro-active communications with local residents, including:
    - The Access Fund which will require pro-active engagement with residents, businesses, jobseekers and schools/colleges throughout the year; and a marketing and communications programme for this programme has been developed. This will also include pre and post-programme monitoring and wider surveys on transport options
    - The road safety education, training and awareness programme (as detailed in Appendix 4) which will require pro-active engagement with targeted groups/road users throughout the year. Some of this work may require support from the media
    - The Go Ultra Low programme which involves pro-active engagement with businesses to promote the grants, loans and advice available to support businesses to introduce low-

emission vehicles and electric charging at workplaces; and targeted promotional events to encourage the take-up of electric vehicles

- Strategic parking reviews which require discussion with local district/town councils, residents and businesses to determine the parking requirements of all the community and the most effective ways of implementing them
- Flood risk management schemes led by the County Council in Boundary Brook, Stapleford, Daybrook, Calverton, Newthorpe, Southwell and Titchfield Park Brook, Hucknall which will require consultation with local communities on the recommended options.

35. The project manager responsible for the delivery of the scheme will ensure that County Council members are also advised of any proposed consultation prior to it occurring; and will liaise with communications and marketing colleagues where appropriate.

36. Work is also ongoing to identify, secure and maximise external funding opportunities for transport improvements (such as developer contributions) and this report and the attached appendices include the schemes utilising external funding where it has already been secured (e.g. the Access Fund).

**Other Options Considered**

37. Other options considered are set out within this report. Whilst the highway capital programmes are detailed within the appendices to this report, scheme development work is underway for future years' programmes as well as feasibility work on schemes which have been included as reserve schemes in the 2019/20 financial year's programme. Reserve schemes could potentially be delivered during the 2018/19 or 2019/20 financial year should other schemes become undeliverable or if other funding sources become available enabling schemes to be brought forward for delivery.

**Reason/s for Recommendation/s**

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

## Statutory and Policy Implications

39. 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**

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

allocations are made up of a combination of capital grant, borrowing and successful external funding bids.

41. The additional County capital funding investment represents a budget increase of over 28% of the funding allocated for capital maintenance and integrated transport schemes in 2019/20 (31% increase in funding available for capital maintenance schemes; and 17% available for integrated transport improvements).

**Public Sector Equality Duty implications**

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

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

**Implications for Sustainability and the Environment**

44. Surveys undertaken with the public and local businesses identified reducing traffic congestion as the highest transport priority for both of these groups. The County Council also has a statutory obligation to address air quality issues resulting from road traffic on its managed roads (there are currently two air quality management areas on County Council managed roads). All of the programmes and measures contained within this report have therefore been developed to address 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 whenever possible.

## RECOMMENDATION/S

It is recommended that, subject to the provisions set out in paragraph 31, Committee:

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

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

**For any enquiries about this report please contact:** Sean Parks, Local Transport Plan Manager, Tel: 0115 9774251

**Constitutional Comments (KK 31/01/2019)**

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

**Financial Comments (GB 08/02/2019)**

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

**Background Papers and Published Documents**

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

- Nottinghamshire Local Transport Plan Strategy 2011/12-2025/26
- Nottinghamshire Local Transport Plan Implementation Plan 2015/16-2017/18
- Nottinghamshire Local Transport Plan Evidence Base 2010
- Draft Highways Capital & Revenue Programmes 2019/20 – 8 November 2018 Communities & Place Committee
- Gedling Access Road Scheme Update – 8 March 2018 Communities & Place Committee report
- Place Departmental Strategy – January 2018
- Street Lighting Energy Saving – 11 January 2018 Communities & Place Committee report
- Maintenance Challenge Fund and Safer Roads Fund bids – 13 September 2017 Policy Committee report
- Highway Infrastructure Asset Management Plan (HIAMP) – 12 November 2015 Transport & Highways Committee report
- Nottingham Go Ultra Low City Bid to the Office of Low Emission Vehicles
- Nottingham Go Ultra Low City Bid to the Office of Low Emission Vehicles (OLEV) Transport & Highways Committee – 8 October 2015
- Nottingham Go Ultra Low Bid to the Office of Low Emission Vehicles (OLEV) Transport & Highways Committee – 17 March 2016
- Nottinghamshire Access Fund Bid to the Department for Transport
- Access Fund 2017-2020 Funding Bids – 20 October 2016 Transport & Highways Committee report
- Personal Travel Planning – 9 February 2017 Transport & Highways Committee report
- Flood Risk Management Update – 16 March 2017 Transport & Highways Committee report
- Miner to Major: The Real Sherwood Forest Stage 2 Application – 11 January 2018 Communities & Place Committee report
- Alternative Road Repair Techniques – 7 February 2019 Communities & Place Committee report.

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

- All

**Appendix 1 - 2019/20 Integrated transport programme**

| Integrated transport programme sub block | Funding allocation 2019/20 (£m) |
|---|---|
| Access to local facilities (e.g. footway improvements and new crossings) | 1.820 |
| Bus improvements (e.g. bus stop infrastructure and bus stop clearways) | 0.416 |
| Capacity improvements (e.g. traffic signal and junction improvements to reduce congestion) | 0.600 |
| Cycling and health (match funding for externally funded projects in 2019/20 Miner2Major project and visitor economy bid; and carry over from 2018/19 for the Gedling cycle route improvements) | 0.550 |
| Environmental weight limits (e.g. HGV weight limits and HGV route signing) | 0.050 |
| Traffic monitoring and advanced development and design of future schemes | 0.600 |
| Parking (e.g. review of parking in town centres, and delivery and review of new residents' parking schemes) | 0.080 |
| Rail improvements (e.g. small scale improvements to services and stations as well as feasibility studies on large scale improvements) | 0.055 |
| Safety improvements (e.g. local safety schemes, including £100k for the provision of crossing facilities on routes to school and £50k for safety schemes that currently don't meet the intervention criteria) | 0.870 |
| Smarter choices (e.g. measures to help people access work by bus or walking and support for businesses developing travel plans) | 0.150 |
| Speed management (e.g. addressing local speed concerns, 20mph speed limits and interactive signs) | 0.225 |
| Additional County Council capital allocation for integrated transport measures | 0.750 |
| Additional County Council capital allocation for road safety | 0.350 |
| Enhanced rail services | 0.055 |
| Development of major infrastructure scheme projects | 0.100 |
| **TOTAL** | **6.671** |

*The £750k additional County Council capital allocation for integrated transport measures will be included in the capacity improvements sub-block*
*The £350k additional County Council funding for road safety will be included in the safety improvments sub-block to address injury accidents*

| Sub-block/scheme | District | Scheme budget (£000) |
|---|---|---|
| **Access to local facilities** | | |
| **New crossings are prioritised based on the number of people crossing and the volume of traffic at the proposed crossing location. New footways are based on the costs of provision compared to their likely useage** | | |
| B6011 Wighay Road, Hucknall - pedestrian warning signs [Member request] | Ashfield | ≤£10k |
| Main Road, Jacksdale - zebra crossing [Member request] | Ashfield | £25k-£50k |
| A60 Sandy Lane/Babbage Way, Worksop - pedestrian refuge [Member request] | Bassetlaw | £10k-£25k |
| A60, Welbeck - crossing improvements [Member request] | Bassetlaw | £25k-£50k |
| A6075 Newark Road, Tuxford - puffin crossing [Member request] | Bassetlaw | £50k-£100k |
| New Street (west of Arlington Way), Retford - dropped kerbs [Member request] | Bassetlaw | ≤£10k |
| Retford BW 34 | Bassetlaw | £25k-£50k |
| Shireoaks Common, Shireoaks - crossing improvements [Member request] | Bassetlaw | ≤£10k |
| B5010 Derby Road, Stapleford (near Russley Road) - crossing improvements | Broxtowe | £10k-£25k |
| Beeston railway station - disabled access improvements | Broxtowe | £10k-£25k |
| Dropped kerb programme - locations to be determined | Countywide | £25k-£50k |
| ROW signing improvements | Countywide | ≤£10k |
| ROW upgrades | Countywide | £25k-£50k |
| A6211 Arnold Lane, Gedling - toucan crossing | Gedling | £50k-£100k |
| B684 Mapperley Plains, Arnold - pedestrian refuge | Gedling | £25k-£50k |
| Black Scotch Lane, Mansfield - pedestrian crossing [Member request] | Mansfield | £25k-£50k |
| Westdale Road, Mansfield - dropped kerbs | Mansfield | ≤£10k |
| B6326 London Road, Newark - pedestrian crossing | Newark & Sherwood | £100k-£150k |
| Hawton Road, Newark - dropped kerbs [Member request] | Newark & Sherwood | £10k-£25k |
| Mansfield Road, Farnsfield - lining removal and signing | Newark & Sherwood | ≤£10k |
| Bradmore Lane, Plumtree - footway [Member request] | Rushcliffe | £50k-£100k |
| Brewsters Close, Bingham - dropped kerbs and kerb realignment | Rushcliffe | ≤£10k |
| Bunny Lane, Keyworth - dropped kerbs [Member request] | Rushcliffe | ≤£10k |
| Plumtree Road, Cotgrave - junction and crossing improvements [Member request] | Rushcliffe | £25k-£50k |
| Rugby Road, West Bridgford - footway build-out [Member request] | Rushcliffe | £10k-£25k |
| The Green, Ruddington - dropped kerbs | Rushcliffe | ≤£10k |
| | | |
| *Reserve schemes* | | |
| Ruddington FP5 | Rushcliffe | £10k-£25k |
| | | |
| *Further feasibility work is underway on a number of crossing and footway improvements requested by members and an update on these requests will be included in the proposed May 2019 Committee report.* | | |
| | **Sub-block total** | **£1,820** |

**Appendix 1 - 2019/20 Integrated transport programme**

| Sub-block/scheme | District | Scheme budget (£000) |
|---|---|---|
| **Bus improvements** | | |
| **Schemes are targeted at locations to increase bus patronage by improving journey times and reliability of services, as well as the passenger transport experience** | | |
| Ashfield Infrastructure Improvements - bus stop infrastructure improvements on strategic corridors to tie in with growth areas and operator investment | Ashfield | £50k-£100k |
| Coxmoor Estate hotspot programme - improved bus access to bus stops on the 3C route including build outs where required/ feasible | Ashfield | £10k-£25k |
| Bassetlaw Clearway Programme - improved bus access to bus stops on strategic corridors | Bassetlaw | ≤£10k |
| Manton Estate hot spot resolution, Worksop - improved bus access to bus stops | Bassetlaw | ≤£10k |
| North Broxtowe Infrastructure Improvements - bus stop infrastructure improvements on strategic corridors to tie in with growth areas and operator investment | Broxtowe | £50k-£100k |
| Nottingham Road, Nuthall - bus gate exemptions (*subject to feasibility* ) | Broxtowe | £10k-£25k |
| A60 Mansfield Road/Redhill Road, Arnold - AVL TLP (*subject to feasibility* ) | Gedling | ≤£10k |
| Gedling Clearway Programme - improved bus access to bus stops on strategic corridors | Gedling | ≤£10k |
| Gedling Road/Burton Road, Carlton - improvements at two bus stops | Gedling | ≤£10k |
| Westdale Lane, Carlton (Ramsdale Road) - bus accessibility improvements | Gedling | ≤£10k |
| Litton Road, Mansfield - bus stop accessibility improvements | Mansfield | ≤£10k |
| Mansfield AVL TLP - priority network connection by 3G into UTC along main bus corridors (*subject to feasibility and consideration of impacts on other vehicles* ) | Mansfield | £25k-£50k |
| Mansfield Infrastructure Improvements - bus stop infrastructure improvements on strategic corridors to tie in with growth areas and operator investment | Mansfield | £50k-£100k |
| Yorke Street, Mansfield hotspot programme - improved bus access to bus stops using build outs on the Mansfield Miller corridor (*subject to feasibility* ) | Mansfield | ≤£10k |
| Woolfit Avenue, Balderton - improved bus access to bus stops | Newark & Sherwood | ≤£10k |
| A60 Loughborough Road/B680 Kirk Lane, Ruddington - AVL TLP (*subject to feasibility* ) | Rushcliffe | ≤£10k |
| Green Line corridor clearway programme - improved bus access to bus stops on the Green line | Rushcliffe | £25k-£50k |
| Rushcliffe Clearway Programme - improved bus access to bus stops on strategic corridors | Rushcliffe | ≤£10k |
| *Schemes removed from programme since draft approval* | | |
| A611/Hucknall Road - bus priority (*insuficient impact on bus reliability to justify investment* ) | Ashfield | |
| High Street/Station Road/Duke Street, Hucknall - bus priority *(insuficient impact on bus reliability to justify investment* ) | Ashfield | |
| High Street/Watnall Road/bus link, Hucknall - bus priority (*insuficient impact on bus reliability to justify investment* ) | Ashfield | |
| Newark & Sherwood Clearway Programme (*no required clearways identified* ) | Newark & Sherwood | |
| | **Sub-block total** | **£416** |

| Sub-block/scheme | District | Scheme budget (£000) |
|---|---|---|
| **Capacity improvements** | | |
| **Schemes are prioritised based on their ability to address journey time delay** | | |
| Barton Lane/Brailsford Way, Chilwell - junction improvements | Broxtowe | ≤£10k |
| A60 Mansfield Road/Sir John Robinson Way, Daybrook - traffic signal improvements | Gedling | £100k-£150k |
| A60 Nottingham Road/B6020 Kirkby Road/B6020 Main Road, Ravenshead - traffic signal improvements | Gedling | >£250k |
| A6075 Debdale Lane, Mansfield - advanced height restriction warning signs [Member request] | Mansfield | ≤£10k |
| *Junction protection schemes to help capacity and improve safety:* | | |
| Maundale Avenue/Unwin Road, Sutton in Ashfield - junction protection [Member request] | Ashfield | ≤£10k |
| The Beeches/Newark Road, Tuxford - junction protection [Member request] | Bassetlaw | ≤£10k |
| Hamilton Street/Gateford Road, Worksop - junction protection {Member request] | Bassetlaw | ≤£10k |
| Barber Street/Dovecote Road, Eastwood - junction protection {Member request] | Broxtowe | ≤£10k |
| Buntings Lane/Carlton Hill, Carlton - extension of junction protection [Member request] | Gedling | ≤£10k |
| Prospect Road/Ernest Road, Carlton - junction protection [Member request] | Gedling | ≤£10k |
| Milner Street/London Road, Newark - junction protection [Member request] | Newark & Sherwood | ≤£10k |
| Winchilsea Avenue/London Road - Newark - junction protection [Member request] | Newark & Sherwood | ≤£10k |
| *Reserve schemes* | | |
| A60 Nottingham Road/Baums Lane/Park Lane, Mansfield (*subject to feasibility study)* | Mansfield | >£250k |
| | Capacity improvements | £600 |

**Appendix 1 - 2019/20 Integrated transport programme**

| | |
|---|---|
| Additional County Council capital allocation for integrated transport measures | £750 |
| **Sub-block total** | **£1,350** |

**Appendix 1 - 2019/20 Integrated transport programme**

| Sub-block/scheme | District | Scheme budget (£000) |
|---|---|---|
| **Cycling and health** | | |
| **Schemes are prioritised based on their ability to deliver a strategic cycle network consistent with the Cycling Strategy Delivery Plan and as part of a package to help address journey time delay** | | |
| Eaton Place, Bingham - cycle parking | Rushcliffe | ≤£10k |
| Miner 2 Major match funding | Various | ≤£50k |
| Visitor economy related walking and cycling route improvements | Various | £150k-£200k |
| Arnold/Carlton strategic cycle routes (carried over from 2018/19) | Various | >£250k |
| | **Sub-block total** | **£550** |

| Sub-block/scheme | District | Scheme budget (£000) |
|---|---|---|
| **Environmental weight limits** | | |
| **New limits are only delivered where there are high levels of HGVs and are prioritised based on the class of road, the number of HGVs using a road not to access businesses, and the suitability of alternative routes** | | |
| Nottingham Road, Nuthall [Member request] | Broxtowe | ≤£10k |
| Sand Lane, Spalford [Member request] | Newark & Sherwood | ≤£10k |
| | **Sub-block allocation** | **£50** |

| Sub-block/scheme | District | Scheme budget (£000) |
|---|---|---|
| **Traffic monitoring and advanced development/design of future schemes** | | |
| Scheme development and management | Countywide | £150k-£200k |
| Technical surveys | Countywide | £50k-£100k |
| Traffic monitoring | Countywide | £150k-£200k |
| Advanced design/feasibility of future schemes to help deliver (and mitigate) the proposed growth corridors | Countywide | £150k-£200k |
| | Traffic monitoring and advanced development/design of future schemes | £600 |
| | Development of major infrastructure scheme projects | £100 |
| | **Sub-block total** | **£700** |

| Sub-block/scheme | District | Scheme budget (£000) |
|---|---|---|
| **Parking** | | |
| **Residents parking schemes are only delivered where people do not have off-street parking and where a scheme won't negatively affect nearby streets and town centres, or increase rat running or traffic speeds. Schemes are prioritised based on the level of parking throughout the day** | | |
| Hawthorne Grove, Beeston - residents' parking scheme | Broxtowe | ≤£10k |
| Orchard Street, Kimberley - residents' parking scheme | Broxtowe | ≤£10k |
| Technology Drive, Beeston - pick up/drop off bays for disabled access to station | Broxtowe | ≤£10k |
| Matlock Street, Netherfield - residents' parking scheme | Gedling | ≤£10k |
| Brunt Street, Mansfield - modification of existing residents' parking scheme | Mansfield | ≤£10k |
| Ley Lane, Mansfield Woodhouse - residents' parking scheme | Mansfield | ≤£10k |
| Newgate Lane, Mansfield - modification of parking restrictions | Mansfield | ≤£10k |
| Pelham Street, Mansfield - residents' parking scheme | Mansfield | ≤£10k |
| *Reserve schemes* | | |
| Mansfield parking review | Mansfield | ≤£10k |
| | **Sub-block allocation** | **£80** |

| Sub-block/scheme | District | Scheme budget (£000) |
|---|---|---|
| **Rail improvements** | | |
| Contributions towards services/station upgrades/feasibility studies on large scale improvements | Countywide | £50k-£75k |
| | Rail improvements | £55 |

| | |
|---|---|
| Enhanced rail services | £55 |
| **Sub-block allocation** | **£110** |

**Appendix 1 - 2019/20 Integrated transport programme**

| Sub-block/scheme | District | Scheme budget (£000) |
|---|---|---|
| **Safety improvements** | | |
| **Schemes are prioritised at locations with a history of reported road casualties** | | |
| A38 Kings Mill Road West / B6023 Alfreton Road, Sutton-in-Ashfield - signing and/or lining | Ashfield | ≤£10k |
| Annesley Cutting / Byron Road, Annesley - signing and/or lining | Ashfield | ≤£10k |
| B6014 Wild Hill / Chesterfield Road, Huthwaite - signing and/or lining | Ashfield | ≤£10k |
| B6018 Park Lane, bend adjacent rail crossing, Kirkby in Ashfield - signing and/or lining | Ashfield | ≤£10k |
| B6019 Kirkby Lane, bend 75m west of Cliff Lane, Pinxton - surfacing | Ashfield | ≤£10k |
| B6021 Low Moor Road north of Southwell Lane, Kirkby-in-Ashfield - signing and/or lining | Ashfield | ≤£10k |
| Salmon Lane, bend at Bog Farm Bottom, Annesley - signing and/or lining | Ashfield | ≤£10k |
| A161 Haxey Gate Road, Misterton - bend at Tindale Bank - surfacing | Bassetlaw | £25k-£50k |
| A60 Worksop Road / Lady Margaret Hall, Holbeck - signing and/or lining | Bassetlaw | ≤£10k |
| A614 / A638 Hawks Nest gyratory, Bawtry - signing and/or lining | Bassetlaw | £10k-£25k |
| A616 Budby Road east of Old Mill Lane, Cuckney - signing and/or lining | Bassetlaw | ≤£10k |
| A620 Babworth Road / Straight Mile / Sutton Lane / Mansfield Road junction, Babworth - extension of 40mph speed limit [Member request] | Bassetlaw | ≤£10k |
| A620 Gainsborough Road, Clarborough to Bole - speed management | Bassetlaw | >£250k |
| A620 Retford Road - bend at railway bridge east of Retford - signing and/or lining | Bassetlaw | £10k-£25k |
| A620 Straight Mile / Old Blyth Road Ranby - signing and/or lining | Bassetlaw | ≤£10k |
| A638 Arlington Way / Grove Street, Retford - signing and/or lining | Bassetlaw | ≤£10k |
| A638 London Road south of Elm Walk, Retford - extension of 30mph speed limit | Bassetlaw | ≤£10k |
| B6045 Blyth Road adjacent hospital, Worksop - signing and/or lining | Bassetlaw | ≤£10k |
| B6420 Mansfield Road, Babworth - bend at Green Lane - surfacing | Bassetlaw | ≤£10k |
| Laneham Road / Cocking Lane, Treswell - signing and/or lining | Bassetlaw | ≤£10k |
| Manton Wood Enterprise Park, Worksop - signing and/or lining | Bassetlaw | ≤£10k |
| A6007 Ilkeston Road / Hickings Lane / Coventry Lane, Stapleford - signing and/or lining | Broxtowe | ≤£10k |
| Church Street, Eastwood - traffic calming | Broxtowe | £25k-£50k |
| Town Street, Bramcote - double bend system - surfacing | Broxtowe | £25k-£50k |
| A60 / Woodthorpe Drive, Gedling - signing and/or lining | Gedling | ≤£10k |
| B684 Mapperley Plains / Coppice Road, Arnold- signing and/or lining | Gedling | ≤£10k |
| Bank Hill, Woodborough - bend 287m NE Hunger Hill Lane - surfacing | Gedling | £25k-£50k |
| Calverton Road - bend west of Field Lane, Ravenshead - signing and/or lining | Gedling | ≤£10k |
| Kenrick Road / Hallam Road, Mapperley - signing and/or lining | Gedling | ≤£10k |
| Sherbrook Road, Arnold - traffic calming | Gedling | £25k-£50k |
| A60 Portland Street / Quarry Lane, Mansfield - lighting | Mansfield | ≤£10k |
| A6009 St Peters Way / Bath Lane / Woodhouse Road, Mansfield - signing and/or lining | Mansfield | ≤£10k |
| A6075 Debdale Lane / Sherwood Rise, Mansfield - drainage | Mansfield | £25k-£50k |
| A6075 Debdale Lane, Mansfield - approach to Railway Bridge - signing and/or lining | Mansfield | ≤£10k |
| A617 Pleasley Hill Way / Water Lane, Pleasley - surfacing | Mansfield | £10k-£25k |
| High Street / Rose Lane, Mansfield Woodhouse - modification to zebra crossing | Mansfield | ≤£10k |
| Leeming Street and Clumber Street, Mansfield - change priority at junction | Mansfield | £10k-£25k |
| New Mill Lane - Bend at Meadow Cottage, Mansfield Woodhouse - surfacing | Mansfield | £10k-£25k |
| A6075 Forest Road / Rufford Avenue, Ollerton - surfacing | Newark & Sherwood | £10k-£25k |
| A616 Cuckney Road / Netherfield Lane, Perlethorpe - signing and/or lining | Newark & Sherwood | ≤£10k |
| B6326 London Road / Staple Lane, Balderton - signing and/or lining | Newark & Sherwood | ≤£10k |
| Baulker Lane - bends east of Jolly Friar PH, Farnsfield - surfacing | Newark & Sherwood | £25k-£50k |
| Beckingham Road / A1 slip road, Newark - refuge(s) | Newark & Sherwood | £10k-£25k |
| Hawton Lane, Newark - east of railway bridge - signing and/or lining | Newark & Sherwood | ≤£10k |
| Newark Road, Barnby in the Willows - signing and/or lining | Newark & Sherwood | ≤£10k |
| Normanton Road bridge over River Greet, Southwell - signing and/or lining | Newark & Sherwood | ≤£10k |
| A60 Bunny Hill - bend at Chestnut Farm, Bunny - surfacing | Rushcliffe | ≤£10k |
| A606 Melton Road / Station Road, Widmerpool - signing and/or lining | Rushcliffe | ≤£10k |
| Back Lane / West Thorpe, Willoughby-on-the-Wolds signing and/or lining | Rushcliffe | ≤£10k |
| Hollygate Lane / Stragglethorpe Road, Cotgrave - surfacing | Rushcliffe | ≤£10k |
| Stragglethorpe Lane / Main Road, Cotgrave - signing and/or lining | Rushcliffe | £10k-£25k |
| Woodview, Cotgrave near Welfare PH - signing and/or lining | Rushcliffe | £10k-£25k |

**Appendix 1 - 2019/20 Integrated transport programme**

| | | |
|---|---|---|
| *Road safety improvements - Reserve schemes* | | |
| Annesley Road / Spring Street, Hucknall - signing and/or lining | Ashfield | ≤£10k |
| B6028 Stoneyford Road near Rose and Crown PH, Sutton-in-Ashfield - signing and/or lining | Ashfield | ≤£10k |
| B6026 Huthwaite Road / B6023 Lammas Road, Sutton-in-Ashfield - signing and/or lining | Ashfield | ≤£10k |
| Outram Street / Welbeck Street, Sutton-in-Ashfield - traffic calming | Ashfield | £25k-£50k |
| A57 Lincoln Road at Dunham-on-Trent Toll Bridge - signing and/or lining | Bassetlaw | ≤£10k |
| B6045 Mattersey Road, Ranskill - signing and/or lining | Bassetlaw | ≤£10k |
| A6002 Bilborough Road; A609 to College Way, Bilborough - speed management | Broxtowe | £100-£150k |
| Bank Hill, Woodborough - bend at village entry - signing and/or lining | Gedling | ≤£10k |
| Rigg Lane / Longdale Lane, Ravenshead - signing and/or lining | Gedling | ≤£10k |
| New Mill Lane / Sandlands Way, Mansfield - interactive sign | Mansfield | £10k-£25k |
| A6097 Epperstone Bypass / A612 Nottingham Road, Lowdham - signing and/or lining | Newark & Sherwood | £10k-£25k |
| A614 Old Rufford Road - Between May Lodge Drive and B6034, Rufford - signing and/or lining | Newark & Sherwood | £10k-£25k |
| **Crossing improvements on routes to schools** | | |
| Greythorn Drive, West Bridgford - pedestrian crossing [Member request] | Rushcliffe | £50k-£100k |
| **Safety schemes that currently don't meet the intervention criteria** | | |
| *To be determined* | | £50k |
| | Safety schemes allocation | £720 |
| | County Capital allocation | £350 |
| | Improvements (e.g. crossings) on routes to schools | £100 |
| | Safety schemes that currently don't meet the intervention criteria | £50 |
| | **Sub-block total** | **£1,220** |

| **Sub-block/scheme** | **District** | **Scheme budget (£000)** |
|---|---|---|
| **Smarter choices** | | |
| **Schemes are prioritised based on their ability to address journey time delay. Grants to businesses are subject to eligibility criteria** | | |
| Match funding for Access Fund: | | |
| - Jobseeker, school leaver, and workplace personal travel planning | Mansfield / Newark & Sherwood | £25k-£50k |
| - Sustainable transport infrastructure capital grants for workplaces | Mansfield / Newark & Sherwood | £25k-£50k |
| - Transport perception surveys | Ashfield / Bassetlaw / Mansfield / Newark & Sherwood | £25k-£50k |
| | **Sub-block total** | **£150** |

| **Sub-block/scheme** | **District** | **Scheme budget (£000)** |
|---|---|---|
| **Speed management** | | |
| **Speed limit changes are only delivered where they meet DfT guidelines and are prioritised based on traffic speeds, traffic volumes, reported road casualty accidents, population size, and the road purpose/use. Interactive speed signs are only delivered where the speeds of traffic exceeds police enforcement guidelines and are prioritised based on the speed and volume of traffic** | | |
| Moor Lane, Calverton - speed limit reduction | Gedling | ≤£10k |
| B6035 Forest Road, Market Warsop - speed limit reduction | Mansfield | ≤£10k |
| A1133/Mill Lane, North Clifton (southbound approach) - vehicle-activated crossroads warning sign [Member request] | Newark & Sherwood | ≤£10k |
| A6075 Tuxford Road, Boughton - speed limit reduction | Newark & Sherwood | ≤£10k |
| A612 Bulcote to Lowdham - speed limit reduction | Newark & Sherwood | ≤£10k |
| B6030 Mansfield Road, Kings Clipstone - speed limit reduction | Newark & Sherwood | ≤£10k |
| *Interactive speed signs* | | |
| B6021 Kirkby Folly Road (N of Farndon Road), Sutton in Ashfield [direction to be determined] [Members request] | Ashfield | ≤£10k |
| Dalestorth Road (NE of of Dalestorth Close), Sutton in Ashfield [direction to be determined] | Ashfield | ≤£10k |
| B6041 Kilton Hill, Worksop (north of Plantation Hill) | Bassetlaw | ≤£10k |
| Lichfield Lane, Mansfield (NW of The Avenue) [direction to be determined] | Mansfield | ≤£10k |
| A606 Melton Road (SE of Endsleigh Gardens), West Bridgford | Rushcliffe | ≤£10k |
| Main Street, Stanford on Soar (SE of Paddock Court) | Rushcliffe | ≤£10k |

| | | |
|---|---|---|
| Two mobile interactive speed signs to be used for a limited period at sites to reinforce changes to speed limits | Various | £10k-£25k |
| | **Sub-block total** | **£225** |

**Appendix 2 - 2019/20 Capital maintenance programme**

| Highway maintenance programme sub-block | Financial allocation 2019/20 (£m) |
|---|---|
| Bridges (including condition assessments) | 1.440 |
| Carriageway maintenance (A, B & C, Unclassified roads) | 7.366 |
| Surface dressing (added protection to the carriageway surface, sealing it from the ingress of water while also enhancing its skid resistance, including pre-patching) | 3.161 |
| Footway maintenance | 1.190 |
| Structural drainage | 0.500 |
| Flood alleviation (part of 5year allocation) | 0.784 |
| Street lighting renewal and improvement | 1.000 |
| Traffic signal renewal | 0.600 |
| Safety fencing | 0.330 |
| Network structural patching | 0.670 |
| Network structural coring | 0.250 |
| Additional County capital maintenance allocation | 5.000 |
| **TOTAL** | **22.291** |

**The DfT Pothole Funding is already included in the carriageway maintenance figure detailed in the table above.*
*Similarly, £4m of the additional County capital maintenance allocation will be included in the carriageway maintenance sub-block allocation. The remaining £1m will be allocated to fund 'Alternative Road Repair Techniques' machinery.*

| Sub-block/scheme | District | Scheme budget (£000) |
|---|---|---|
| **Bridges** | | |
| Blyth New Bridge - Parapet repairs | Bassetlaw | £10k-£25k |
| A610 Bridges - Concrete repairs | Broxtowe | £50k-£100k |
| Kelham Bridge - Masonry repairs | Newark and Sherwood | £25k-£50k |
| Old Crow Park Railway Bridge - Concrete repairs | Newark and Sherwood | £50k-£100k |
| Newark Town Bridge - Maintenance painting | Newark and Sherwood | £50k-£100k |
| Harby Station Bridge - Repair road settlement | Newark and Sherwood | £10k-£25k |
| Caunton Beck Bridge - Parapet reconstruction | Newark and Sherwood | £10k-£25k |
| Stroom Dyke, Langar Lane - Invert repairs | Rushcliffe | £10k-£25k |
| Culvert North of Aslockton - Arch Barrel repairs | Rushcliffe | £10k-£25k |
| Rights of Way Bridge repairs | Countywide | £200k-£250k |
| Minor Bridge painting | Countywide | £50k-£100k |
| General repairs work | Countywide | £250k-£300k |
| Minor Concrete specialist repairs | Countywide | £25k-£50k |
| Bridges and Culverts miscellaneous work | Countywide | ≤£10k |
| Principal Inspections | Countywide | £150k-£200k |
| Emergency repairs | Countywide | £75k-£100k |
| | **Block Allocation** | **£1,440** |

| Sub-block/scheme | District | Scheme budget (£000) |
|---|---|---|
| **Carriageway maintenance - Principal classified road network (A roads)** | | |
| A608 Mansfield Road, Underwood - Resurfacing | Ashfield | £200k-£250k |
| A638 London Road, Retford - Resurfacing - Tar recycling site | Bassetlaw | £300k-£350k |
| A6005 Queens Road West, Chilwell - Resurfacing | Broxtowe | £150k-£200k |
| A6191 Chesterfield Road South, Mansfield - Resurfacing | Mansfield | £350k-£400k |
| A6075 Forest Road, Ollerton - Resurfacing | Newark and Sherwood | £200k-£250k |
| A606 Melton Road, West Bridgford - Resurfacing | Rushcliffe | £200k-£250k |
| | **Sub-block allocation** | **£1,545** |

| Sub-block/scheme | District | Scheme budget (£000) |
|---|---|---|
| **Carriageway maintenance - Non-principal classified road network (B & C roads)** | | |
| C96 Church Lane, Selston - Resurfacing [Member request] | Ashfield | £250k-£300k |
| B6420 Mansfield Road, Morton - Resurfacing | Bassetlaw | £50k-£100k |
| C156 Sandy Lane, Worksop - Resurfacing | Bassetlaw | £150k-£200k |
| C36 Diggles Lodge Lane, Barnby Moor - Resurfacing | Bassetlaw | £50k-£100k |
| C86 Owday Lane, Carlton in Lindrick - Resurfacing | Bassetlaw | £50k-£100k |
| C76 Upton T junction, Headon Cum Upton - Resurfacing - Deferred from 2018/19 [Member request] | Bassetlaw | £25k-£50k |
| B6045 Eel Pool Road, Drakeholes - Resurfacing [Member request] | Bassetlaw | £100k-£150k |
| B6464 High Road, Chilwell - Resurfacing | Broxtowe | £100k-£150k |
| B6003 Toton Lane, Stapleford - Resurfacing | Broxtowe | £200k-£250k |
| C213 Papplewick Lane, Papplewick - Resurfacing - Deferred from 2018/19 | Gedling | £50k-£100k |
| C142 Bath Street/Littleworth, Mansfield - Resurfacing | Mansfield | £50k-£100k |
| B6035 Forest Road, Warsop - Resurfacing (Phase 1) [Member request] | Mansfield | £200k-£250k |
| C22 Blidworth Lane, Blidworth | Newark and Sherwood | £100k-£150k |
| C208 Beacon Hill Road, Newark - Resurfacing [Member request] | Newark and Sherwood | £100k-£150k |
| C68 Baulker Lane, Farnsfield / Blidworth | Newark and Sherwood | £150k-£200k |
| C25 Lower Kirklington Road, Southwell | Newark and Sherwood | £100k-£150k |
| C102 Main Street, Flawborough - Resurfacing | Rushcliffe | £150k-£200k |
| C28 Bingham Road, Langar - Structural patching | Rushcliffe | £200k-£250k |
| | **Sub-block allocation** | **£2,486** |

**Appendix 2 - 2019/20 Capital maintenance programme**

| Sub-block/scheme | District | Scheme budget (£000) |
|---|---|---|
| **Carriageway maintenance - Unclassified road network** | | |
| Budby Rise, Hucknall - Ralumac | Ashfield | ≤£10k |
| Kersall Gardens, Hucknall - Ralumac | Ashfield | £10k-£25k |
| Kneesall Grove, Hucknall - Ralumac | Ashfield | ≤£10k |
| School Road, Bagthorpe, Underwood - Resurfacing | Ashfield | £50k-£100k |
| Greenwood Avenue, Hucknall - Resurfacing | Ashfield | £50k-£100k |
| Eastgate, Normanton on Trent - Resurfacing | Bassetlaw | £200k-£250k |
| Plantation Hill, Worksop - Resurfacing | Bassetlaw | £300k-£350k |
| Queen Street, Worksop - Reconstruction | Bassetlaw | £50k-£100k |
| Church Street, Sturton le Steeple - Resurfacing | Bassetlaw | £50k-£100k |
| North Carr Road, Misterton - Resurfacing - Tar recycling site | Bassetlaw | £150k-£200k |
| Larkfield Road, Nuthall - Deferred from 2018/19 - Tar recycling site | Broxtowe | £350k-£400k |
| Albert Street, Gedling - Resurfacing | Gedling | £10k-£25k |
| Victoria Close, Arnold - Resurfacing | Gedling | £25k-£50k |
| Larkspur Avenue, Arnold - Resurfacing - Deferred from 2018/19 | Gedling | £25k-£50k |
| Garnet Street, Netherfield - Resurfacing | Gedling | £10k-£25k |
| Clumber Avenue, Netherfield - Resurfacing | Gedling | £10k-£25k |
| Belvoir Road, Netherfield - Resurfacing | Gedling | £10k-£25k |
| Kenrick Street, Netherfield - Resurfacing | Gedling | £50k-£100k |
| New Mill Lane, Mansfield Woodhouse - Resurfacing | Mansfield | £100k-£150k |
| Nightingale Drive incl. Cobden Place, Mansfield - Resurfacing | Mansfield | £50k-£100k |
| Old Chapel Lane, Elston - Resurfacing [Member request] | Newark and Sherwood | £25k-£50k |
| Radley Lane, Halam - Resurfacing - Tar recycling site | Newark and Sherwood | £150k-£200k |
| Westbrook Drive, Rainworth - Resurfacing - Tar recycling site | Newark and Sherwood | £400k-£450k |
| Landmere Lane, West Bridgford - Resurfacing - Tar recycling site | Rushcliffe | £50k-£100k |
| Tollerton Lane, Tollerton - Structural patching | Rushcliffe | £100k-£150k |
| Stratford Road, West Bridgford - Resurfacing | Rushcliffe | £50k-£100k |
| ***Reserve Scheme*** | | |
| Besecar Avenue, Gedling - Resurfacing | Gedling | £100k-£150k |
| | **Sub-block allocation** | **£3,335** |

| Sub-block/scheme | District | Scheme budget (£000) |
|---|---|---|
| **Footway maintenance** | | |
| Lindley Street, Selston - Resurfacing | Ashfield | £25k-£50k |
| Launds Avenue, Selston - Resurfacing | Ashfield | £25k-£50k |
| Lawrence Avenue, Kirkby in Ashfield - Resurfacing | Ashfield | £50k-£100k |
| Rowan Croft, Huthwaite - Resurfacing | Ashfield | £10k-£25k |
| Grey Street, Kirkby in Ashfield - Resurfacing & rekerbing | Ashfield | £25k-£50k |
| High Street, Ordsall - Resurfacing | Bassetlaw | £10k-£25k |
| Bramcote Drive, Retford - Resurfacing | Bassetlaw | £25k-£50k |
| Carwood Road, Beeston - Resurfacing | Broxtowe | £50k-£100k |
| Seaburn Road, Toton - Resurfacing | Broxtowe | £50k-£100k |
| Grenville Road, Beeston - Resurfacing | Gedling | £50k-£100k |
| Woodside Drive, Arnold - Resurfacing | Gedling | £50k-£100k |
| Crookdole Lane, Calverton - Resurfacing | Gedling | £50k-£100k |
| Somersby Road, Woodthorpe - Resurfacing | Gedling | £25k-£50k |
| Davey Road and Langham Place, Mansfield - Resurfacing | Mansfield | £100k-£150k |
| Mansfield Town Centre - Paving Repair/Replacement | Mansfield | £50k-£100k |
| Little John Drive, Rainworth - Resurfacing | Newark and Sherwood | £50k-£100k |
| Blatherwick Road, Newark - Resurfacing | Newark and Sherwood | £50k-£100k |
| Chichester Drive, Cotgrave - Resurfacing | Rushcliffe | £10k-£25k |
| Long Acre East, Bingham - Resurfacing | Rushcliffe | £100k-£150k |
| C48 Leake Road, Gotham - Resurfacing & ACO kerbing | Rushcliffe | £50k-£100k |
| | **Sub-block allocation** | **£1,190** |

| Sub-block/scheme | District | Scheme budget (£000) |
|---|---|---|
| **Structural drainage** | | |
| Detailed works programme is under development. It is proposed that the majority of this funding will be utilised to undertake discrete lengths of drainage replacement where systems have failed and there are known capacity issues. Provide new gully and offlet at known ponding locations and improve the existing drainage infrastructure countywide. | | |
| Miscellaneous Drainage Budget - Ashfield | Ashfield | £50k-£100k |
| Miscellaneous Drainage Budget - Bassetlaw | Bassetlaw | £50k-£100k |
| Miscellaneous Drainage Budget - Broxtowe | Broxtowe | £50k-£100k |
| Miscellaneous Drainage Budget - Gedling | Gedling | £50k-£100k |
| Miscellaneous Drainage Budget - Mansfield | Mansfield | £50k-£100k |
| Miscellaneous Drainage Budget - Newark & Sherwood | Newark and Sherwood | £50k-£100k |
| Miscellaneous Drainage Budget - Rushcliffe | Rushcliffe | £50k-£100k |
| | **Sub-block allocation** | **£500** |

**Appendix 2 - 2019/20 Capital maintenance programme**

| Sub-block/scheme | District | Scheme budget (£000) |
|---|---|---|
| **Surface dressing** (added protection to the carriageway surface, sealing it from the ingress of water while also enhancing its skid resistance, including pre-patching) | | |
| B6019 Pinxton Green / Kirkby Lane, Kirkby in Ashfield - Surface dressing | Ashfield | £25k-£50k |
| Arden Close, Hucknall - Micro Asphalt | Ashfield | ≤£10k |
| B6139 Coxmoor Road, Kirkby in Ashfield - Surface dressing - Deferred from 2018/19 | Ashfield | £100k-£150k |
| Barker Avenue, Stanton Hill - Micro Asphalt | Ashfield | £10k-£25k |
| Vine Terrace, Hucknall - Micro Asphalt | Ashfield | ≤£10k |
| Willow Avenue, Kirkby in Ashfield - Micro Asphalt | Ashfield | £10k-£25k |
| Sotheby Avenue, Sutton in Ashfield - Micro Asphalt [Member request] | Ashfield | £10k-£25k |
| Barker Street, Huthwaite - Micro Asphalt | Ashfield | £10k-£25k |
| Perlethorpe Drive, Hucknall - Ralumac - Deferred from 2018/19 | Ashfield | ≤£10k |
| C149 Newbound Lane, Teversal - Surface dressing - Deferred from 2018/19 | Ashfield | £25k-£50k |
| Wentworth Road, Kirkby in Ashfield - Surface dressing | Ashfield | £10k-£25k |
| Portland Park Close, Hucknall - Micro Asphalt | Ashfield | ≤£10k |
| Hayden Lane, Hucknall - Surface dressing | Ashfield | £10k-£25k |
| Alison Avenue, Hucknall - Micro Asphalt | Ashfield | ≤£10k |
| Walk Mill Drive, Hucknall - Surface dressing | Ashfield | ≤£10k |
| Leen Close, Hucknall - Micro Asphalt | Ashfield | ≤£10k |
| B6018 Church Street, Kirkby in Ashfield - Surface dressing [Member request] | Ashfield | £10k-£25k |
| A620 Straight Mile, Ranby - Structural patching | Bassetlaw | £25k-£50k |
| C36 Diggles Lodge Lane, Barnby Moor - Structural patching | Bassetlaw | £50k-£100k |
| C86 Owday Lane, Carlton in Lindrick - Surface dressing | Bassetlaw | £50k-£100k |
| C89 Springs Road, Misson - Surface dressing | Bassetlaw | £10k-£25k |
| High Street, Elkesley - Surface dressing [Member request] | Bassetlaw | £10k-£25k |
| Highfield, Retford - Surface dressing | Bassetlaw | ≤£10k |
| Milnercroft, Retford - Surface dressing | Bassetlaw | ≤£10k |
| Norfolk Street, Worksop - Micro Asphalt | Bassetlaw | £25k-£50k |
| Sandringham Road, Retford - Surface dressing | Bassetlaw | ≤£10k |
| Windsor Road, Retford - Surface dressing | Bassetlaw | £10k-£25k |
| B6041 High Hoe Road, Worksop - Surface dressing - Deferred from 2018/19 | Bassetlaw | £50k-£100k |
| C2 Main Street, Ragnall | Bassetlaw | £10k-£25k |
| C10 Wiseton Road, Clayworth - Surface dressing | Bassetlaw | £50k-£100k |
| Chestnut Road,  Lamgold - Micro Asphalt | Bassetlaw | £10k-£25k |
| Dyscarr Close, Langold - Micro Asphalt | Bassetlaw | ≤£10k |
| Knott End, Langold - Micro Asphalt | Bassetlaw | ≤£10k |
| Oakholme Rise, Worksop - Micro Asphalt | Bassetlaw | £10k-£25k |
| Milnercroft Green, Retford (North and South) - Surface dressing | Bassetlaw | ≤£10k |
| Laburnham Road, Langold (with Chestnut Road) - Micro Asphalt | Bassetlaw | £10k-£25k |
| Lilac Grove, Beeston - Surface dressing - Deferred from 2018/19 | Broxtowe | £10k-£25k |
| Cornfield Road, Kimberley - Micro Asphalt | Broxtowe | £10k-£25k |
| Ruislip Close, Kimberley - Micro Asphalt | Broxtowe | ≤£10k |
| Almond Close, Kimberley - Micro Asphalt | Broxtowe | ≤£10k |
| Sandown Road, Toton - Micro Asphalt | Broxtowe | £10k-£25k |
| Seaburn Road, Toton - Surface dressing | Broxtowe | £25k-£50k |
| Ascot Avenue, Kimberley - Micro Asphalt | Broxtowe | £10k-£25k |
| Strathglen Close, Kimberley - Micro Asphalt | Broxtowe | ≤£10k |
| Greenhills Avenue, Eastwood - Micro Asphalt | Broxtowe | ≤£10k |
| Wetherby Close, Kimberley - Micro Asphalt [Member request] | Broxtowe | ≤£10k |
| Coronation Road, Cossall - Surface dressing [Member request] | Broxtowe | £10k-£25k |
| C78 Cossall Road / Dead Lane, Cossall - Surface dressing [Member request] | Broxtowe | £50k-£100k |
| B6386 Nottingham Road, Calverton - Structural patching | Gedling | £150k-£200k |
| B6386 Oxton Road, Calverton - Structural patching | Gedling | £100k-£150k |
| B683 Blidworth Waye, Papplewick -Ralumac | Gedling | £50k-£100k |
| Barbers Wood Close, Ravenshead - Micro Asphalt | Gedling | ≤£10k |
| Forester Road, Carlton - Ralumac - Deferred from 2018/19 [Member request] | Gedling | £10k-£25k |
| Foxhill Road West , Carlton - Micro Asphalt | Gedling | £25k-£50k |
| Dale Avenue, Mapperley - Micro Asphalt | Gedling | £10k-£25k |
| Annes Close, Mapperley - Micro Asphalt | Gedling | ≤£10k |
| Thorpe Crescent, Mapperley - Micro Asphalt | Gedling | ≤£10k |
| Waltham Road, Ravenshead - Micro Asphalt [Member request] | Gedling | ≤£10k |
| Rowan Avenue, Ravenshead - Micro Asphalt - Deferred from 2018/19 | Gedling | £10k-£25k |
| Chestnut Avenue, Ravenshead - Micro Asphalt | Gedling | £10k-£25k |
| Standhill Road, Carlton - Ralumac - Deferred from 2018/19 [Member request] | Gedling | £25k-£50k |
| Addison Road, Carlton Hill - Micro Asphalt - Deferred from 2018/19 [Member request] | Gedling | ≤£10k |
| Hickling Road, Mapperley - Ralumac - Deferred from 2018/19 | Gedling | £25k-£50k |
| A6191 Rock Hill, Mansfield - Surface dressing | Mansfield | £50k-£100k |
| Big Barn Lane, Mansfield, Surface dressing | Mansfield | £50k-£100k |
| Beechdale Road, Mansfield Woodhouse - Micro Asphalt | Mansfield | £10k-£25k |
| Budby Crescent, Meden Vale - Ralumac - Deferred from 2018/19 | Mansfield | £25k-£50k |
| A1133 Winthorpe - Surface dressing  - Deferred from 2018/19 | Newark and Sherwood | £100k-£150k |
| Chapel Lane, Farnsfield (part) - Micro Asphalt | Newark and Sherwood | £10k-£25k |
| Church Road, Boughton - Micro Asphalt | Newark and Sherwood | £50k-£100k |

**Appendix 2 - 2019/20 Capital maintenance programme**

| *Surface dressing(continued)* | | |
|---|---|---|
| Greenwood Crescent, Boughton - Micro Asphalt | Newark and Sherwood | £25k-£50k |
| Spring Lane, Farnsfield - Micro Asphalt | Newark and Sherwood | £10k-£25k |
| Station Lane, Farnsfield - Surface dressing | Newark and Sherwood | £25k-£50k |
| A6097 Epperstone By Pass / Oxton By Pass - Surface dressing | Newark and Sherwood | £100k-£150k |
| C1 Mansfield Road, Edingley - Surface dressing | Newark and Sherwood | £50k-£100k |
| Rectory Place, Barton in Fabis - Micro Asphalt | Rushcliffe | ≤£10k |
| New Road, Barton in Fabis - Surface dressing | Rushcliffe | £25k-£50k |
| Manor Road, Barton in Fabis - Micro Asphalt | Rushcliffe | £25k-£50k |
| Church Lane, Barton in Fabis - Micro Asphalt | Rushcliffe | ≤£10k |
| Chestnut Lane, Barton in Fabis - Micro Asphalt | Rushcliffe | £10k-£25k |
| Brown Lane, Barton in Fabis - Micro Asphalt | Rushcliffe | £10k-£25k |
| Butler Close, Cropwell Butler - Micro Asphalt | Rushcliffe | £10k-£25k |
| Church Street / Moor Lane, Bunny - Micro Asphalt | Rushcliffe | £10k-£25k |
| Far Lane, Normanton on Soar - Micro Asphalt [Member request] | Rushcliffe | £10k-£25k |
| Thoresby Road, Bingham - Micro Asphalt | Rushcliffe | ≤£10k |
| West Thorpe, Willoughby on the Wolds - Surface Dressing | Rushcliffe | £100k-£150k |
| Northwold Avenue, West Bridgford - Micro Asphalt [Member request] | Rushcliffe | £10k-£25k |
| Nursery Close, Radcliffe on Trent - Micro Asphalt | Rushcliffe | ≤£10k |
| Nursery Road, Radcliffe on Trent - Micro Asphalt | Rushcliffe | £10k-£25k |
| Barleylands, Ruddington - Micro Asphalt [Member request] | Rushcliffe | £10k-£25k |
| C20 Main Road / Station Road, Plumtree - Surface Dressing | Rushcliffe | £50k-£100k |
| Templeman Close, Ruddington - Micro Asphalt - Deferred from 2018/19 | Rushcliffe | ≤£10k |
| Shelton Gardens, Ruddington - Micro Asphalt - Deferred from 2018/19 | Rushcliffe | ≤£10k |
| Chestnut Avenue, Bingham - Micro Asphalt | Rushcliffe | ≤£10k |
| Sherwood Grove, Bingham - Micro Asphalt | Rushcliffe | ≤£10k |
| Charnwood Grove, Bingham - Micro Asphalt | Rushcliffe | ≤£10k |
| Ashdown Grove, Bingham - Micro Asphalt | Rushcliffe | ≤£10k |
| Welbeck Grove, Bingham - Micro Asphalt | Rushcliffe | ≤£10k |
| Stainmore Grove, Bingham - Micro Asphalt | Rushcliffe | ≤£10k |
| Cropton Grove, Bingham - Micro Asphalt | Rushcliffe | ≤£10k |
| Owthorpe Road, Cotgrave - Surface Dressing | Rushcliffe | £50k-£100k |
| Giles Avenue, West Bridgford - Micro Asphalt | Rushcliffe | ≤£10k |
| A60 Loughborough Road, Bunny - Surface dressing | Rushcliffe | £50k-£100k |
| C80 Travell's Hill / Woodgate Road, East Leake - Surface dressing | Rushcliffe | £50k-£100k |
| Wharf Lane, Radcliffe on Trent - Micro Asphalt/Ralumac | Rushcliffe | £50k-£100k |
| | **Sub-block allocation** | **£3,161** |

| **Sub-block/scheme** | **District** | **Scheme budget (£000)** |
|---|---|---|
| **Flood risk management** | | |
| Lowdham – supporting £2m STW scheme | Newark and Sherwood | £100k-£150k |
| Southwell – supporting £4.6m investment, FDGIA, Local Levy, N&SDC, Southwell Town Council and Southwell Flood For | Newark and Sherwood | > £250k |
| Egmanton | Newark and Sherwood | £50k-£100k |
| Southwell NFM Scheme – supporting Frames and Local Levy Funding | Newark and Sherwood | £50k-£100k |
| | **Sub-block allocation** | **£784** |

**Appendix 2 - 2019/20 Capital maintenance programme**

| Sub-block/scheme | District | Scheme budget (£000) |
|---|---|---|
| **Street lighting replacement/upgrades - Programme in development** | | |
| Burton Close, Sutton in Ashfield - Column replacement | Ashfield | ≤£10k |
| Burton Road, Sutton in Ashfield - Column replacement | Ashfield | ≤£10k |
| Caton Close, Sutton in Ashfield - Column replacement | Ashfield | ≤£10k |
| Chiltern Drive, Watnall - Column replacement | Ashfield | £25k-£50k |
| Columbia Avenue, Sutton in Ashfield - Column replacement | Ashfield | ≤£10k |
| Douglas Road, Sutton in Ashfield - Column replacement | Ashfield | ≤£10k |
| Dovedale Avenue, Sutton in Ashfield - Column replacement | Ashfield | ≤£10k |
| Gill Street, Sutton in Ashfield - Column replacement | Ashfield | ≤£10k |
| Oxford Street, Sutton in Ashfield - Column replacement | Ashfield | ≤£10k |
| Pelham Street, Sutton in Ashfield - Column replacement | Ashfield | ≤£10k |
| Peverill Drive, Sutton in Ashfield - Column replacement | Ashfield | ≤£10k |
| Regent Street, Sutton in Ashfield - Column replacement | Ashfield | ≤£10k |
| Starr Avenue, Sutton in Ashfield - Column replacement | Ashfield | ≤£10k |
| Westbourne Road, Sutton in Ashfield - Column replacement | Ashfield | ≤£10k |
| Willowbridge Lane, Sutton in Ashfield - Column replacement | Ashfield | ≤£10k |
| Arundel Drive, Ranskill - Column replacement | Bassetlaw | £25k-£50k |
| Ashely Road, Worksop - Column replacement | Bassetlaw | £10k-£25k |
| Lincoln Road, Tuxford - Column replacement | Bassetlaw | £25k-£50k |
| Dovecote Lane, Newthorpe - Column replacement | Broxtowe | £25k-£50k |
| High Road, Beeston - Column replacement | Broxtowe | £25k-£50k |
| Moorgreen, Newthorpe - Column replacement | Broxtowe | £25k-£50k |
| West End, Beeston - Column replacement | Broxtowe | £10k-£25k |
| A60 Mansfield Road, Redhill - Column replacement | Gedling | £75k-£100k |
| Besecar Avenue, Gedling - Column replacement | Gedling | £25k-£50k |
| Broadfields, Calverton - Column replacement | Gedling | £50k-£100k |
| Georges Lane, Calverton - Column replacement | Gedling | £10k-£25k |
| Longue Drive, Calverton - Column replacement | Gedling | £10k-£25k |
| Station Road, Burton Joyce - Column replacement | Gedling | ≤£10k |
| Leeming Lane North, Mansfield - Column replacement | Mansfield | £100k-£150k |
| Leeming Lane North, Mansfield - Column replacement | Mansfield | £100k-£150k |
| Stockwell Gate canopy, Mansfield - Subway lighting replacement | Mansfield | £25k-£50k |
| Appleton Road, Blidworth - Column replacement | Newark and Sherwood | £10k-£25k |
| Harlow Street, Blidworth - Column replacement | Newark and Sherwood | £10k-£25k |
| Newark Road, Boughton - Column replacement | Newark and Sherwood | £75k-£100k |
| Park Avenue, Blidworth - Column replacement | Newark and Sherwood | £10k-£25k |
| Robin Hood Road, Blidworth - Column replacement | Newark and Sherwood | £10k-£25k |
| Sherwood Avenue, Blidworth - Column replacement | Newark and Sherwood | £10k-£25k |
| Thorney Abbey Road, Blidworth - Column replacement | Newark and Sherwood | £10k-£25k |
| A6011 Radcliffe Road, West Bridgford - Column replacement | Rushcliffe | £50k-£100k |
| Golf Road, Radcliffe on Trent - Column replacement | Rushcliffe | ≤£10k |
| | **Sub-block allocation** | **£1,000** |

| Sub-block/scheme | District | Scheme budget (£000) |
|---|---|---|
| **Traffic signal renewal** | | |
| A60 Mansfield Road / Sir John Robinson Way, Arnold - Deferred from 2018/19 | Gedling | £200k - £250k |
| A60 Loughborough Road, West Bridgford (Radcliffe Road and Bridgford Road junctions) | Rushcliffe | > £250k |
| | | |
| *Reserve schemes dependent on funding allocation for A60, Arnold (above):* | | |
| Arlington Way / Carolgate, Retford - *Reserve dependent on funding allocation for A60, Arnold (below)* | Bassetlaw | £75k-£100k |
| High Road / Regent Street, Beeston - *Reserve dependent on funding allocation for A60, Arnold (above)* | Broxtowe | £25k-£50k |
| Coppice Road / Ravenswood Road, Arnold - *Reserve dependent on funding allocation for A60, Arnold (above)* | Gedling | £25k-£50k |
| | **Sub-block allocation** | **£600** |

| Sub-block/scheme | District | Scheme budget (£000) |
|---|---|---|
| **Safety fencing** | | |
| Detailed works programme is under development. The majority of this funding will be used to undertake repairs to existing barriers which have become damaged and therefore any repairs require the installation to be updated to the current specifications. | | |
| | **Sub-block allocation** | **£330** |

| Sub-block/scheme | District | Scheme budget (£000) |
|---|---|---|
| **Network structural patching** | | |
| Works programme developed in year | | |
| | **Sub-block allocation** | **£670** |

**Appendix 2 - 2019/20 Capital maintenance programme**

| Sub-block/scheme | District | Scheme budget (£000) |
|---|---|---|
| **Network structural coring** | | |
| Coring of future proposed maintenance sites | | |
| | **Sub-block allocation** | **£250** |

| Sub-block/scheme | District | Scheme budget (£000) |
|---|---|---|
| **Additional County Capital Allocation** | | |
| A611 Annesley Road, Annesley - Surface dressing | Ashfield | £100k-£150k |
| Forster Street, Kirkby in Ashfield - Resurfacing - Deferred from 2018/19 | Ashfield | £100k-£150k |
| Robinson Drive, Worksop - Resurfacing | Bassetlaw | £50k-£100k |
| B6045 Main Street / Mattersey Road, Mattersey - Resurfacing [Member request] | Bassetlaw | £100k-£150k |
| Town Street, South Leverton - Resurfacing - Deferred from 2018/19 [Member request] | Bassetlaw | £150k-£200k |
| Mellish Road, Langold - Resurfacing - Deferred from 2018/19 [Member request] | Bassetlaw | £100k-£150k |
| South Street, Normanton on Trent - Resurfacing - Deferred from 2018/19 [Member request] | Bassetlaw | £150k-£200k |
| Eagle Place, Retford - Resurfacing - Deferred from 2018/19 [Member request] | Bassetlaw | £10k-£25k |
| Main Street, Oldcotes - Resurfacing - Deferred from 2018/19 [Member request] | Bassetlaw | £50k-£100k |
| Mill Lane 'The Beck', Clayworth - Resurfacing - Deferred from 2018/19 - [Member request] | Bassetlaw | £25k-£50k |
| Victoria Street, Kimberley - Resurfacing [Member request] | Broxtowe | £25k-£50k |
| Swingate, Nuthall - Resurfacing [Member request] | Broxtowe | £25k-£50k |
| Roland Avenue, Nuthall (Mini roundabout) - Resurfacing [Member request] | Broxtowe | £50k-£100k |
| Maple Avenue, Beeston - Resurfacing - Deferred from 2018/19 [Member request] | Broxtowe | £50k-£100k |
| Cornwall Avenue, Beeston - Resurfacing - Deferred from 2018/19 [Member request] | Broxtowe | £25k-£50k |
| Thoresby Road, Bramcote - Resurfacing - Deferred from 2018/19 [Member request] | Broxtowe | £50k-£100k |
| The Glebe, Cossall - Resurfacing - Deferred from 2018/19 [Member request] | Broxtowe | £100k-£150k |
| A60 Mansfield Road, Redhill, Arnold - Tar recycling site [Member request] | Gedling | £250k-£300k |
| Moore Road, Mapperley - Resurfacing - Deferred from 2018/19 [Member request] | Gedling | £350k-£400k |
| Sandford Road, Mapperley - Resurfacing - Deferred from 2018/19 [Member request] | Gedling | £300k-£350k |
| High Street, Arnold - Structural patching - Deferred from 2018/19 [Member request] | Gedling | £25k-£50k |
| Park Road, Calverton (Phase 1 - Tar recycling site - Deferred from 2018/19 [Member request] | Gedling | £200k-£250k |
| Marshall Hill Drive, Mapperley - Resurfacing - Deferred from 2018/19 [Member request] | Gedling | £50k-£100k |
| Yorke Street, Mansfield Woodhouse - Resurfacing - Deferred from 2018/19 [Member request] | Mansfield | £150k-£200k |
| West Bank Lea, Mansfield - Ralumac - Deferred from 2018/19 | Mansfield | £25k-£50k |
| Denby Drive, Mansfield - Resurfacing - Deferred from 2018/19 [Member request] | Mansfield | £50k-£100k |
| Barnby Gate, Newark (Phase 1) - Resurfacing - Deferred from 2018/19 [Member request] | Newark and Sherwood | £200k-£250k |
| Vernon Street, Newark - Resurfacing [Member request] | Newark and Sherwood | £50k-£100k |
| Station Road, Edingley / Halam - Tar recycling site [Member request] | Newark and Sherwood | £200k-£250k |
| A60 Loughborough Road, West Bridgford - Resurfacing [Member request] | Rushcliffe | £350k-£400k |
| Barton Lane, Thrumpton - Tar recycling site [Member request] | Rushcliffe | >£500k |
| Harrow Road, West Bridgford - Resurfacing - Deferred from 2018/19 [Member request] | Rushcliffe | £100k-£150k |
| Trevor Road, West Bridgford - Resurfacing - Deferred from 2018/19 [Member request] | Rushcliffe | £250k-£300k |
| Exchange Road, West Bridgford (Phase 1) - Resurfacing - Deferred from 2018/19 [Member request] | Rushcliffe | £150k-£200k |
| The Cross, Cotgrave - Resurfacing - Deferred from 2018/19 [Members request] | Rushcliffe | £50k-£100k |
| C48 Gotham Road, East Leake - Structural patching [Member request] | Rushcliffe | £200k-£250k |
| Alternative repair techniques machinery | Various | >£250k |
| | **Sub-block allocation** | **£5,000** |

**Appendix 3 - 2019/20 Traffic management revenue programme**

| Location/Scheme | District | Scheme budget (£000) |
|---|---|---|
| A38 Alfreton Road junc Common Road- No U turn TRO | Ashfield | ≤£5k |
| Avon Avenue, Royce Ave, Wings Drive Merlin Drive etc Hucknall -Give Way or intermitment junction markings | Ashfield | ≤£5k |
| Bluebell Wood/Grange Farm Close/The Dumbells entrance to Surgery, Sutton – double yellow lines | Ashfield | ≤£5k |
| Buckingham Avenue/Balmoral Grove, Hucknall junction – lining | Ashfield | ≤£5k |
| Chancery Close,Bingham Avenue,Greenfields and Milner Street Skegby -junction protection | Ashfield | ≤£5k |
| Coburn Street Sutton -2 no junction protections | Ashfield | ≤£5k |
| Linby Avenue/Linby Grove, Hucknall – double yellow lines | Ashfield | ≤£5k |
| Little Oak Drive near junction with Willow Drive/Eddie Stobart, Annesley – double yellow lines | Ashfield | ≤£5k |
| Milner Street/Forest Road, Sutton – double yellow lines | Ashfield | ≤£5k |
| Nottingham Road, Selston – paint black railings in service road | Ashfield | ≤£5k |
| Papplewick Lane, Hucknall – parking restrictions from junction with Station Road to garages and businesses | Ashfield | ≤£5k |
| Penniment Lane (spur), Sutton, speed limit reduction | Ashfield | ≤£5k |
| Provision of disabled bays (various sites) | Ashfield | ≤£5k |
| Raymond Close, Sutton – double yellow lines | Ashfield | ≤£5k |
| Searwood Avenue/Sutton Road, Kirkby – double yellow lines | Ashfield | ≤£5k |
| Selston Parish Council-Lengthsman Scheme | Ashfield | ≤£5k |
| Skegby Road Sutton-New Warning Sign | Ashfield | ≤£5k |
| Sovereign Gardens Selston-junction protection | Ashfield | ≤£5k |
| Sutton Road, Huthwaite – amendments to white lining | Ashfield | ≤£5k |
| Train Station Millers Way Kirkby -junction protection | Ashfield | ≤£5k |
| A620 Hallcroft Roundabout, Retford – Lane info marking | Bassetlaw | ≤£5k |
| Carbuton - Lengthsman scheme | Bassetlaw | ≤£5k |
| Dunham Cluster - Lengthsman scheme | Bassetlaw | ≤£5k |
| Everton - Lengthsman scheme | Bassetlaw | ≤£5k |
| Gainsborough Road/Station Road, Sturton le Steeple - Signage improvements at the Give Way | Bassetlaw | ≤£5k |
| Harstoft Street, Worksop – alteration of current restrictions | Bassetlaw | ≤£5k |
| High Street, Everton – parking restrictions/Road Narrows | Bassetlaw | ≤£5k |
| High Street/Mattersey Road/A631, Everton - junction protection | Bassetlaw | ≤£5k |
| Kilton Hill Shops, Worksop – parking restrictions | Bassetlaw | ≤£5k |
| Mattersey Cluster - Lengthsman scheme *(pending confirmation)* | Bassetlaw | ≤£5k |
| Millhouse Roundabout, Worksop – Bollards to prevent over run at the pedestrian crossing | Bassetlaw | ≤£5k |
| Misson - Lengthsman scheme | Bassetlaw | ≤£5k |
| Newcastle Avenue, Tuxford – limited waiting outside the shops | Bassetlaw | ≤£5k |
| Newcastle Avenue, Worksop – Service Road entrance clearway | Bassetlaw | ≤£5k |
| Norton & Cuckney - Lengthsman scheme | Bassetlaw | ≤£5k |
| Portland Place, Sutton Cum Lound – Give Way markings | Bassetlaw | ≤£5k |
| Quakefield Road, East Markham – Pedestrian in Road signage | Bassetlaw | ≤£5k |
| Rampton - Lengthsman scheme | Bassetlaw | ≤£5k |
| Slack Walk Area, Worksop - Double yellow lines junction protection | Bassetlaw | ≤£5k |
| Sturton Cluster - Lengthsman scheme | Bassetlaw | ≤£5k |
| Tuxford - Lengthsman scheme | Bassetlaw | ≤£5k |
| Tuxford – No Entry signs to the A1 | Bassetlaw | ≤£5k |
| Windmill Lane, Worksop – Slow markings | Bassetlaw | ≤£5k |
| O/S Beeston Station, Station Road, Beeston-pedestrian guardrail | Broxtowe | ≤£5k |
| Abbey Road junction Abbey Drive, Beeston - junction protection markings | Broxtowe | ≤£5k |
| Assarts Road ,on the odd side between Vernon Drive and Carters Wood Drive, Nuthall - limited waiting | Broxtowe | ≤£5k |
| Disabled parking bay applications – area wide | Broxtowe | ≤£5k |
| Dovecote Lane near Queens Road Beeston - extend double yellow line across cycleway | Broxtowe | ≤£5k |
| Fireplace Studio Russley Road Bramcote -Dropped ped crossing | Broxtowe | ≤£5k |
| Forge Hill, Chilwell – double yellow lines | Broxtowe | ≤£5k |
| Hallams Lane; Hurts Croft junction The Close, and Hurts Croft junction Hallams Lane-junction protection | Broxtowe | ≤£5k |
| Lawn Mill Road/Jubilee Street, Lawn Mill Road/Truman Street, Eastwood Road/Truman Street and Jubilee Street/Eastwood Street, Kimberley – double yellow lines | Broxtowe | ≤£5k |
| Lilac Grove/Lilac Crescent, Beeston – double yellow lines | Broxtowe | ≤£5k |
| Mackinley Avenue end of the footpath to Hickings Lane, Stapleford-pedtrian guardrail | Broxtowe | ≤£5k |
| Main Street, Strelley- 30mph repeaters | Broxtowe | ≤£5k |
| Meadowbank Way, Eastwood – limited waiting and junction protection on island | Broxtowe | ≤£5k |
| Newdigate Street opposite Noel Street junction, Kimberley-limited waiting | Broxtowe | ≤£5k |
| Nottingham Road, Eastwood (outside Tesco Express) – double yellow lines | Broxtowe | ≤£5k |
| South Street junction with Nottingham Road, Giltbrook-junction protection | Broxtowe | ≤£5k |
| Tattershall Drive, Beeston-2 H bar marking at complex | Broxtowe | ≤£5k |
| Temple Drive ,Drummond Drive Nuthall dounble yellllow lines | Broxtowe | ≤£5k |
| Woodland Grove/High Road junction, Chilwell – double yellow lines | Broxtowe | ≤£5k |

**Appendix 3 - 2019/20 Traffic management revenue programme**

| | | |
|---|---|---|
| A60 Mansfield Rd, Henry St, Larkspur Ave & Monsell Dr junctions, Arnold – double yellow lines | Gedling | ≤£5k |
| B686 Burton Road, Willow Road, Ousebridge Drive & Orlando Drive junctions, Carlton – double yellow lines | Gedling | ≤£5k |
| Bonington Rd, No 10, Woodthorpe - Reinstate Suspended Residents' Parking Bay | Gedling | ≤£5k |
| Burton Rd, end of footpath from Blackhill Dr, Carlton – pedestrian guardrail | Gedling | ≤£5k |
| Calverton Rd, 30mph Nr Jenned Rd jcn - 30mph Road Markings/Marker Posts | Gedling | ≤£5k |
| Calverton Rd, Ellington Rd junction, Arnold – bollards on verge | Gedling | ≤£5k |
| Carlton Hill, Standhill Rd Jcn Lane, Carlton - Road Marking | Gedling | ≤£5k |
| Church Dr, Swinton Rise Jcn, Ravenshead - Bollards | Gedling | ≤£5k |
| Churchmoor Ln, Redhill Rd jcn, Redhill/Arnold - Double Yellow Lines TRO | Gedling | ≤£5k |
| Coronation Walk, Cul-de-sac end, Gedling - Marking of Parking Bays | Gedling | ≤£5k |
| Ellington Rd & Ashington Dr, junctions; Mitford Dr x 2, Lynemouth Ct, Longhirst Dr & Hirst Cl x 2, Arnold – Give Way lining | Gedling | ≤£5k |
| H-Bar markings & advisory markings for the mobility impaired – various locations TBC | Gedling | ≤£5k |
| Kenrick St, Netherfield - Central Hatching/Bend Warnings | Gedling | ≤£5k |
| Leivers Ave, Runswick Dr Jcn, Arnold - Shortening of Residents' Parking Bay | Gedling | ≤£5k |
| Main Rd, entrance to All Hallows' School, Gedling – bend warning signs | Gedling | ≤£5k |
| Main St/Lowdham Ln, Woodborough - SLOW x 2 Adj Bend Warning Signs | Gedling | ≤£5k |
| Newstead cluster lengthsman scheme (various) | Gedling | ≤£5k |
| Park Ln, adjacent to access east of Church St, Lambley – marker posts | Gedling | ≤£5k |
| Pond Hills Ln, Community Centre Access Opp Upminster Dr, Arnold - Direction Signs | Gedling | ≤£5k |
| Spring Ln & Lambley Ln - Deer Warning Signs | Gedling | ≤£5k |
| Steedman Ave & Hazel Grove, B684 Plains Rd & Westdale Ln West junctions plus Digby Ave/Hazel Grove & College Rd, Mapperley – double yellow lines | Gedling | ≤£5k |
| Westdale Lane/Pierrepont Ave junction, Gedling – double yellow lines | Gedling | ≤£5k |
| Woodborough lengthsman scheme | Gedling | ≤£5k |
| A60 Church Rd, "The Carrs", Church Warsop - Warning Signs | Mansfield | ≤£5k |
| A6191 Chesterfield Rd North & South, Bould St, Pheasant Hill, Perlethorpe Ave, Oxclose Ln, Stacey Rd & Limestone Rise Jcns, Mansfield – parking restriction amendments | Mansfield | ≤£5k |
| B6030 Forest Rd, Stella St & Rutland St, Mansfield – weight restriction signs | Mansfield | £5k-£10k |
| Briar Ln, Approach to A6191 Southwell Rd West, Mansfield – advanced Give Way sign & SLOW marking | Mansfield | ≤£5k |
| Brougham Ave, Fielden Ave/Carpenter Ave junction, Mansfield - One Way arrows | Mansfield | ≤£5k |
| Caunton Close, Meden Vale - dropped kerbs | Mansfield | ≤£5k |
| Commercial Gate, Opp Grove St, St Peters Way Underpass, Mansfield – dropped kerbs | Mansfield | ≤£5k |
| Farndon Way, Mansfield – pedestrian access link | Mansfield | ≤£5k |
| Forest Town Kingsway Community Project – lengthsman scheme | Mansfield | ≤£5k |
| Gladstone St, Mansfield Woodhouse - Bollards to Stop Vehicle Access | Mansfield | ≤£5k |
| Haddon Rd, West Bank Ave bend/junction, Mansfield – enlarge two chevron bend warning signs | Mansfield | ≤£5k |
| H-Bar markings & advisory markings for the mobility impaired – various locations TBC | Mansfield | ≤£5k |
| Hermitage Ln, A38 Sutton Rd junction, Mansfield – hatching & bigger No Entry signs | Mansfield | ≤£5k |
| Holly Dr, Fernwood Cl & Beechwood Cl junction, Forest Town – additional prohibition of driving signs | Mansfield | ≤£5k |
| Mansfield BID – lengthsman scheme | Mansfield | ≤£5k |
| Mansfield Woodhouse Community Development Group – lengthsman scheme | Mansfield | ≤£5k |
| Queen St, Mansfield – One Way order correction | Mansfield | ≤£5k |
| Tuckers Ln/Ladybrook Ln junction, Mansfield – double yellow lines | Mansfield | ≤£5k |
| Westfield Ln/Sadler St junction, Mansfield – double yellow lines | Mansfield | ≤£5k |
| A616 Sugar Beet to A46 RdbT - Double White lines | Newark & Sherwood | ≤£5k |
| A617/Blacksmiths Lane, Kelham – Junction Warning signs | Newark & Sherwood | ≤£5k |
| Andrew Drive/Haywood Oaks Lane, Andrews Drive/linking path to Hillside Drive, Blidworth – dropped pedestrian crossings | Newark & Sherwood | ≤£5k |
| Aylesford Lane & Carvers Hollow, Edingley – advance warning sign for side junction ahead | Newark & Sherwood | ≤£5k |
| Barnby Gate/Charles Street, Barnby Gate/Vernon Street, Newark – dropped pedestrian crossings | Newark & Sherwood | ≤£5k |
| Bell Lane/Main Street, Carlton on Trent – dropped pedestrian crossings | Newark & Sherwood | ≤£5k |
| Belle Vue Lane, Blidworth – extension of existing restrictions | Newark & Sherwood | ≤£5k |
| Bleasby - Lengthsman scheme | Newark & Sherwood | ≤£5k |
| Bleasby – Slow markings & speed reduction measures including unsuitable for HGV sign on High Cross | Newark & Sherwood | ≤£5k |
| Clipstone - Lengthsman scheme | Newark & Sherwood | ≤£5k |
| Farnsfield - Lengthsman scheme | Newark & Sherwood | ≤£5k |
| Gunthorpe Road/Station Road/Caythorpe Road, Lowdham – unsuitable for HGV signs | Newark & Sherwood | ≤£5k |
| Hockerton – Grey backing boards for 30mph terminal signs at both entry points on the A617 | Newark & Sherwood | ≤£5k |
| Lowdham – advance warning sign for the A6097/A612 roundabout travelling from Gunthorpe to Lowdham | Newark & Sherwood | ≤£5k |
| Main Street and Beckingham Road, Coddington junction o/s Plough Public House – parking restrictions | Newark & Sherwood | ≤£5k |
| Newark Road, Ollerton Low Bridge signs | Newark & Sherwood | ≤£5k |
| Ollerton Cluster - Lengthsman scheme | Newark & Sherwood | ≤£5k |
| Southwell - Lengthsman scheme | Newark & Sherwood | ≤£5k |
| Station Road, Collingham – parking restrictions | Newark & Sherwood | ≤£5k |
| Station Road, Lowdham – limited waiting outside the shop | Newark & Sherwood | ≤£5k |

**Appendix 3 - 2019/20 Traffic management revenue programme**

| | | |
|---|---|---|
| A60 Loughborough Rd, bend south of A6006 Crossroads, Rempstone – amendment to double white lines | Rushcliffe | ≤£5k |
| A6006 Main St, A6006 Wymeswold Rd & Wysall Rd, Rempstone - Rempstone Village Gateways Signing, Lining, Marker Posts & Dragons Teeth | Rushcliffe | ≤£5k |
| A606 Melton Rd, Upper Broughton, Hill Brow North of Upper Broughton - Amend Single White Line System | Rushcliffe | ≤£5k |
| Church Gate, Colston Bassett – reposition sign | Rushcliffe | ≤£5k |
| Church Hill, Burnside Memorial Hall, Plumtree – verge kerbline | Rushcliffe | ≤£5k |
| Church St, Ruddington – car park direction signs | Rushcliffe | ≤£5k |
| Church St/Launder St junction, Orston – cul-de-sac sign | Rushcliffe | ≤£5k |
| Colston Rd/Kinoulton Rd Lime Kiln Crossroads, Cropwell Bishop – parking prevention scheme | Rushcliffe | ≤£5k |
| Cotgrave – lengthsman scheme | Rushcliffe | ≤£5k |
| Cotgrave Rd, Bend South of Hoe Hill Cottage, Plumtree - Road Markings | Rushcliffe | ≤£5k |
| Cropwell Bishop – lengthsman scheme | Rushcliffe | 5k-10k |
| Harby Ln/Church Gate, Colston Bassett - Barrier Amend/Warning Sign | Rushcliffe | ≤£5k |
| H-Bar markings & advisory markings for the mobility impaired – various locations TBC | Rushcliffe | ≤£5k |
| Hollygate Ln, Cotgrave adjacent to industrial access – weight restriction sign | Rushcliffe | ≤£5k |
| Kirk Ln, Approach to A60 on left FW, Ruddington - Another Marker Post(s) | Rushcliffe | ≤£5k |
| Kneeton Rd/Trent Ln/Main St Staggered Crossroads & Main St length, East Bridgford – double yellow lines & Bus Stop clearways | Rushcliffe | ≤£5k |
| Langar cum Barnstone – lengthsman scheme | Rushcliffe | ≤£5k |
| Longhedge Ln, Bend Outside Lodge Farm Cl, Orston - Signs & Marker Posts | Rushcliffe | ≤£5k |
| Loughborough Rd/A6006 Melton Rd, East Leake - Advanced Give Way Sign | Rushcliffe | ≤£5k |
| Main St, adjacent to East Bridgford Rd and Wellington Ave, Newton – 30mph speed limit entry improvements & HGV direction signs | Rushcliffe | ≤£5k |
| Market Place, Bingham, Either Side of School Access Rd - School Warning Signs x 2 | Rushcliffe | ≤£5k |
| New Ln & Mill Ln Village Entries, Scarrington - Signing | Rushcliffe | ≤£5k |
| Nottingham Rd, Keyworth, Primary School - H-bars & renew School Keep Clear lining | Rushcliffe | ≤£5k |
| Rosebery Ave, West Bridgford nos 2 to 10 – narrowing of parking bays | Rushcliffe | ≤£5k |
| St Marys Cres/St Johns Rd Jcn, Ruddington - Bollards x 2 | Rushcliffe | ≤£5k |
| Station Rd, East of Bridge, Sutton Bonington – Sutton Fields/Industrial Estate concealed junctions sign | Rushcliffe | ≤£5k |
| Station Rd/Main Rd/ Church Hill/Bradmore Ln, Plumtree – staggered junction protection | Rushcliffe | ≤£5k |
| The Banks, Bingham footpath to car park leading between nos 44 & 46 – H-Bar marking | Rushcliffe | ≤£5k |
| Trent Ln, East Bridgford – access restriction scheme | Rushcliffe | 5k-10k |
| Water Ln, Main Rd/ Nottingham Rd Jcn, Radcliffe-on-Trent - Bollards | Rushcliffe | ≤£5k |
| Willow Brook, Keyworth, Outside School - 2 x H-bars | Rushcliffe | ≤£5k |
| **Schemes removed from the programme since provisional approval** | | |
| Kirkby Folly Road, Kirkby – provision of 30/40 terminal signs on side roads and associated 40mph repeater signage | Ashfield | |
| Mansfield Road, Skegby – extension of double yellow lines at Pavillion Gardens (no longer required as Post Office relocated) | Ashfield | |
| **Civil parking enforcement related schemes** | | |
| James Street, Kimberley - amendment of existing limited waiting to incorporate shared use bays for residents | Broxtowe | ≤£5k |
| Gedling Road, Arnold - hatching markings on footway to dissuade drivers from parking behind School Keep Clear markings | Gedling | ≤£5k |
| Kings Road, Newark - introduction of School Keep Clear markings to replace existing double yellow lines | Newark & Sherwood | ≤£5k |
| Cropwell Road, Radcliffe - introduction of School Keep Clear markings at school lane entrance (Member request) | Rushcliffe | ≤£5k |
| School keep clear markings - introduction of permissable appropriate markings to provide clear crossing points for pedestrians | Various | 5k-10k |

**Appendix 4 – 2019/20 Road safety education, training and awareness programme**

| 2019/20 | Road Safety Issue | Target Audience | Key messages | Activity / Event(s) | | Campaign | | Press Release / Publicity May include local press, and social media | |
|---|---|---|---|---|---|---|---|---|---|
| **Winter 2019** | Winter Driving | Drivers, Riders | • Tyres<br>• Weather related advice | X | NRSP awareness Events at local stores | | | X | |
| | Driver/ Rider Behaviour | Drivers & Riders | • Attitudes to driving<br>· Influences on your driving/riding behaviour | X | NRSP awareness Events at local stores | | | X | |
| | Drink / Drugs | Drivers, Riders & Pedestrians | • Designated Driver<br>• Morning After | x | Mocktails & advice events | x | Local football/sport teams Posters | X | |
| **Spring 2019** | British Summer Time begins | All Road Users | • Change in driving conditions (commute) | | | | | X | |
| | Distraction | Teenage Pedestrians | • Headphones, mobile phones | | | | | X | |
| | Cycle Safety | Adult Pedal Cyclists | • Road positioning<br>• Group riding<br>• Conspicuity<br>• Cycle helmets | X | NRSP Partnership events and awareness raising | | | X | |
| **Summer 2019** | Drink / Drugs | Drivers, Riders & Pedestrians | • Designated Driver<br>• Morning After | X | | | | X | |
| | Cycle Safety | Adult Pedal Cyclists | • Road positioning<br>• Group riding<br>• Conspicuity<br>• Cycle helmets | X | | | | X | |
| | Eyesight | All road users | • Affect on your driving/riding<br>Managing your eyesight & driving | X | NRSP Partnership events and awareness raising | | | X | |
| | In Car Safety | Drivers | • Car Seat advice<br>• Seatbelt wearing | X | Car Seat Advice Events | | | X | |
| **Autumn 2019** | Back to School | All Road Users | • Children on school journey<br>• Route planning | | | | | X | |
| | Cycle to Work | Pedal Cyclist | • Road positioning<br>• Group riding<br>• Conspicuity<br>• Cycle helmets | X | | | | X | |
| | British Summer Time End | All Road Users | • Change in driving conditions (commute)<br>• Use of lights (in working order) | | | | | X | |
| | Conspicuity | Pedestrians, Pedal Cyclists & Motorcyclists | • Visibility of road users<br>• Reflective & Hi Vis clothing | X | Support and RSE in schools through the JRSO programme | | | X | |
| **Winter 2020** | Winter Driving | Drivers, Riders | • Tyres<br>• Weather related advice | X | Partnership events | | | X | |
| | Driver/ Rider Behaviour | Drivers & Riders | • Attitudes to driving<br>· Influences on your driving/riding behaviour | X | Partnership events | | | X | |
| | Drink / Drugs | Drivers, Riders & Pedestrians | • Designated Driver<br>• Morning After | X | Mocktails & advice events | | | X | |
| **All Year Round** | Road Safety Education | Primary & Secondary Pupils, Colleges & Universities | • The resource package has been developed for each year group<br>• Road Accident data used to target message appropriately for each age group<br>• Particular emphasis on Secondary age group | X | Freshers Fayres and Partnership events in schools | | | X | An occasional press release may be considered for special circumstances or events that promote the 'service' and NCC |
| | | Adults of All ages including businesses & Older Drivers | • Occupational Road Risk with Businesses<br>• 'Drive On' workshop with Older Road Users<br>• Adult events | X | | | | X | As above |
| | Awareness Raising | All Road Users | • Messages appropriate to the audience attending | X | Public and Partnership events | | | X | As above |
| | Partnership Events & Campaigns | All Road Users as appropriate | • Specific to target group e.g. Young Drivers<br>• Any activity will be 'data led'<br>• Key partners include 'NRSP' – Nottinghamshire Road Safety Partnership | X | Partnership events<br>Supporting Police | X | Road side campaigns & targeted Police enforcement operations | X | |

**Appendix 4 – 2019/20 Road safety education, training and awareness programme**

**Training**

| 2019-20 | Activity | Training Module | Target Age Group |
|---|---|---|---|
| Pedal Cycle Training (Bikeability) including school holidays | Bikeability Core Activities and Training | Level 1 | Years 3 -6 |
| | | Level 2 | Primary |
| | | Level 3 | Primary & Secondary |
| | Bikeability Plus Modules | Balance Bikes | KS1 |
| | | Learn to Ride | KS1 & 2 |
| | | Bikeability Fix | All Ages |
| | | On Show | Parents |
| | | Bikeability Parents | Adults |
| | | Bikeability Promotion | All Ages |
| | | Bikeability Ride | All Ages |
| | | Transition | Year 6 Primary children |
| | Partnership events | Fix Track & Road | 11-14 yr olds |
| School Holidays: Easter, Summer and half-terms | Pre Driver Events | All day event | 15-17 year olds (prior to learning to drive) |

Nottinghamshire County Council

**Report to the Communities & Place Committee**

**7 March 2019**

**Agenda Item:14**

# REPORT OF THE SERVICE DIRECTOR, PLACE AND COMMUNITIES

# UPDATE ON KEY TRADING STANDARDS AND COMMUNITIES MATTERS

## Purpose of the Report

1. To approve the Service Pricing Structure for 2019/20, the cessation of work to explore the viability of an Alternative Service Delivery model, the Food and Feed Enforcement Plan for 2019/20, the Nominated Neighbour Scheme expansion plan, the Communities Strategy 2019-2021, and the use of appropriate media opportunities. Further, to update the Committee on key Trading Standards and Communities matters.

## Information

### Trading Standards

2. **Pricing Structure for 2019-20** – the Service provides a range of paid for services to businesses, other local authorities', and government agencies. The Authority has the discretion to set charges for these services.

3. At the Community Safety Committee on the 10 January 2017, approval was given to the Service to adopt a flexible and market-based charging approach to act in a more commercial and flexible manner. The Committee approved moving away from an hourly charge model, to a more customer focused pricing structure.

4. The approval allowed product specific, flexible pricing, and the scope to make price offers to businesses based on relevant market conditions. Given its continued success this year, it is proposed that the similar model, as set out below, is used for all fees and charged from 1 April 2019 onwards.

5. It is proposed that charges levied would be authorised by the Group Manager, Trading Standards and Communities, using the full cost recovery rate as the foundation for building charges. The final rates would be decided using a pricing model suitable for the market in which the service is operating, and prices varied in accordance with market conditions.

6. To decide on appropriate charges, it is proposed the following principles are once again utilised:

    - The maximum average hourly charge should never exceed the Full Cost Recovery rate.

- Pricing models that can be utilised can include, but not restricted to:
    - Hourly rate;
    - Day Rate;
    - Project Cost; or
    - Specified Activity Cost.

7. Regarding charges to other External Enforcement Bodies, the Service receives requests to deliver one-off projects, for example a programme of inspections. Because of the one-off/specialist nature, and they often bring other tangible benefits. It is proposed that in line with existing arrangements, the fee to be charged should be agreed by the Group Manager, Trading Standards and Communities on a case-by-case basis.

8. It is further proposed that that any fee agreed in such a way should not be below a rate equivalent to full cost recovery of the direct staff time spent delivering the activity.

9. **Alternative Service Delivery Model (ASDM)** – as part of ongoing work to identify ways to minimise the net cost of the Service, officers identified that the use of an Alternative Delivery Model with regard to commercial operations may provide some level of additional income and/or cost reduction.

10. Since the idea was proposed, the need to develop a more comprehensive one-stop advice offer was identified as a more pressing and fruitful piece of development work. The additional freedoms explored as part of the Commercial Development Unit work with regards to charging models has now mitigated much of the need for anASDM. As such, it is proposed that work to explore the ASDM is ceased.

11. **Food & Feed Law Enforcement Service Plan 2019-20** - Section 6 of the Food Safety Act 1990, and section 76 of the Agriculture Act, places a duty on the Authority to enforce certain provisions of those Acts regarding food for human consumption and feeding stuffs for animals.

12. The Food Standards Agency (FSA) is the central competent authority for overseeing official feed and food controls. It works closely with authorities to set and monitor standards, coordinate activity, and audit authorities' delivery of official controls, to ensure enforcement is effective, risk based, proportionate and consistent.

13. The Service delivers food and animal feed standards work, which includes labelling and quality controls. Responsibility for (human) food hygiene controls falls to District Council Environmental Health Services.

14. The FSA requires the completion of annual Service Plans, regarding them as important tools to ensure that national priorities and standards are delivered locally. It requires the Authority's key decision makers to be fully engaged in official food and feed controls work, and as such, the proposed plan for 2019-20 is attached as **Appendix 1** for the Committee to consider and approve.

15. **Food Safety** – The Service continues to deliver on the 2018/19 Food Plan, working with Environment Health colleagues, with allergen and food labelling being a current high priority.

16. Recent work includes:

    - Officers tracking down residual supplements being offered for sale, following the prosecution of an unsafe food supplement business. A major international online retailer has ensured that all the identified supplements have now been removed from it's website;

- Working with a major supermarket's head office, when incomplete allergen information was found on the instore bakery products. Officers ensured that the correct information was immediately provided nationally to all stores;

- Advice was given to a new food business regarding the lack of allergen information being provided to customers. The business operator co-operated & officers gave advice to ensure the matter was quickly resolved;

- Labelling advice given to a food manufacturer on a new product, to ensure compliance pre-production, saving the company money and preventing safety concerns.

- Detailed advice on food colours in imported food was given to a food importer and distributor (imported colours are often not permitted and are unsafe). Officers also ensured that the food packaging was food appropriate and safe.

- Written warning issued to a takeaway business. Numerous food safety issues were uncovered, including food labelled not in English, incorrect and misleading menu descriptions, and a failure to declare allergens. The warning letter issued to the company detailed immediate corrective. A re-inspection confirmed actions had been take; and

- Joint targeting by food officers and Illicit Tobacco Team officers of businesses that use food supply as a 'front' for selling illicit tobacco. Not only can Food Officers use their powers to prevent the supply of out of date food, this tactic is proving an important tool to disrupt the supply of illicit tobacco.

17. **Trading Standards Approved "Checkatrade" Trader Scheme –** Following concerns raised by a member of the public, officers have been considering whether "Trading Standards" approval might give residents a false sense of security when dealing with traders and their workers.

18. Whilst using the scheme does provide higher levels of safeguards than using non-approved traders, it does not stop the need for residents to still exercise caution, particularly around verifying the identity of workers before allowing them into their home.

19. This issue hasn't been previously raised – it was therefore discussed at the recent steering group meeting between Checkatrade and its Trading Standards partner authorities. It was agreed that partner authorities could add additional caveats to their local marketing of the scheme.

20. In Nottinghamshire, a note has been added to information provided about the Checkatrade scheme on the County Council's website, and the Nott's Help Yourself website. This reminds consumers to always be vigilant, and to always ask for proof of identity before letting any tradesperson into their home.

21. Further advice is also given about how to independently verify the identity of tradespeople, by calling the number listed in the phone book or online. Trading Standards Officers referring residents to the scheme have also been asked to remind residents of this need to verifier the caller's identity.

22. **Fraud Against the Vulnerable - Mass Marketing Scams –** at the January committee meeting, the Leader sought reassurance regarding how scam awareness messages are communicated to the public, particularly via the Authority's website.

23. An action in the Council's Financial Abuse and Scams Action Plan in 2018 saw Trading Standards and Communication colleagues working together to improve the scams content on the Authority's website. An additional page was added: www.nottinghamshire.gov.uk/scams.

24. The webpage is regularly updated and links to www.friendsagainstscams.org.uk, a comprehensive and useful resource regularly updated by the National Trading Standards (NTS) Scams team.

25. New information on our scams page relates to the revised Scam Marshall scheme - a Scam Marshal is a resident who has been targeted by a scam, and now wants to fight back. They do this by sharing their experiences, helping others to report and recognise scams and sending any scam mail to the NTS Scams Team to be used as intelligence. Residents can now sign up to the scheme directly at www.friendsagainstscams.org.uk .

26. Officers are working with Nott's Watch to encourage Neighbourhood Watch co-ordinators to register as Scam Champions, and to recruit new "Friends" and Scam Marshalls. Similarly, we are meeting Meals at Home colleagues, with the aim of delivering Friends Against Scams training to their staff.

27. Further, the Neighbourhood Alert system is used to provide targeted information about scams impacting particular areas or communities. We encourage residents, colleagues and partners agencies to sign up to receive the Neighbour Alert updates. Press releases and social media messages are also regularly used to raise awareness of particular scams or promote sign up to the Friends Against Scams scheme.

28. Officers continue to intervene in relevant cases. Recent examples include:

- Officers visited an elderly widow, that intelligence showed was being targeted by scammers. Registering her for the telephone preference service and the installation of a call-blocker phone significantly reduced unwanted calls. Having served in the Armed Forces, she was helped to obtain her service number to access veteran services. Of benefit was the Royal British Legion Handyman Service, as she was struggling to do the jobs her late husband had previously dealt with, leaving her more susceptible to doorstep crime.

  We were also able to advise her of the Death Notification Service, as she was struggling to notify all the financial institutions of her husband's death. Our intervention succeeded in reducing the resident's vulnerability at this time of recent bereavement.

- An elderly vulnerable resident received support having lost money to a telephone scam. The company claimed that for a small fee they would get the resident back Council Tax overpayments. He was also receiving many nuisance scam calls from other companies.

  Officers installed a call blocker to screen calls and block unwanted ones – since installation, 8 international scam calls and 6 other nuisance callers who were repeatedly calling the resident to scam them have been blocked. The system allows the 'trusted' numbers of family and friends to be added to the 'safe' calls list.

29. **Fraud Against the Vulnerable** - **Doorstep Crime** – Officers continue to intervene in relevant cases. Recent examples include:

- Interventions were made on behalf of an elderly consumer who had paid for poor roofing that had caused a leak and property damage. The trader co-operated with Trading Standards Officers to remedy the complaint and a £1,000 partial refund was given to the consumer.

- Officers immediately responded to a report of a doorstep crime incident involving an elderly vulnerable resident who was house-bound and had restricted mobility. Bogus traders had cold called the resident and offered various works to the property. £20,000 had been paid into the criminal's bank account for sub-standard work. Officers worked with the resident's bank to stop and refund the £20,000 payment. 'Target hardening' support was delivered, and the criminals are aware of our involvement. Investigations continue.

30. **Fraud Against the Vulnerable - Nominated Neighbour Scheme** – following the last report to Committee, officers have been exploring different areas where the scheme could be implemented to the most effect. The following outline plan was designed and is being implemented: -

| DATE | ACTION |
|---|---|
| December 2018 | Contact District Council Housing Officers with introduction to scheme with offer of meeting to develop scheme within area |
| December 2018 | Contact and meet with NottsWatch as an introduction to scheme |
| January 2019 | Meet with Newark and Sherwood Homes to identify potential supported living complexes within the district to implement scheme |
| January 2019 | Utilise Neighbourhood Alert to advertise the scheme to residents |
| February & March 2019 | Identify all other supported living complexes within the County |
| March 2019 | Publish an article in NottsWatch newsletter regarding the scheme |
| March & April 2019 | Write to all identified supported living complexes to introduce the scheme and increase awareness with Housing Support Managers |
| Ongoing | Work with media colleagues to report on developments of the scheme along with positive news stories to encourage new members. |

31. The December meetings have already taken place. Officers are already working with Rushcliffe Borough Council regarding expansion of the scheme which could potentially be introduced to a second supported living complex in March 2019.

32. **Animal Health: Fly Grazing** – Trading Standards and Communities colleagues continue to work closely regarding the response to fly grazed equines on both Council and privately-owned land. Trading Standards can advise on the legal aspects of both fly grazing and animal welfare.

33. With regards to the question raised by Committee regarding the microchipping of equines, this can only be done by the legal owner or keeper of the animal. A horse passport must also be produced at the same time. In relation to fly-grazed equine, the County Council must have gone through the legal process to place those animals in its custody before being able to have it microchipped, and a passport applied for.

34. **Illicit Tobacco** –Officers continue to apprehend sellers and distributors illicit tobacco products. The dedicated Illicit Tobacco Team, which includes a Nottinghamshire Police Officer, share intelligence with other agencies and authorities as well as Public Health colleagues. This intelligence picture is crucial to maximise the impact of our work.

35. A warrant was executed at a residential address in Mansfield in November 2018 where 1,500 packs of counterfeit cigarettes and 61 pouches of counterfeit hand rolling tobacco were seized, with a retail value of £15,890. 2 males were arrested and interviewed. Investigations continue.

36. During October, November and December 2018 a total of 2,537 packs of illicit tobacco were seized along with 93 pouches of hand rolling tobacco, with a total retail value of £27,700. Enquiries and legal processes continue regarding several premises and individuals.

37. **Regional Investigations Team (RIT)** The Team continue to investigate complex frauds that impact upon not only Nottinghamshire consumers but further afield.

38. Members will recall that the team are 'tasked' investigations, either by the tasking groups of Trading Standards East Midlands or the National Trading Standards Board. Operations are largely initiated by Trading Standards Services but will reach a point where the consumer detriment is discovered to be cross border and complex and require significant and specialist resource.

39. The team currently has 6 live investigations. With a core team of only 5 permanently employed staff, demand is such that additional officers are required. The team is wholly grant funded by the National Trading Standards Board and employs a flexible model to bring in agency officers to supplement the permanent staff.

40. During 2018/19, the team received a core budget of £320,000. This was supplemented by a further £595,600 across 3 specific operations.

41. One of the operations involves an alleged national energy tariff fraud listed for a 10-week trial at Nottingham Crown Court, commencing the 25th March 2019.

42. **Legal Update** – **Counterfeit Product - Justin Marriott –** Marriott appeared in the Crown Court on the 18th January, charged with the possession of counterfeit electrical items and clothing. He pleaded guilty to the charges. He was sentenced to 7 months in prison (suspended for 2 years) and ordered to undertake 150 hours unpaid work. A proceeds of crime investigation is continuing.

43. **Illicit tobacco – Alans Newsagents –** A trial was listed in the Nottingham Crown Court on the 5th March 2018for 3 defendants who have been charged with offences for supplying counterfeit and dangerous cigarettes from the shop in Beeston. Due to lack of court time, the trial has been put back until March 2019.

44. **Fake jewellery seller – Ka Man Lam -** two online sellers appeared in the Nottingham Crown Court in June charged with offences of selling mis-described platinum and diamond rings and ear rings. They were due to appear for trial on the 7th January 2019. On the morning of trial, Ka Man Lam pleaded guilty to the offences, and the charges against a second defendant were dropped. Lam was fined £3000 and ordered to pay £26,526, this being the benefit of her crime. Compensation of £899 is to be paid from this amount to the victims in this case.

45. **Allergens – Nicola Brownson-Smith** - appeared in the Mansfield Magistrates court on the 14th December 2018 and pleaded guilty to food labelling offences. She was selling food supplements that did not have the correct declaration of allergens, and she was also making unauthorised health claims on her products. She was fined £660.

46. **Doorstep Criminal – James Eaton -** the defendant appeared at an initial hearing in the Nottingham Crown Court on the 19th June 2018, at which time he entered not guilty pleas. At the trial date of 21st January 2019, Eaton pleaded guilty to 7 counts of fraud, and is scheduled to be sentenced in April.

47. **Doorstep Crime** - In a separate case, another defendant has also been charged with fraud offences for making false representations to customers about building work he was undertaking. He appeared in the Nottingham Crown Court on the 7th November 2018 and pleaded not guilty to 8 counts of fraud. He is listed for trial on the 3rd June 2019.

## COMMUNITIES

48. The Team, established April 2018, brings together the Council's community, voluntary sector and community safety work to more effectively deliver its ambitions for supporting communities.

49. The Team continues to develop its specialist resource to support the delivery of the Local Improvement Scheme, its responsibility for facilitating the Safer Nottinghamshire Board (SNB), and delivering the outcomes needed to support communities.

50. Officers have been working with key stakeholders and partners, externally and internally, to develop new approaches to deliver significant contributions to making communities stronger, vibrant and more resilient.

51. The Team's remit is broad, the work complex, and the demands and aspirations for it, in common with many public services, are greater than available resource. This calls for careful prioritisation to maximise the return on investment for our communities.

52. The Communities Strategy attached as **Appendix 2**, sets out the proposed priorities and measures for the team for 2019 - 2021, for consideration and approval by Committee.

53. **Knife Crime Strategy** - The Team is working with partners in the County, and as also as part of SNB programme management to develop and co-ordinate our response to knife crime. The proposed strategy includes work with the third sector, and building resilient and cohesive communities, that reflect commitments made in the Place Strategy and Communities Strategy.

54. Work includes:

    - Promoting community safety through the early identification of those at risk of committing or becoming a victim of knife crime;

    - Work with public health and associated health care providers to tackle knife crime and associated violence as a public health issue; and

    - Increasing the confidence of communities affected by anti-social behaviour, youth violence and gang-related crime that the problem is being properly addressed.

55. **Modern Day Slavery** - The Team has a co-ordinating responsibility for ensuring that the Council has a Modern-Day Slavery statement which is reviewed and renewed annually, and that appropriate initiatives are driven forward to tackle modern slavery.

56. The statement for 2019 will be considered at an upcoming Policy Committee. The Council is committed to understanding the threat presented by slavery and ensuring that there is no slavery or victims of human trafficking working within the Council, within commissioned organisations or our supply chain.

57. During 2018, the Team supported Nottingham Trent University to evaluate and minimise any potential risk within Adult Social Care supply chains, commissioning of care, and the use of direct payment providers.

### Other Options Considered

58. **Charging approach for 2019/20** - costing models were appraised as part of developing the commercial plan as part of the Commercial Development Unit process. All have been reviewed during 2018/19.

59. **Alternative Service Delivery Model** - consideration has been given to continuing to explore the idea however this would divert resource away from higher priority matters.

60. **Food and Feed Plan** – The plan is a requirement of the Food Standards Agency. As such, the Trading Standards Service proposed plan for 2019-20 is attached as **Appendix 1** to this report for the Committee to consider and approve.

### Reason/s for Recommendation/s

61. **Charging approach for 2019/20** - All costing options and models were appraised as part of developing the commercial plan for the Service as part of the Commercial Development Unit process. The proposal passed the scrutiny test of the Chief Executive panel and was subsequently approved by Policy Committee on 16th November.

62. **Alternative Service Delivery Model** - suspension of the exploratory work allows staff to focus on higher priority developmental areas.

63. **Food and Feed Plan 2019/20** – There are no other options. The FSA places a great deal of importance on ensuring that the Authority's key decision makers are fully engaged in official food and feed controls work. As such, the Trading Standards Service proposed plan for 2019-20 is attached as **Appendix 1** to this report for the Committee to consider and approve.

64. **Nominated Neighbour Scheme** – the proposal is an important vehicle by which the Authority can support those communities susceptible to scams and frauds. The scheme mobilises more appropriate resource external to the Authority to reduce crime.

65. **Communities Strategy** – the proposed strategy sets out how the Authority will maximise the impact of the Communities Team on priority areas.

## Statutory and Policy Implications

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

### Crime and Disorder Implications

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

### Human Resource Implications

68. **Food and Feed Plan** – the proposed plan requires the investment of approximately £150k in staffing costs into delivery of the plan, equivalent to 2.6FTE of existing resource. This is lower than the Food Standards Agency would ideally like.

69. The report contains no additional human resource implications, with all activity proposed being delivered from the existing staffing resource.

**Financial Implications**

70. **Charging approach for 2019/20** - All costing models were appraised for the commercial plan developed as part of the Commercial Development Unit process. A flexible, market-based approach is key to achieving the additional income target of £132k agreed at Committee on 7 December 2017.

71. **Food and Feed Plan** – the proposed plan requires the investment of approximately £150k in staffing costs into delivery of the plan.

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

## RECOMMENDATION/S

That the Committee:

1) Ratifies the updates given regarding key Trading Standards and Communities matters;
2) Approves the proposals to adopt the charging approach and principles contained in the report for 2019-20;
3) Approves the cessation of work to explore the use of an Alternative Service Delivery model for commercial operations in the Service;
4) Approves the Authority's 2019-20 Food & Feed Law Enforcement Service Plan as set out in the Appendix 1 to this report;
5) Approves the approach outlined for expanding the Nominated Neighbour Scheme;
6) Approves the Communities Strategy as set out in Appendix 2 to this report; and
7) Approves the use of appropriate media opportunities to promote services offered by the Service, and to assist in the prevention of the crime and disorder matters as detailed in the report.

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

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

**Constitutional Comments [KK 31/01/2019]**

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

**Financial Comments [RWK 28/01/2019]**

74. The financial implications are set out in paragraphs 70, 71 and 72 of the report.

**Background Papers and Published Documents**

- None

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

- All

**APPENDIX 1**

# *TRADING STANDARDS & COMMUNITIES SERVICE*

# *FOOD & FEED LAW ENFORCEMENT SERVICE PLAN 2019-20*

# 1. SERVICE AIMS & OBJECTIVES

## 1.1 *Aims and Objectives*

Our Purpose is to:

***To give Nottinghamshire a better Trading Environment***

What Matters to our Customers:

***Help me solve my problem quickly and stop problems happening to others***

Our key strategic aims are:

- ***Tackle the areas of most consumer detriment***
- ***Target the most serious rogue traders***
- ***Protect the most vulnerable consumers***
- ***Help legitimate businesses to trade well***
- ***Tackle the area's most compromising consumer safety***
- ***Maintain healthy and disease-free livestock***
- ***Seek opportunities to generate income to achieve our overall purpose***

## 1.2 *Links to Corporate Objectives & Plan*

In 2017, the County Council underwent a reorganisation in which the Trading Standards Service moved into the newly created Place Department. The Place Department brings together many council provided services whose aim is to create places (The best environment and conditions) so people and businesses want to be in Nottinghamshire.

In 2012, the Authority moved from a Cabinet to a Committee System in respect of political governance. Food and feeding stuffs work is now the direct responsibility of the Communities and Place Committee who receive and review all reports in relation to food and feeding stuffs work as appropriate. The current Committee Chair is Councillor John Cottee

The key policies and drivers for the County Council are set-out in the Corporate Business Plan. Food and Feeding Stuffs activity links to this through the Place Department Strategy

# 2. BACKGROUND

## 2.1 *Profile of Nottinghamshire*

Nottinghamshire is a shire county and covers an area of **2,085 sq. km** (805 sq. miles). It has a population of **805,848 people** and a workforce of **375,195**. The largest concentration of people is found in the conurbation of Nottingham, with 114,500 people in Bassetlaw, 112,200 in Broxtowe, 115,900 in Gedling 106,600 in the Mansfield district, and 118,600 in Newark and Sherwood.

## 2.2 *Organisational Structure*

See **Annex 1** attached.

## 2.3 *Scope of the Feed and Food Service*

Nottinghamshire County Council is part of the two-tier system of local government in the County which divides responsibilities between the County Council and seven District Councils. As part of this division, Food Standards work is the responsibility of the County Council's Trading Standards Service, whilst Food Hygiene work is the responsibility of the District Councils.

The County Council's Trading Standards Service has sole responsibility for carrying out the official controls in relation to animal feeds. These controls cover areas such as storage, transportation, composition, labelling, and contamination.

The Service adopts an intelligence led approach to enforcement in line with our purpose and key strategic aims. We also give a commitment to conduct annual enforcement visits at all our high-risk premises.

Analytical services are provided by an external Public and Agricultural analyst service.

## 2.4 *Demands on the Food and Feed Service*

As of January 2019, there were 6419 known registered food businesses in Nottinghamshire, 3 approved feed hygiene premises, and 1700 Feed Hygiene Registered Premises categorised as shown in the tables below.

| | ***High Risk*** | ***Upper Medium Risk*** | ***Lower Medium Risk*** | ***Low Risk*** | ***Total*** |
|---|---|---|---|---|---|
| ***Registered Food Businesses 2018 2019*** | 14 | 142 | 5647 | 616 | **6419** |

| | ***High Risk*** | ***Upper Medium Risk*** | ***Lower Medium Risk*** | ***Low Risk*** | ***Total*** |
|---|---|---|---|---|---|
| ***Approved Feed Hygiene Premises 2018*** | n/a | n/a | 3 | 0 | **3** |
| ***Feed Hygiene Registered Premises 2018*** | 3 | 29 | 97 | 1571 | **1700** |

Our Service delivery contacts are as follows:

***Trading Standards & Community Safety Service***
***County House***
***100 Chesterfield Road South***
***Mansfield***
***Nottinghamshire***
***NG19 7AQ***

(Opening hours: Mon-Thurs 8.30am-5.00pm, Friday 8.30am-4.30pm)

**Tel:** **0115 804 1147 or 0300 500 8080 (Businesses and Enforcement Agencies)**
**03454 040506 (Citizens Advice Consumer Services for Consumers)**

**Fax:** **0115 804 0620**

**Website**: ***www.nottinghamshire.gov.uk***
**Email**: ***trading.standards@nottscc.gov.uk***

### 2.5 *Enforcement Policy*

Where we find problems, we will consider all formal action options, including prosecution. All enforcement action is taken in accordance with the Service's documented Enforcement Policy. The service is continuing to explore the option of using alternative enforcement strategies as an alternative to formal enforcement.

The service is now using the provisions set out in Section 43 of the Official Feed and Food Controls (England) Regulations 2009 which permit official control bodies such as this service to recoup any additional expenses incurred, where additional work or expenditure is required as a result of non–compliances and the resources required to deal with the non-compliances fall outside the authorities planned activities.

## 3. SERVICE DELIVERY

### 3.1 *Interventions at Food and Feeding Stuffs Premises*

In 2019/20 the Service will;

- Carry out programmed inspections in accordance with a risk-based approach;
- Conduct an inspection during the year at all food and feed premises rated as *high risk* at the start of the financial year;
- Verify that the risk rating of other premises is appropriate, by undertaking a sample of inspections to check compliance at low and medium risk rated premises;
- Target businesses as a result of appropriate intelligence from complaints received, local and national food audits, food alerts and advice from the Food Standards Agency (FSA);

- Conduct inspections in accordance with the Code of Practice issued under Section 40 of the Food Safety Act 1990, and the FSA Feed Law Code of Practice;
- Carry out any appropriate revisits to ensure compliance following problems identified in first inspections;
- Follow up on the results of the takeaway allergen samples (see details below)

Where difficulties in interpretation of legislation occur, our officers can seek assistance from a number of internal and external sources, as detailed in our procedures relating to food and feed interventions (OP521 and OP527).

The Food Information Regulations 2014 (FIR) are now fully in force and the service continues to support businesses to comply with these regulations. Basic advice is available to business by signposting to online resources, with more detailed or bespoke advice being provided only on a cost recovery basis.

One of the significant changes introduced by the FIR was the requirement to provide information to consumers in relation to allergens present in non-prepacked food. This provision was intended to provide consumers who suffered from food allergies, with the information they needed about allergens to give them more confidence in their safety than they had previously, when eating out, or from takeaways.

To maximise limited resources, this service is working with our colleagues from district council Environmental Health departments, to provide advice to catering premises such as takeaways, who provide non-prepacked foods. We have a joint agreement in place whereby Environmental Health officers provide limited advice and signposting to sources of advice while carrying out their own inspections of food premises, in relation to some labelling requirements of the Food Information Regulations 2014 including allergen labelling. The aim is to reduce the burden on business and to avoid duplication in the deployment of resources.

There have been several high-profile cases in the media recently that have highlighted issues with the allergen information provided by premises that sell non-prepacked food to the ultimate consumer, such as restaurants, takeaways and sandwich bars. To understand the current level of compliance with the allergen information requirements a project is being undertaken, in conjunction with Environmental Health Officers by taking samples from a representative group of establishments selling food in this manner, to check for undeclared allergens.

The results of this work will form the basis of a review by this Service and Environmental Health to formulate whatever work may be required on this issue for 2019-20 within the resources available. The aim will be to maximise the effectiveness of and strengthen the collaborative approach to ensuring business compliance and protecting consumers within Nottinghamshire.

### 3.2 *Food and Feeding Stuffs Complaints*

In 2019/20 the Service will;

- Consider complaints as part of the Service's intelligence-led approach to enforcement in line with our purpose and key strategic aims; and

- Where a complaint is regarding foreign bodies or food safety, officers will promptly refer the complaint to the relevant Environmental Health Department.

From April 2018 until January 2019 the Service had received 58 Food Standards complaints and 4 feeding stuffs complaints. The service also dealt with 13 Primary Authority Food Standards referrals, and 35 requests for advice from Food traders, 3 Primary Authority feeding stuffs referrals, and 2 requests for advice from a Feed Trader.

Complaints received during 2018/19 have included issues such as, incorrect allergen information being provided, and other incorrect labelling. Issues in relation to food being on sale beyond its durability marking (both Best Before and Use By), have featured again with complaints being made against businesses including supermarkets and smaller stores. There have also been complaints about food products being either mis-described or substituted for other foods.

No complaints relating to feed quality were received.

### 3.3 *Primary Authority Scheme*

The Service no longer offers Home Authority relationships but offers Primary Authority Partnerships.

The Authority currently has entered into Primary Authority Partnerships that cover food matters with 18 businesses, whilst 5 partnerships also cover feeding stuffs.

In 2019-20 we will;

- Request enforcement colleagues inform us of any relevant issues relating to Nottinghamshire businesses to discharge our duties either as an enforcing authority or to provide basic advice under the Regulator's Compliance Code where appropriate; and
- Inform the originating authority of our actions, and where it is inappropriate for this Authority to act, will provide relevant information to colleagues to assist them in resolving the matter themselves.

From April 2018 until January 2019 the Service dealt with enquiries from both Primary Authority Companies and other Nottinghamshire based businesses regarding a wide range of technical issues. Issues included allergen labelling advice, advice in relation to nutrition labelling and health claims, general food labelling advice etc.`

The Service also dealt with enquiries from feed businesses in areas including labelling requirements and in relation to permitted suppliers of feed additives.

### 3.4 *Advice to Business*

In 2019-20, the Service will:

- Provide Nottinghamshire businesses with free basic legal compliance advice, either verbally, by email or by way of signposting to web-based business advice;

- Offer businesses more in-depth bespoke support, charged for on a cost recovery basis.

From April 2018 until January 2019 the Service provided a range of advice to several businesses in relation to general food labelling for products such as snack foods, food supplements, spirit-based drinks, soft drinks, assorted bakery products, and prepared meals for home delivery to vulnerable consumers. There was also advice provided to feed businesses on treat labels, relabelling of feed and permitted use of additives.

**3.5** ***Feed and Food Sampling***

In 2019/20, the Service will;

- Ensure that all sampling activity is intelligence-led, based on an assessment of most harm, and in line with the Service's purpose and key strategic aims;
- Sample products for analysis where officers have concerns in relation to the product compliance and analysis is appropriate.
- Follow documented procedures for all food standards and animal feeding stuffs sampling; and
- Continue to source analytical services by the Authority's appointed external Public and Agricultural analyst;

***Worcestershire Scientific Services, Worcester WR4 9FA.***

In 2018/19, the Service sampled a range of food and feed materials.
Some samples arose because of complaints or taken during inspections.

Samples were also taken following nationally agreed priorities identified by the FSA based on known and emerging intelligence and based on the national priorities. These included

- Food supplements examined for compliance
- Compound feed tested for Vitamin A, D and copper tolerance levels.
- Non–prepacked food tested for undeclared allergens

**3.6** ***Control and Investigation of Outbreaks and Food Related Infectious Disease***

This function is the responsibility of District Councils within Nottinghamshire.

**3.7** ***Feed/Food Safety Incidents***

In 2019/20, the Service will:

- Follow its documented procedures for any feed and food safety incidents and feed and food hazard warnings;
- Allocate sufficient resources to effectively deal with such incidents; and
- Take any action in accordance with the relevant Codes of Practice.

The Service receives all appropriate food and feed safety alerts, and action those that directly impact on Nottinghamshire Food and Feed Business Operators.

**3.8** ***Liaison with Other Organisations***

In 2019/20, the Service will:

- Ensure that enforcement action is consistent with that of its neighbouring authorities; and
- Liaise with a range of organisations to appropriate levels in carrying out its food and feed law enforcement function. These include:

  - **Food Standards Agency;**
  - **Public Analyst - Worcestershire Scientific Services;**
  - **District Authorities' Environmental Health Services;**
  - **Environmental Health Food Group;**
  - **Trading Standards East Midlands (TSEM), the TSEM Food Group and the TSEM Feed Group;**
  - **Medicines and Healthcare Products Regulatory Agency;**
  - **HM Revenue and Customs;**
  - **Department of Environment, Food and Rural Affairs (DEFRA);**
  - **Animal and Plant Health Agency (APHA);**
  - **Veterinary Medicines Directorate;**
  - **Health Protection Agency (East Midlands);**
  - **International Federation of Spirits Producers Ltd (IFSP);**
  - **Animal Health - Egg Inspectorate;**
  - **Nottinghamshire Police; and**
  - **Port Health inspectors**

In 2018-19 this Service received referrals from the Food Standards Agency in relation to Apricot Kernels containing higher levels of hydrocyanic acid than permitted and in relation to labelling of stock cubes for infants.

The service regularly passes information to the Environmental Health Services within the county including complaints about issues such as hygiene and foreign bodies and arranges joint inspections where this may be beneficial.

**3.9** ***Food and Feeding Stuffs Safety and Standards Promotion***

In 2019/20, the Service will:

- Ensure all promotional work supports the intelligence-led approach to enforcement;
- Ensure it effectively raises awareness of key issues;
- Employ a variety of channels, including;

  - Content on our website (information for businesses and consumers etc.);
  - Media campaigns and press releases;
  - Use of social networking media;
  - Expansion of our Nottinghamshire web-based Neighbourhood Alert system.

The service continues to use the website, tscommercial@nottscc.gov.uk, that was developed to showcase the range of chargeable services which are available to both local and national businesses.to support them with their legal requirements.

# 4. RESOURCES

## 4.1 *Financial Allocation*

In 2019-20, the Service will:

- Invest approximately £150k in food and feeding stuffs enforcement; and
- Vary this level according to a dynamic analysis of emerging needs during the year.

In 2018-19, a similar investment was made.

## 4.2 *Staffing Allocation*

In 2019-20, the Service will:

- Authorise its officers for Feed and Food enforcement following a documented procedure, OP520; and
- Bring in appropriately qualified staff from other agencies or authorities to plug any short-term staff resource pressures.

The Service currently employs the following officers:

- 3.92 FTE both food & feed qualified;
- 7.72 FTE food only qualified; and
- 0.8 FTE feed only qualified.

Officers are multifunctional, and therefore deal with other areas of trading standards work based on an assessment of relative risk, threat and harm.

The current total annual commitment to food and feed work is 2.6 FTE. This includes inspectional work, officer competency training, complaint investigations and business enquiries, providing data to the FSA etc.

The FSA Framework Agreement and Codes of Practice require the Service to inspect all of its feed and food premises on a frequency based on the assessed risk level of the business.

Feed premises are now risked using the new National Trading Standards Board modelling, which considers the nature of the business, their level of compliance and earned recognition.

Food premises are presently risked using the National Trading Standards Board risking system, which is different to the FSA food risking system, and gives different visit frequencies for certain premises

The current frequencies would mean that:

- For food premises all high-risk premises are visited every year, upper medium risk premises inspected every 2 years, and lower medium and low risk premises are inspected every 5 years; and

- For feed premises there are similar frequency levels in that for high risk it is every year, upper medium risk every 2 years, lower medium every 3 to 4 years and low risk every 5 years. The frequency can be extended if the premises have earned recognition.

The Service is currently committed to inspecting all high-risk premises, and to inspect some medium and low risk premises. This is below the level required by the FSA's inspection regime for food premises. For Feed premises, the Service will commit to inspecting the agreed level of inspections following a profiling of feed premises using the risk system allotted by the FSA (including taking into account FSA recognised assurance schemes).

If the FSA's requirements for Food and Feed visits frequency was followed, a total of 6.75FTE would be required t as opposed to the 2.6FTE required to deliver this plan.

### 4.3 *Staff Development Plan*

In 2019-20, the Service will:

- Undertake an individual assessment of officer's competence against the Food Standards Agency Code of Practice to establish development needs.
- Maintain lead specialists for Food and Feed who will be tasked with dynamically identifying training needs arising from legislative or enforcement practices changes.

The Service has a career scheme based around the national Trading Standards Qualification Framework. Officers are supported to complete relevant modules within the framework.

## 5. QUALITY ASSESSMENT

In 2019-20, the Service will:

- Follow its documented procedure OP401 to ensure a programme of internal audits of our Food & Feed delivery are undertaken;
- Support the principle of peer review with neighbouring authorities within Trading Standards East Midlands?

## 6. REVIEW

### 6.1 *Review against the Service Plan*

In 2019-20 the Authority will;

- Monitor progress against the plan

- Ensure the plan is regularly reviewed by Trading Standards Managers;
- Report food and feeding stuffs matters to the Communities and Place Committee as appropriate for political scrutiny.

In 2018-19, information reports were provided as appropriate to Communities & Place Committee Meetings outlining relevant food and feeding stuffs work. Copies of these public reports can be viewed at ***www.nottinghamshire.gov.uk***.

### 6.2 *Identification of any variation from the Service Plan*

In 2019-20 the Service will;

- Identify variations from the plan;
- Analyse the reasons for the variations;
- Develop corrective actions;
- Review the content of the plan to ensure it continues to meet the needs of our stakeholders.

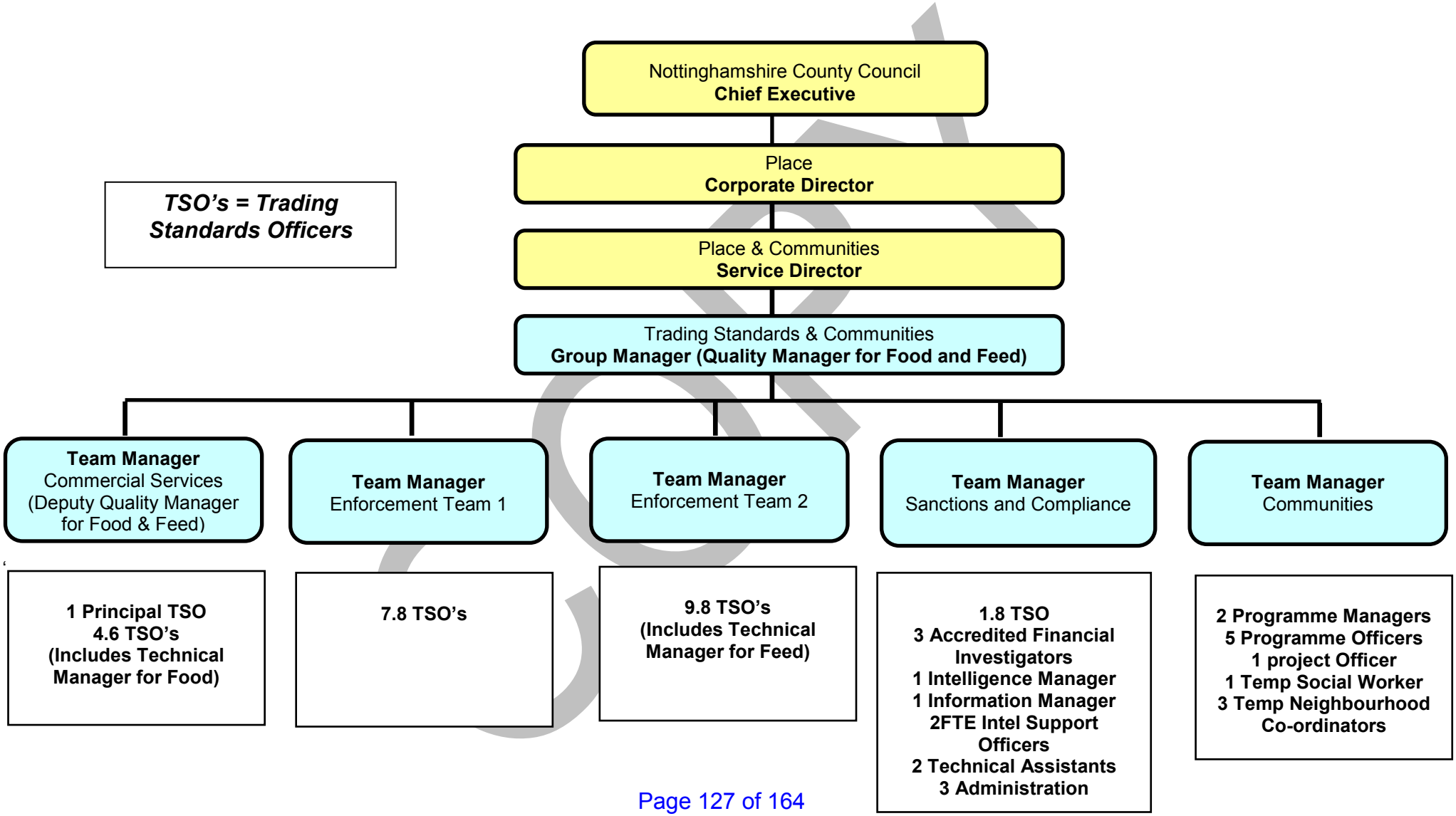
### 6.3 *Areas of Improvement*

In 2019-20, the Service will;

- Identify areas for improvement; and
- Incorporate in the 2020-2021 food and feed law enforcement plan if appropriate, or deal with immediately if required.

*Annex 1:*

# NOTTINGHAMSHIRE TRADING STANDARDS & COMMUNITIES SERVICE STRUCTURE



Nottinghamshire County Council

**APPENDIX 2**

**COMMUNITIES STRATEGY - A FRAMEWORK FOR INVESTING IN COMMUNITIES**

**INTRODUCTION**

1. This framework sets out how the Communities Team will support the Council's ambition to put local people at the heart of everything it does, and to also enable the growth of vibrant and supportive communities.

2. Nottinghamshire has a large and diverse community and voluntary sector which occupies an important position between policy development, service provision and everyday life. Nottinghamshire continues to face unprecedented financial challenges for public services. The way in which issues such as budget reductions, rising costs and increased demand for services are addressed, requires transformational change.

3. Issues such as Nottinghamshire's size and rurality, an ageing population and reducing budgets, means there are many services that the Council has traditionally provided that are no longer available, or need to be delivered in a different way. The Council therefore has an important role in working in partnership to help identify and manage risk, by developing an increased focus on prevention and early intervention. The role of local government in supporting communities to be stronger, more resilient and cohesive is critical. Apart from deploying staff resource to achieve this aim, the Authority also has a long history of providing financial support.

4. The Crime and Disorder Act 1998 gave a statutory responsibility to local authorities such as the County Council, the police, and other partners to reduce crime and disorder in their communities. Anti-social behaviour (ASB), substance misuse, and reducing reoffending were subsequently added to the remit. These responsible authorities were brought together when Community Safety Partnerships (CSP's) were established. Since 2007, for two tier authorities such as Nottinghamshire, there has been an additional requirement to have a Community Safety Agreement.

5. The introduction of Police and Crime Commissioners (PCC's) in 2011 brought in a requirement for the PCC to have regard to the priorities of the CSP partner authorities, and for those authorities to also have regard to the police and crime objectives, as set out in the Police and Crime Plan. It also brought with it a mutual duty for the PCC and the responsible authorities to act in co-operation in exercising their respective functions.

6. The legislation that established the requirement for CSP's, also made it a requirement for a county-level group to be established. In Nottinghamshire, this group is the Safer Nottinghamshire Board (SNB), chaired by the County Council's Chief Executive.

## THE COMMUNITIES TEAM

7. Established in April 2018, the Team brought together the Council's community and voluntary sector work, and its community safety responsibilities, and realigned the capacity to deliver its ambitions for supporting communities. The combined function has a mix of specialist and flexible resource to support the delivery of the Local Improvement Scheme (LIS), its responsibility for the facilitation of the Safer Nottinghamshire Board, and delivering the outcomes required by the Council for supporting communities.

8. The Team is comprised of the following posts:

| | |
|---|---|
| Team Manager | 1 |
| Programme Manager (LIS, SNB) | 2 |
| SNB Project Manager | 1 |
| Programme Officer | 5 |
| Neighbourhood Coordinator | 3 |
| Project Officer | 1 |
| Business Support | 2 |
| Apprentice | 1 |

9. As part of the Trading Standards and Communities Service, the Team is developing new approaches to deliver significant contributions to making communities stronger, vibrant and more resilient.

10. The remit of the Team is extremely broad, the work complex, and the demand is greater than available resource. Therefore, careful prioritisation is paramount to maximise the returns for our communities while keeping within available resource. This inevitably means that there will be a number of things the Team is simply unable to do. This strategy sets out what the Communities Team priorities will be over the next 2 years.

## DRIVERS OF THE STRATEGY

11. The Team has significant roles to play in tackling the challenges facing our communities. This requires innovative ways of thinking, new approaches to problem solving, and more effective ways of partnership working and influencing stakeholders, to maximise total resource available to achieve better outcomes.

12. The drivers for this approach are built around the Council Plan '*Your Nottinghamshire, Your Future*', and also the Place Department Strategy. Working with a range of internal and external partners, the Team has expertise in helping communities and individuals. The Team will drive this approach to deliver improved contributions to the Place Department's four key commissioning programmes, which are:

    - Investing in place and community
    - Investing in opportunity areas
    - Investing in economic and social regeneration
    - Investing in skills and aspiration

13. This Communities Strategy provides a framework for more detailed plans and activities, for example the Local Improvement Scheme Strategy, which will contribute to supporting communities to be strong and resilient.

14. The Team will support people and communities to help themselves – many communities within Nottinghamshire have vibrant groups and active volunteers, who work innovatively and collectively to add to the richness of local life, and to assist more people who need additional help and support.

15. The Local Improvement Scheme is one key programme where the Authority directly supports communities to provide the range of services and activities that are important and relied upon. The Team will also support and promote the ambitions of communities to do even more, such as through upskilling themselves.

16. By more effective partnership working to protect communities from crime and anti-social behaviour, people can be more confident about their safety. The Team will bring about innovative ways of thinking and interventions to support communities. The community safety approach consists of delivery at both the primary and secondary prevention levels. In order to prevent crime and antisocial behaviour occurring, the Team will work with our partners and local communities to help people to help themselves, and each other.

17. Where issues do occur, we will adopt a problem-solving approach, with our partners, to tackling the underlying causes to prevent escalation. We will work with key voluntary and community sector organisations, and local residents, to provide a universal offer across Nottinghamshire. Underpinning this approach is the recognition that to be able to fully understand and respond in partnership to the problems that affect our communities, it is necessary to identify and address the underlying causes.

18. Many Nottinghamshire residents play an active part in their communities, for example by volunteering, joining 'Friends of' groups, coaching sports, serving as school governors, and serving on parish councils. The Team will encourage more people to become active citizens, taking responsibility for their own neighbourhoods and communities, supporting each other and helping make Nottinghamshire the welcoming, friendly place it is to live.

19. As well as empowering communities, the Team also assist in taking enforcement action where required, tackling, in particular, serious and organised crime groups involved in scams and frauds targeting the most vulnerable in our communities.

20. We will also mobilise our services and influence to drive and build civic pride.

21. In the next 2 years we will have:

- Built on our strong history of working with communities to support positive change;
- Used our influence to help protect communities from crime and anti-social behaviour, so people can be more confident about their safety;
- Continued to fund and support the Local Improvement Scheme across the county, helping to make Nottinghamshire a great place to live, work and relax; and
- Sought out opportunities to contribute to securing the best service for our residents.

**Place Department Commissioning Programmes**

***"The Team will drive this approach to deliver improved contributions to the Place Departments four key commissioning programmes"***

## COMMUNITIES PRIORITIES, ACTIVITIES & WORKSTREAMS 2019 - 21

| Council Plan Priority/Place Commissioning Programme | Activity | Work stream | Success Measures |
|---|---|---|---|
| *Helping people to help themselves*<br><br>*Investing in place & community* | Deliver the Local Improvement Scheme | Manage the Council's three-year funding programme<br><br>Monitor and review revenue funding commitments<br><br>Deliver an annual capital funding application scheme<br><br>Monitor and review annual capital funding commitments<br><br>Deliver an annual talented athletes' scheme | Increased range of opportunities from which local communities, including parish councils, can build local improvements as a result of County Council investment<br><br>Number of:<br><br>• Nottinghamshire residents benefitting from the Local Improvement Scheme per year.<br><br>• Talented athletes benefitting from the Local Improvement Scheme per year competing at national and international level.<br><br>• Volunteers per year contributing to the delivery of services and activities receiving support from the Local Improvement Scheme per year.<br><br>• Volunteer hours per year contributing to the delivery of those services or activities receiving Local Improvement Scheme support.<br><br>• Volunteer hours per year supporting schemes, and the economic value of volunteers' time contributing to community health and well-being. |
| *Helping people to help themselves*<br><br>*Promoting healthier lifestyle choices*<br><br>*Investing in social and economic regeneration*<br><br>*Investing in skills and aspiration* | Build community capacity | Provide packages of tailored information, advice and support to groups to improve services / activities | Number of Community Groups who:<br><br>• Have the confidence and support to review their governance arrangements and make improvements to ensure that they are compliant with relevant legislation, regulation and operating in line with current best practice.<br><br>• Are better equipped to support and develop volunteers.<br><br>• Are provided with information about possible funding opportunities.<br><br>• Are provided with relevant information about training opportunities for voluntary staff and volunteers. |

| Council Plan Priority/Place Commissioning Programme | Activity | Work stream | Success Measures |
|---|---|---|---|
| | | | • Are provided with information about possible networking opportunities (within and outside of the Council), and are encouraged to share and learn from each other.<br><br>• Can make better use of technology. |
| *Helping people to help themselves*<br><br>*Investing in place & community*<br><br>*Investing in skills and aspiration* | Increased community-led development, through promoting a community organising model and developing the Age Friendly Nottinghamshire approach | Deliver community organising training across 4 areas, and to workforce<br><br>Establish good neighbourhood and befriending schemes | Effective collaboration to deliver improved public health outcomes<br><br>Promote community cohesion by addressing loneliness, isolation, vulnerability and enhancing neighbourliness<br><br>Increased capacity built in communities<br><br>Community assets promoted<br><br>Reduced isolation levels<br><br>Increased decision making in communities<br><br>Increased social responsibility and activation, developed by drawing on good practice principles of volunteering, community organising and social prescribing.<br><br>Community organising and social action training offered for employees and communities |
| *Helping people to help themselves*<br><br>*Promoting healthier lifestyle choice*<br><br>*Investing in place & community* | Work closely with stakeholders and partners to engage communities, enabling local people to feel more in control of work to improve their communities | Facilitation of the council's armed forces covenant.<br><br>Co-ordination of pilot project in partnership with Nottingham Forest Football Community Charity | Communities support each other through increased volunteering and involvement in local organisations<br><br>(Defence) Employee Recognition Scheme Gold Award achieved<br><br>A Defence Covenant Forum that meets at least twice a year<br><br>Elected Member Armed Forces champion appropriately supported<br><br>Officer point of contact communicated |

| Council Plan Priority/Place Commissioning Programme | Activity | Work stream | Success Measures |
|---|---|---|---|
| | | | Number of events/activities supported to promote the social, economic and healthy wellbeing of veterans and their families<br><br>Number of young people encouraged to compete in sporting activities |
| *Protecting communities from crime and anti-social behaviour so people can be more confident about their safety*<br><br>*Investing in place & community* | Development of problem-solving structures with communities, supported by effective integrated working and information sharing to reduce crime in key neighbourhoods. | Facilitation of the Safer Nottinghamshire Board and its work<br><br>Management of the Police & Crime Commissioners Initiatives Fund<br><br>Maximise the reach and use of ECINs<br><br>Targeting activity that promotes a safe culture, addresses vulnerability, promotes early intervention, prevention and community resilience<br><br>Tackling hate crime by coordinating the Council's approach<br><br>Work with our partners to identify community concerns and co-ordinate the Councils response to those | The delivery of shared priorities and an effective community safety agreement<br><br>Community Safety Partnerships adequately supported to deliver local community safety strategies<br><br>Effective performance management arrangements in place for SNB<br><br>Improved confidence in local communities through effective engagement<br><br>Communities feel part of the solution, and that they have a key role in problem solving<br><br>Partners work effectively together to support communities to be safe and resilient<br><br>Appropriate information sharing across partner agencies is effectively facilitated through appropriate tools such ECIN's<br><br>Number of tailored interventions to protect vulnerable residents<br><br>People live in communities which support each other through volunteering and involvement in local organisations<br><br>22. Greater capacity in local communities developed by supporting them to find day to day solutions for local challenges.<br>23.<br>24. Improved community cohesion by reducing levels of loneliness, isolation, vulnerability and enhancing neighbourliness.<br>25.<br>People feel safer (New question OPCC survey) at: (a) home, (b) work, (c) travelling and (d) online<br><br>Residents feel that people from different backgrounds get along well with each other |

| Council Plan Priority/Place Commissioning Programme | Activity | Work stream | Success Measures |
|---|---|---|---|
| | | issues/areas which have the biggest impact<br><br>Contributing to the reduction of rural crime<br><br>Contribute to the management of illegal encampments on Council property<br><br>Working with and influencing our residents to build strong and cohesive communities that stigmatise harmful behaviours including knife carrying<br><br>Co-ordinating the Council's approach to Modern Day Slavery and Human Trafficking<br><br>Co-ordinating the Council's responsibility for 'PREVENT' | Residents feel there is a strong sense of belonging and community where they live<br><br>Improved awareness of the impact of rural crime in partnership with parish and town councils, Nottswatch and good neighbour schemes<br><br>An agreed countywide illegal encampment protocol<br><br>An annual statement which reiterates the Councils commitment to understanding modern slavery risks; and ensuring that there is no modern slavery in its own business and supply chains |
| *Protecting communities from crime and anti-social behaviour so people can be more confident about their safety* | Work with our communities in those areas where the nature and prevalence of crime occurrences are | Act as a link for the Council with key partners on community safety matters by: | Joint working with neighbourhood policing and community safety partnerships to bring about effective responses to issues raised<br><br>Resilient and cohesive communities built and supported to help people help each other |

| Council Plan Priority/Place Commissioning Programme | Activity | Work stream | Success Measures |
|---|---|---|---|
| *Investing in place & community* | consistently having more impact | • Regular liaison with neighbourhood police inspectors<br>• Involvement in CSP's<br>• Joint working with NottsWatch | |
| *Protecting communities from crime and anti-social behaviour so people can be more confident about their safety*<br><br>*Investing in place & community* | Work with key internal and external stakeholders to improve community cohesion | Develop approaches that establish and facilitates new ways of working for dealing with complex issues for vulnerability including:<br><br>Gypsy, Roma and Travellers liaison<br><br>Homelessness<br><br>Migrants and Asylum Seekers<br><br>People with learning disabilities<br><br>Work with partners to manage issues around Junction 27 of M1 | Engaged communities through a good neighbour focus<br><br>Joint approaches with community and voluntary organisations developing new ways of working<br><br>Effective initiatives developed to support the most disadvantaged groups in society |

Nottinghamshire County Council

## COMMUNITIES STRATEGY - A FRAMEWORK FOR INVESTING IN COMMUNITIES

### INTRODUCTION

1. This framework sets out how the Communities team will support the Council's ambition to put local people at the heart of everything it does, and to enable the growth of vibrant and supportive communities.

2. Nottinghamshire has a large and diverse community and voluntary sector which occupies an important position between policy development, service provision and everyday life. Nottinghamshire continues to face unprecedented financial challenges for public services. The way in which issues such as budget reductions, rising costs and increased demand for services are addressed, requires transformational change.

3. Issues including Nottinghamshire's size and rurality, an ageing population and reducing budgets, means there are many services that the Council has traditionally provided that are no longer available, or need to be delivered in a different way. The Council therefore has an important role in working in partnership to help identify and manage risk, by developing an increased focus on prevention and early intervention. The role of local government in supporting communities to be stronger, more resilient and cohesive is critical. Apart from deploying staff resource to achieve this, the Authority also has a long history of providing financial support.

4. The Crime and Disorder Act 1998 gave a statutory responsibility to local authorities such as The County Council, the police, and other partners to reduce crime and disorder in their communities. Anti-social behaviour (ASB), substance misuse, and reducing reoffending were subsequently added to the remit. These responsible authorities were brought together when Community Safety Partnerships (CSPs) were established. Since 2007, for two tier authorities such as Nottinghamshire, there has been an additional requirement to have a Community Safety Agreement.

5. The introduction of Police and Crime Commissioners (PCCs) in 2011 brought in a requirement for the PCC to have regard to the priorities of the CSP partner authorities, and for those authorities to have regard to the police and crime objectives, as set out in the Police and Crime Plan. It also brought with it a mutual duty for the PCC and the responsible authorities to act in co-operation in exercising their respective functions.

6. The legislation that established the requirement for CSP's, also made it a requirement for a county-level group to be established. In Nottinghamshire, this group is the Safer Nottinghamshire Board (SNB), chaired by the County Council's Chief Executive.

**THE COMMUNITIES TEAM**

7. Established in April 2018, the team brought together the Council's community and voluntary sector work, and its community safety responsibilities, thereby realigning the capacity to deliver its ambitions for supporting communities. The combined function has specialist and flexible resource to support the delivery of the Local Improvement Scheme (LIS), its responsibility for the facilitation of the Safer Nottinghamshire Board, and delivering the outcomes required by the Council for supporting communities.

8. The Team is made is comprised of the following posts:

| | |
|---|---|
| Team Manager | **1** |
| Programme Manager (LIS, SNB) | **2** |
| SNB Project Manager | **1** |
| Programme Officer | **5** |
| Neighbourhood Officer | **3** |
| Business Support | **2** |
| Apprentice | **1** |

9. As part the Trading Standards and Communities Service, the team is developing new approaches to deliver a significant contribution to making communities stronger, vibrant and more resilient.

10. The remit of the team is extremely broad, the work complex, and the demand is greater than available resource. Therefore, careful prioritisation is paramount to maximise the returns for our communities while keeping within available resource. This inevitably means that there will be a number of things the Team is simply unable to do. This strategy sets out what the Communities Team priorities will be.

**DRIVERS OF THE STRATEGY**

11. The Team has significant roles to play in tackling the challenges facing our communities. This requires innovative ways of thinking, new approaches to problem solving, and more effective ways of partnership working and influencing stakeholders to maximise total resource available to achieve better outcomes.

12. The drivers for this approach are built around the Council Plan '*Your Nottinghamshire, Your Future*', and the Place Department Strategy. Working with a range of internal and external partners, the team has expertise in helping communities and individuals. The team will drive this approach to deliver improved contributions to the Place Departments four key commissioning programmes:

    - Investing in place and community
    - Investing in opportunity areas
    - Investing in economic and social regeneration
    - Investing in skills and aspiration

13. This Communities Strategy provides a framework for more detailed plans and activities, for example the Local Improvement Scheme Strategy, which will contribute to supporting communities to be strong and resilient.

14. The team will support people and communities to help themselves – many communities within Nottinghamshire have vibrant groups and active volunteers, who work innovatively and collectively to add to the richness of local life and to help more people who need additional help and support.

15. The Local Improvement Scheme is one key programme where the Authority is clearly supporting communities to provide the range of services and activities that are important and relied upon. The team will also support and promote the ambitions of communities to do even more, such as through upskilling themselves.

16. By more effectively working in partnership to protect communities from crime and anti-social behaviour, people can be more confident about their safety. The team will bring about innovative ways of thinking and interventions to support communities. The community safety approach consists of delivery at both the primary and secondary prevention levels. In order to prevent crime and antisocial behaviour occurring, the team will work with our partners and local communities to help people to help themselves and each other.

17. Where issues do occur, we will adopt a problem-solving approach, with our partners, to tackling the underlying causes to prevent escalation. We will work with key voluntary and community sector organisations, and local residents, to provide a universal offer across Nottinghamshire. Underpinning this approach is the recognition that to be able to fully understand and respond in partnership to the problems that affect our communities, it is necessary to identify and address the underlying causes.

18. Many Nottinghamshire residents play an active part in their communities, for example by volunteering, joining 'Friends of' groups, coaching sports, serving as school governors, and serving on parish councils. The team will encourage more people to become active citizens, taking responsibility for their own neighbourhoods and communities, supporting each other and helping make Nottinghamshire the welcoming, friendly place it is to live.

19. As well as empowering communities, the team also take enforcement action where required, tackling in particular serious and organised crime groups involved in scams and frauds in order to protect the most vulnerable in our communities. We will mobilise our services and influence to drive and build civic pride.

20. In the next 2 years we will have:

- Built on our strong history of working with communities to support positive change;
- Used our influence to help protect communities from crime and anti-social behaviour, so people can be more confident about their safety;
- Continued to fund and support local improvement schemes across the county, helping to make Nottinghamshire a great place to live, work and relax; and
- Sought out opportunities to contribute to securing the best service for our residents.

*"The team will drive this approach to deliver improved contributions to the Place Departments four key commissioning programmes"*

## COMMUNITIES PRIORITIES, ACTIVITIES & WORKSTREAMS 2019 - 21

| Council Plan Priority/Place Commissioning Programme | Activity | Work stream | Success Measures |
|---|---|---|---|
| ***Helping people to help themselves***<br><br>***Investing in place & community*** | **Deliver the Local Improvement Scheme** | Manage the Councils three-year funding programme<br><br>Monitor and review revenue funding commitments<br><br>Deliver an annual capital funding application scheme<br><br>Monitor and review annual capital funding commitments<br><br>Deliver an annual talented athletes' scheme | Increased range of opportunities from which local communities including parish councils can build local improvements as a result of County Council investment<br><br>Number of:<br><br>• Nottinghamshire residents benefitting from the Local Improvement Scheme per year.<br><br>• Talented athletes competing at national and international level benefitting from the Local Improvement Scheme per year.<br><br>• Volunteers per year contributing to the delivery of services and activities receiving support from the Local Improvement Scheme per year.<br><br>• Volunteer hours per year contributing to the delivery of services or activities receiving support from the local improvement scheme.<br><br>• Volunteer hours per year supporting local improvement schemes and the economic value of volunteers' time contributing to community health and well-being. |
| ***Helping people to help themselves***<br><br>***Promoting healthier lifestyle choices***<br><br>***Investing in social and economic regeneration***<br><br>***Investing in skills and aspiration*** | **Build community capacity** | Provide packages of tailored information, advice and support to groups to improve services / activities | Number of Community Groups who:<br><br>• have the confidence and support to review their governance arrangements and make improvements to ensure that they are compliant with relevant legislation, regulation and operating in line with current best practice<br><br>• are better equipped to support and develop volunteers<br><br>• are provided with information about possible funding opportunities<br><br>• are provided with relevant information about training opportunities for voluntary staff and volunteers |

| Council Plan Priority/Place Commissioning Programme | Activity | Work stream | Success Measures |
|---|---|---|---|
| | | | • are provided with information about possible networking opportunities (within and outside of the Council), and are encouraged to share and learn from each other<br><br>• can make better use of technology. |
| ***Helping people to help themselves***<br><br>***Investing in place & community***<br><br>***Investing in skills and aspiration*** | **Increased community led development through promoting a community organising model and developing the Age Friendly Nottinghamshire approach** | Deliver community organising training across 4 areas, and to workforce<br><br>Establish good neighbourhood and befriending schemes | Effective collaboration with public health outcomes<br><br>Greater capacity in local communities developed by supporting them to find day to day solutions for local challenges<br><br>Promote community cohesion by addressing loneliness, isolation, vulnerability and enhancing neighbourliness<br><br>Increased capacity built in communities<br><br>Community assets promoted<br><br>Reduced isolation<br><br>Increased decision making in communities<br><br>Social responsibility and activation developed by drawing on the best practice principles of volunteering, community organising and social prescribing.<br><br>Community organising and social action training offer for employees and communities – the aim will be to upskill workforce development and build community capacity |
| ***Helping people to help themselves***<br><br>***Promoting healthier lifestyle choice*** | **Working closely with stakeholders and partners to engage communities and enable local people to feel** | Facilitation of the council's armed forces covenant.<br><br>Co-ordination of pilot project in partnership with Nottingham Forest | Communities support each other through volunteering and involvement in local organisations<br><br>(Defence) Employee Recognition Scheme Gold Award achieved<br><br>A Covenant Forum that meets at least twice a year.<br><br>Elected Member champion appropriately supported. |

| Council Plan Priority/Place Commissioning Programme | Activity | Work stream | Success Measures |
|---|---|---|---|
| ***Investing in place & community*** | **more in control of the work taking to improve their communities** | Football Community Charity | Officer point of contact communicated<br><br>Number of events/activities supported to promote the social, economic and healthy wellbeing of veterans and their families<br><br>Number of young people encouraged to compete in sporting activities |
| ***Protecting communities from crime and anti-social behaviour so people can be more confident about their safety***<br><br>***Investing in place & community*** | **Development of problem-solving structures with communities supported by effective integrated working and information sharing to reduce crime in key neighbourhoods**. | Facilitation of the Safer Nottinghamshire Board and its work<br><br>Management of Police & Crime Commissioners Initiatives Fund<br><br>Maximise the reach and use of ECINs<br><br>Targeting activity that promotes a safe culture, addresses vulnerability, promotes early intervention, prevention and community resilience:<br><br>Tackling hate crime by coordinating the Council's approach<br><br>Work with to identify community concerns and co-ordinate the Councils response to those issues/areas | The delivery of shared priorities and an effective community safety agreement<br><br>Community Safety Partnerships adequately supported to deliver local community safety strategies<br><br>Effective performance management arrangements in place for SNB<br><br>Improved confidence in local communities through effective engagement<br><br>Communities feel part of the solution and that they have a key role in problem solving<br><br>Partners work effectively together to support communities to be safe and resilient<br><br>Appropriate information sharing across partner agencies is effectively promoted through tools such ECINs<br><br>Number of tailored interventions to protect vulnerable residents<br><br>People live in communities which support each other through volunteering and involvement in local organisations<br><br>Greater capacity in local communities developed by supporting them to find day to day solutions for local challenges.<br><br>Improved community cohesion by addressing loneliness, isolation, vulnerability and enhancing neighbourliness. |

| Council Plan Priority/Place Commissioning Programme | Activity | Work stream | Success Measures |
|---|---|---|---|
| | | which have the biggest impact<br>Contributing to the reduction of rural crime<br><br>Contribute to the management of illegal encampments on Council property<br><br>Working with and influencing our residents to build strong and cohesive communities that stigmatise harmful behaviours including knife carrying.<br><br>Co-ordinating the Council's approach to Modern Day Slavery and Human Trafficking<br><br>Co-ordinating the Council's responsibility for 'PREVENT' | People feel safer (New question OPCC survey) at: (a) home, (b) work, (c) travelling and (d) online<br><br>Residents feel that people from different backgrounds get along well with each other<br>Residents feel there is a strong sense of belong and community where they live<br><br>Improved awareness of the impact of rural crime in partnership with parish and town councils, Nottswatch and good neighbour schemes<br><br>An agreed countywide illegal encampment protocol<br><br>An annual statement which reiterates the Councils commitment to understanding modern slavery risks; and ensuring that there is no modern slavery in its own business and supply chains. |
| ***Protecting communities from crime and anti-social behaviour so people can be*** | **Work with our communities in those areas where the nature and prevalence** | Act as a link for the Council with key partners on community safety matters by | Joint working with neighbourhood policing and community safety partnerships to bring about effective responses to issues raised<br><br>Resilient and cohesive communities built and supported to help people help each other |

| Council Plan Priority/Place Commissioning Programme | Activity | Work stream | Success Measures |
|---|---|---|---|
| ***more confident about their safety***<br><br>***Investing in place & community*** | **of crime occurrences are consistently having more impact** | Regular liaison with neighbourhood police inspectors<br>Involvement in CSP's<br><br>Joint working with NottsWatch | |
| ***Protecting communities from crime and anti-social behaviour so people can be more confident about their safety***<br><br>***Investing in place & community*** | **Work with key internal and external stakeholders to improve community cohesion** | Develop approaches that establish and facilitates new ways of working for dealing with complex issues for vulnerability including:<br><br>Gypsy, Roma and Travellers liaison<br><br>Homelessness<br><br>Migrants and Asylum Seekers<br><br>People with learning disabilities<br><br>Work with partners to manage junction 27 issues | Engaged communities through a good neighbour focus<br><br>Joint approaches with community and voluntary organisations developing new ways of working<br><br>Effective initiatives developed to support the most disadvantaged groups is Society |

Nottinghamshire County Council

**Report to Communities & Place Committee**

**7 March 2019**

**Agenda Item:15**

# REPORT OF THE CORPORATE DIRECTOR, PLACE

# RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL

## Purpose of the Report

1. The purpose of this report is to recommend to Committee the responses to the issues raised in petitions to the County Council.

**A. Petition regarding parking problems Broad Lane, Brinsley (Ref: 2018/0316)**

2. A 48 signature petition was submitted to the 13 December 2018 meeting of the County Council by Councillor John Handley. The petition requests a feasibility study to consider the redesign of the road to help address traffic management concerns.

3. The County Council has limited funding for such feasibility studies and therefore prioritises the available funding on the roads that will deliver Nottinghamshire's strategic aims and provide the benefit to the greatest number of people (and therefore deliver the best for money). Schemes to deliver the redesign of roads are also very costly and therefore such schemes are prioritised on roads that are likely to attract the necessary external funding required to deliver them. Consequently, feasibility studies for such schemes (and the funding to deliver schemes identified in such studies) are prioritised on Nottinghamshire's strategic road network and specifically on roads that deliver national, regional and Nottinghamshire strategic priorities.

4. The funding available to the County Council for such feasibility studies is currently allocated to undertaking studies to identify journey time improvements on the strategic growth transport corridors identified in the Place Departmental Strategy. Broad Lane is not on the strategic road network or identified as a priority growth corridor in the Place Departmental Strategy and therefore would not currently be considered a priority for such a study.

5. Local traffic management issues that residents have should, however, be discussed with the area highway manager so that the highway manager can consider if there are any practical, affordable, solutions to the local residents' concerns.

6. It is recommended that the lead petitioner is informed accordingly and provided with the contact details of the Broxtowe area highway manager so that they are able to discuss their concerns in more detail with the area highway manager.

**B. Petition requesting part time traffic signals on Main Street, Gunthorpe (Ref: 2018/0317)**

7. A 120 signature petition was submitted to the 13 December 2018 meeting of the County Council by Councillor Roger Jackson on behalf of residents requesting that the County Council installs part-time traffic signals at the junction of the A6097 and Main Street to help drivers exit Gunthorpe at busy times.

8. The junction is illuminated and the A6097 is subject to a 40 mph speed limit. The Council acknowledges that, at busy times, it may be difficult for vehicles to enter the A6097. However, a traffic survey on Main Street confirms that only around 70-110 vehicles enter the A6097 from this road on average during the peak periods. With the extremely high cost of installing traffic signals, it is considered that this would offer very poor value for money given the low number of motorists that would benefit.

9. There are also concerns about the safety of any new signals at this location. There have been no reported injury accidents at this junction between 1 January 2015 and 30 September 2018 and it is considered that the introduction of traffic signals could result in an increase in accidents, as signals often cause heavy braking and nose-tail shunt collisions. Additionally, the Council does not support the installation of part-time signals due to concerns that drivers find them confusing causing them not to follow the normal rules of the road when the signals are not operating, and this could result in a mixture of accident types., There are not any signals operating part-time in the county.

10. The County Council will not, therefore, consider the installation of part-time signals at this junction at this time.

11. It is recommended that the lead petitioner be informed accordingly.

**C. Petition requesting measures to improve parking conditions on Peveril Road, Beeston (Ref: 2018/0318)**

12. A 62 signature petition was submitted to the 13 December 2018 meeting of the County Council by Councillor Steve Carr on behalf of residents requesting the introduction of limited parking restrictions on Peveril Road in Beeston due to the presence of non-resident parking on the road. Residents complain of extensive long-term parking exacerbating traffic congestion and pollution and causing safety concerns.

13. The road in question is residential, located to the east of Beeston town centre. On the southern section of the road (where the restriction is requested) there is a mix of properties with and without off-street parking. Broadly speaking, properties on the western side do not have off-street parking whereas those on the eastern side have off-street parking.

14. Residents state the road is used by drivers in order to avoid traffic queues on nearby main roads. A speed survey carried out in July 2018 confirmed that average speeds are restricted to 23 mph. It is clear that the presence of parked vehicles acts as a deterrent to travelling at higher speeds. Given that the road is straight, there is a clear risk that removing parking will result in significantly increased vehicle speeds which in turn would encourage more drivers to use the road, and these two factors could also potentially worsen road safety on the road.

15. Additionally, the lack of off-street long-stay parking in Beeston means that on-street long-stay parking is critical to the economic well-being of the town centre. Removal of a significant amount of long-stay parking is likely to simply displace it elsewhere, or have an adverse impact on the vitality of the town centre.

16. The County Council will consider whether appropriate parking restrictions could be introduced but this will only be considered appropriate if restrictions do not encourage additional vehicles to use the road, do not increase vehicle speeds, and do not adversely impact on the town centre or other nearby streets.

17. It is recommended that the lead petitioner be informed accordingly.

**D. Petition regarding concerns about road safety around Stanford Hall (Ref: 2018/0319)**

18. A petition requesting the redesign of the A6006 junction with Stanford Hall due to road safety concerns was submitted to the 13 December 2018 meeting of the County Council by Councillor Reg Adair.

19. The County Council recognises the importance of the new Defence and National Clinical Rehabilitation Facility, the significant benefit it offers both locally and nationally as a world class clinical rehabilitation centre, as well as the substantial investment it has brought to the local area. Nonetheless we are aware of the residents' and Parish Council's concerns regarding the access arrangements associated with the National Facility portion of the development.

20. Permission for this part of the site was granted in 2013 at which time the principle of access was established in planning terms. Whilst we are aware additional development has been granted permission in the East Leake area, this does not alter the position that there is an existing planning permission in place for the site which defines the access arrangements for the development.

21. Once planning permission has been granted the County Council does not have the power to force a developer to retrospectively alter their proposals, any changes to the proposed access arrangements for the site will require the developer's agreement, co-operation and goodwill.

22. Initial discussions between the County Council and the developer's agents regarding the access arrangements have already taken place. The agents have stated their client is willing to undertake further discussions on the matter and the Council is currently in the process of arranging further meetings in this regard. Through this process the County Council will continue to explore options with the developer.

23. It is recommended that the lead petitioner be informed accordingly.

**E. Petition request for Residents' Parking Scheme on Distillery Street, Ruddington (Ref: 2016/0320)**

24. A 16 signature petition was submitted to the 13 December 2018 meeting of the County Council by Councillor Reg Adair on behalf of residents requesting that the County Council introduces a residents' parking scheme on Distillery Street in Ruddington.

25. The road in question is residential, located to the southwest of the village centre.

26. Requests for residents' parking schemes are prioritised in locations where residents do not have off-street parking. Most of the properties on Distillery Street (77%) have off-street parking so this request is not considered to be a priority. Indeed, the covering letter submitted with the petition refers to concerns about inconsiderate parking and emergency service vehicle access when large deliveries are made rather than difficulty finding parking spaces.

27. Residents' permit schemes are intended to address situations where the presence of non-resident parking throughout the day makes it difficult or impossible for residents to park near their properties and are not intended to address issues such as inconsiderate parking or obstruction. Instances of obstruction of the highway should be reported to the Police. In any case, the emergency services have developed methods of dealing with the issue when attending incidents. Also, a residents' permit scheme would need to be designed so that it did not adversely affect local businesses and so would not address concerns about obstruction caused by delivery vehicles.

28. As a result, it is not considered that a residents' permit scheme is appropriate for Distillery Street and the request will not be taken forward.

29. It is recommended that the lead petitioner be informed accordingly.

**F. Petition regarding the future of the Newark number 67 bus service (Ref: 2018/0321)**

30. A petition was presented to the 13 December 2018 meeting of the County Council by Councillor Maureen Dobson concerning the number 67 bus service.

31. The County Council has received a registration for a reduced service 67 from the current operator which will commence in April 2019. The County Council will shortly be procuring additional service to compliment this registration and to re-instate the majority of the current service. There are no planned route changes and villages currently served by the 67 route will continue to be covered. The combined timetable will commence in April, until then the County Council will continue to support the existing route.

32. It is recommended that the lead petitioner is informed accordingly.

**G. Petition requesting to make Main Street, Calverton safer to cross (Ref: 2018/0322)**

33. A 327 signature petition was presented to the 13 December 2018 meeting of the County Council by Councillor Boyd Elliott on behalf of residents requesting a pedestrian crossing.

34. The County Council receives far more requests for pedestrian crossings (such as puffin or zebra crossings) than is able to fund and therefore requests for crossings are prioritised based on the number of people crossing, the volume of traffic and other relevant factors such as accident history at a proposed location so that the available funding helps the greatest number of people.

35. Surveys have been undertaken to determine whether a crossing at this location should be prioritised for future funding. The results of the survey showed the number of pedestrian crossing the road in the vicinity of the requested crossing is of a sufficient level for the County Council to investigate the feasibility of a pedestrian crossing at this location.

36. It is recommended that the lead petitioner is informed accordingly.

**H. Petition requesting for new light controlled pedestrian crossing between Mill Field Close and Maris Drive, Burton Joyce (Ref: 2018/0323)**

37. A 323 signature petition was presented to the 13 December 2018 meeting of the County Council by Councillor Nikki Brooks on behalf of residents requesting a pedestrian crossing.

38. As a result of a planning application for 14 dwellings on Mill Field Close, the County Council has considered the feasibility of widening the existing pedestrian refuge located north-east of Crow Park Drive, however, this identified that the carriageway width is too narrow to do so.

39. The County Council receives far more requests for pedestrian crossings (such as puffin or zebra crossings) than it is able to fund and therefore requests for crossings are prioritised based on the number of people crossing, the volume of traffic and other relevant factors such as accident history at a proposed location so that the available funding helps the greatest number of people.

40. Surveys have been undertaken to determine whether a crossing should be prioritised for future funding in two locations: at the existing pedestrian refuge located north-east of Maris Drive; and at the existing pedestrian refuge located north-east of Crow Park Drive.

41. The surveys undertaken identified that the number of pedestrians crossing the road at both sites is very low when compared to other locations that have requested a formal crossing (during the 9-hour surveys only 26 pedestrians crossed north-east of Maris Drive and only 17 pedestrians crossed north-east of Crow Park Drive). Therefore, for this location to be prioritised for a formal crossing the number of pedestrians crossing the road in the vicinity of the proposed crossing would need to increase significantly throughout the day.

42. Formal crossings are also provided where they are identified as the most effective means of addressing a history of reported road collisions resulting in injuries. Our records show that fortunately there have been no reported injury accidents involving pedestrians at this location in the three years up to 30 September 2018. Therefore, a crossing would not be prioritised at this location to address a pattern of pedestrian casualties.

43. The request for a formal crossing at this location will be kept on file and should the number of pedestrians crossing at this location throughout the day significantly increase (or a pattern of pedestrian injury accidents is reported) we will reconsider the scheme request.

44. It is recommended that the lead petitioner is informed accordingly.

**I. Petition opposing Fracking in Edwinstowe (Ref: 2018/0324)**

45. A 3,032 signature petition was presented to Full Council on the 13 December 2018 by Councillor John Peck. The petition states that ‘we the undersigned agree that Sherwood and Edwinstowe should be kept a frack free zone’.

46. Although the County Council is in the process of developing a new Nottinghamshire Minerals Local Plan this petition was submitted outside of any public consultation being undertaken on the Plan.

47. Government planning guidance in the form of the NPPF (National Planning Policy Framework) states that Minerals Planning Authorities (the County Council) should recognise the benefits of onshore oil and gas development and put in place planning policies to facilitate their exploration and extraction. Minerals Local Plans should also plan positively for the three phases of development (exploration, appraisal and production) whilst ensuring appropriate monitoring and site restoration is provided for.

48. To ensure the Draft Nottinghamshire Minerals Local Plan conforms to the NPPF, the minerals plan contains policy MP12: 'Hydrocarbon Minerals' which sets out how planning applications would be assessed at the key stages – exploration, appraisal, extraction and restoration. The draft Plan also contains Development Management policies against which planning applications for all types of minerals development would be assessed. These policies cover issues such as protecting local amenity, protection and enhancement of biodiversity and geodiversity and the historic environment.

49. It is recommended that the lead petitioner be informed accordingly.

**J. Petition request for a 30mph speed reduction on Forest Road, Warsop (Ref: 2016/0327)**

50. A petition was submitted to the 13 December 2018 meeting of the County Council by Councillor Andy Wetton on behalf of residents requesting that the County Council reduce the speed limit on the B6035 Forest Road to the south of Market Warsop from the current 60 mph to 30 mph.

51. An assessment of the road has been carried out using the national guidance for setting speed limits, and it has been determined that it would be appropriate to reduce the limit to 40mph on that section of road which features residential properties.

52. To this end, a proposal to introduce a 40mph speed limit on the built-up section of this road (with a new 50mph limit on the section between the houses and the A6075 to make it consistent with that latter road) has (subject to approval by this Committee) been included in the 2019/20 integrated transport programme.

53. Enforcement of this new limit would be undertaken by the Police as part of their normal speed limit enforcement duties. Traffic calming and speed cameras will only be considered as a last resort in response to the very worst accident problems after all other measures have been considered. Fortunately, this is not considered necessary in this instance. However, the County Council can assess the need for interactive speed signs at this location to improve compliance if appropriate once the new limit is in force.

54. It is recommended that the lead petitioner be informed accordingly.

**K. Petition request for 'siding up' works to be undertaken on the part of the footpath on Forest Road (Ref: 2018/0328)**

55. A petition was presented to the 13 December 2018 meeting of the County Council by Councillor Andy Wetton on behalf of residents of Forest Road, Warsop. The residents raise highway safety concerns due to the footway width being restricted due to the verge encroaching over the footway. The petition states that pedestrians using this footway, especially those with push chairs or mobility scooters, are restricted and forced closer or even

into the carriageway. The petition therefore requests the footway along Forest Road, from its junction with A6075 Peafield Lane through to the rail bridge (approximately 1200 metres), receive siding up works to improve the width of the existing footway.

56. Via East Midlands are aware of this issue through routine highway inspections and previous customer requests and feel Forest Road would benefit from receiving siding up works. This location has already been included in the potential 2019/20 siding up programme to be prioritised alongside other similar requests and determined later this year.

57. It is recommended that the lead petitioner be informed accordingly.

**L. Petition request for a Zebra crossing outside Sherwood Street Junior School, Warsop (Ref: 2018/0329)**

58. A 323 signature petition was presented to the County Council by Councillor Andy Wetton on behalf of the school community. The petition requests a zebra crossing to help pupils cross the roads because the school crossing patrol site outside the school is currently vacant.

59. A school crossing patrol operated outside the school on Sherwood Street, Warsop until approximately a year ago but the site has been vacant since that time. Via EM Ltd has worked with local school and advertised locally around the site but have so far been unsuccessful in finding a replacement patrol.

60. The County Council receives far more requests for formal crossings (such as puffin or zebra crossings) than it is able to fund. Requests for crossings are therefore prioritised based on the numbers of people crossing and the volume of traffic at a proposed location so that the available funding helps the greatest number of people. Zebra crossings are also currently only installed where they are used by pedestrians throughout the day, if there is not pedestrian demand throughout the day, such a crossing will not be considered. A survey will therefore be undertaken to determine whether a crossing at this location should be prioritised for future funding.

61. As this location currently meets the criteria for the provision of a school crossing patrol, Via EM Ltd will continue to work with the school in order to try and recruit a patrol to the vacant site. Via EM Ltd officers will therefore contact the school to discuss further options for advertising campaigns for the vacant school crossing patrol post.

62. It is recommended that the lead petitioner be informed accordingly.

**M. Petition regarding junction improvements and signage at Town Street crossroads, Lound (Ref: 2018/0330)**

63. A 180 signature petition was presented to the County Council by Councillor Tracey Taylor on behalf of Lound Parish Council. The petition requests significant safety improvements at this junction; their preferred option is for an interactive ‘Give Way’ sign to be installed on Daneshill Road to highlight the junction ahead.

64. This junction is within the 30mph limit, with traffic on Daneshill Road required to ‘Give Way’ and Chainbridge Lane drivers instructed to ‘Stop’. There are advance ‘crossroads’ signs on Town Street for both north and southbound traffic, an existing advance ‘Give Way in 100 yards’

sign on the north side of Daneshill Road and two large 1.2 by 1.2 linear metre illuminated 'Give Way' signs at the junction with the appropriate road markings which were refreshed in April 2018.

65. On Chainbridge Lane there is an advance 'SLOW' road marking and an illuminated 'STOP' sign with the associated road marking. The junction is street lit and all but Chainbridge Lane has a footway. Additionally, there is an 18tonne environmental weight limit on Town Street with associated illuminated signage.

66. The current data held indicates that two road injury collisions occurred at this junction in the 3.75 years up to 30 September 2018. The collisions occurred in June and July 2017 and both involved vehicles overshooting the Daneshill Road, travelling east bound.

67. It is currently considered that the junction is adequately and clearly signed and, in comparison to other sites, this junction has a low level of accidents and therefore this location would not currently be prioritised for any casualty reduction measures. Via EM Ltd monitors reported road traffic collisions throughout the county and develops appropriate engineering, enforcement and education measures to address patterns of road traffic collisions. Reported road traffic collisions will therefore continue to be monitored as part of this process and an accident remedial scheme will be considered should a pattern of treatable collisions occur.

68. It is recommended that the lead petitioner be informed accordingly.

**N. Petition regarding parking on The Close, Rainworth, Mansfield (Ref: 2018/0331)**

69. A petition was presented to the 13 December 2018 meeting of the County Council by Councillor Martin Wright on behalf of residents of The Close, Rainworth. The petition requests parking restrictions at the junction of The Close and Southwell Road East, Rainworth in response to parking concerns which the residents feel is causing highway safety and visibility issues.

70. Via East Midlands do not consider parking restrictions to be an appropriate measure to address the parking issues raised by residents as no evidence of inconsiderate or obstructive parking on the junction of The Close with Southwell Road East has been proven following site investigations by Via officers.

71. The grass verge which runs adjacent to the car dealership is being used to park vehicles, however, the verge is not adopted highway and vehicles parked on this private land are not causing a highway safety issue. If there is evidence that the situation has worsened in future Via will reconsider the request but any future request would need to considered a higher priority than the many other requests for parking restrictions we receive every year.

72. It is recommended that the lead petitioner be informed accordingly.

**O. Petition request to permanently close footpath between The Mount and Clipstone Drive, Forest Town (Ref: 2014/0333)**

73. A 12 signature petition was presented to the 13 December 2018 meeting of the County Council by Councillor Martin Wright on behalf of residents of Forest Town requesting the permanent closure of a public footpath between The Mount and Clipstone Drive, Forest Town.

74. The landowner closed the path to pedestrians in 2011 following the granting of planning consent in 2010 for the construction of five houses. The land was previously in the ownership of Mansfield District Council and had been the site of a local community centre. Residents established a public footpath through the site having used it as a cut-through to access the nearby playing field and woodlands.

75. Although the planning application included provisions for the retention of a public footpath, the path was deleted from the approved planning decision due to concerns about anti-social behaviour. No steps were taken at that time to lawfully stop-up or divert the footpath under provisions of the Town and Country Planning Act 1990. Work commenced on the site in late 2013 and was noted to be substantially complete in late 2015. An electricity sub-station was also constructed alongside the path.

76. Mansfield District Council attempted to stop-up the public footpath in 1980 and again in 2018 by means of Highways Act Extinguishment Orders. On each occasion objections were received and the Order was duly referred to the Secretary of State. The Secretary of State has declined to confirm the Order on each occasion. The Inspector appointed to decide the 2018 Extinguishment Order considered that the path would be well used if reinstated and that local people had been disadvantaged by its closure.

77. It is recognised that residents living next to the public footpath have experienced anti-social behaviour issues in the past, but it is clear that any further attempt to formally close it would not succeed.

78. Following an application made to Nottinghamshire County Council, a Definitive Map Modification Order was made which seeks to record the public footpath on the Definitive Map and Statement. Objections have been received in respect of this Order and consequently the Council is obliged to refer the matter again to the Secretary of State for a decision as to whether the Order should be confirmed.

79. It is expected that the Order will be confirmed. The Council will then be obliged to seek the removal on any obstructions blocking the legal line of the footpath, i.e. the recently constructed house, gate and fencing along the former access track. In order to avoid this scenario, it is suggested that the landowner makes an application under the Highways Act 1980 section 119 to Mansfield District Council to divert the public footpath around the site boundary.

80. It is recommended that the lead petitioner be informed accordingly.

## Statutory and Policy Implications

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

**RECOMMENDATION/S**

It is recommended that:

1) the proposed actions be approved, and the lead petitioners be informed accordingly;
2) the outcome of Committee's consideration be reported to Full Council.

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

**For any enquiries about this report please contact:** Sean Parks, Local Transport Plan Manager, Tel: 0115 977 4251

**Constitutional Comments [LW 29/01/2019]**

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

**Financial Comments [SES 29/01/2019]**

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

**Background Papers and Published Documents**

- None

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

- **Greasley and Brinsley** - Councillor John Handley
- **Southwell** - Councillor Roger Jackson
- **Bramcote and Beeston North** - Councillor Steve Carr
- **Leake and Ruddington** - Councillor Reg Adair
- **Collingham** - Councillor Maureen Dobson
- **Calverton** - Councillor Boyd Elliott
- **Carlton East** - Councillor Nicki Brooks
- **Sherwood Forest** - Councillor John Peck
- **Warsop** - Councillor Andy Wetton
- **Misterton** - Councillor Tracey Taylor
- **Mansfield East** - Councillor Vaughan Hopewell
- **Mansfield East** - Councillor Martin Wright

Nottinghamshire County Council

**Report to Communities and Place Committee**

**7 March 2019**

**Agenda Item:16**

# REPORT OF SERVICE DIRECTOR, GOVERNANCE AND EMPLOYEES

# WORK PROGRAMME

## Purpose of the Report

1. To consider the Committee's work programme for 2018-19

## Information

2. The County Council requires each committee to maintain a work programme. The work programme will assist the management of the committee's agenda, the scheduling of the committee's business and forward planning. The work programme will be updated and reviewed at each pre-agenda meeting and committee meeting. Any member of the committee is able to suggest items for possible inclusion.

3. The attached work programme has been drafted in consultation with the Chairman and Vice-Chairman, and includes items which can be anticipated at the present time. Other items will be added to the programme as they are identified.

4. As part of the transparency introduced by the new committee arrangements, each committee is expected to review day to day operational decisions made by officers using their delegated powers. The Committee may wish to commission periodic reports on such decisions where relevant.

### Other Options Considered

5. None.

### Reason/s for Recommendation/s

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

## Statutory and Policy Implications

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

## RECOMMENDATION/S

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

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

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

**Constitutional Comments (HD)**

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

**Financial Comments (PS)**

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

**Background Papers**

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

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

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

All

**COMMUNITIES AND PLACE COMMITTEE**

**WORK PROGRAMME – MARCH 2019 – MARCH 2020**

| REPORT TITLE | BRIEF SUMMARY OF REPORT | LEAD OFFICER | REPORT AUTHOR |
|---|---|---|---|
| **7 March** | | | |
| TS & Communities Update incorporating Communities Framework | | Derek Higton | Mark Walker/Cathy Harvey |
| Rufford Abbey Country Park Annual Contract Update | | Derek Higton | Mick Allen/Mark Croston |
| Charging for Highways & Transport Services | | Derek Higton | Gary Wood/Via |
| Grass Cutting Frequency Review | | Derek Higton | Gary Wood/Via/Martin Carnaffin |
| Response to Petitions | | Adrian Smith | Sean Parks |
| TRO - The Nottinghamshire County Council Dykes End, High Street, Swinderby Road | | Derek Higton | Gary Wood/Mike Barnett/Helen North |
| TRO – Charles Street, Ruddington | | Derek Higton | Gary Wood/Mike Barnett/Helen North |
| Highways Capital & Revenue Programme – 2019/2020 | | David Hughes | Gary Wood/Sean Parks |
| Proposed Restructure of the Highway Development Control (HDC) | | David Hughes | Sally Gill/Clive Wood |
| Minerals & Waste Local Plan | To consider and adopt a revised timetable for the preparation of Minerals and Waste Local Plans. | David Hughes | Sally Gill/Stephen Pointer |

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|---|---|---|---|
| Planning Consultations – protocol for approval of responses submitted by NCC | To consider a revised protocol to manage the approval of responses to planning consultations submitted by the County Council. | David Hughes | Sally Gill/Stephen Pointer/Nina Wilson |
| **4 April** | | | |
| Transport Review – April 2019 | | Derek Higton | Gary Wood |
| LIS Capital Grants 2019/20 | | Derek Higton | Cathy Harvey |
| Southwell Flood Mitigation Scheme Update | | Derek Higton | Gary Wood/Sue Jaques |
| Ceramics Collection – Sale | | Derek Higton | Peter Gaw/Mick Allen/Mark Croston |
| Inspire Year 3 Report | | Derek Higton | Peter Gaw |
| Planning Obligations Strategy – amendment to the basis for calculating contributions to education | | David Hughes | Sally Gill/Andrew Norton |
| Registration of Nottingham City Births (possibly a later Committee?) | | Derek Higton | Rob Fisher |
| Nottinghamshire and Nottingham Local Aggregates Assessment (LAA) - 2017 | | Adrian Smith | Steven Osborne-James |
| A614 MRN Update | | Adrian Smith | Gary Wood/Mike Barnett/Tom Boylan |
| **9 May** | | | |
| TS & Communities Update | | Derek Higton | Mark Walker |
| Inspire Annual Contract Update | | Derek Higton | Mick Allen |
| Nottinghamshire Highway Design Guide | Outcome of consultation and approval of final document | Adrian Smith | Sally Gill |

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|---|---|---|---|
| Information Strategy and Implementation Plan | | Derek Higton | Gary Wood/Pete Mathieson |
| Greater Nottingham Joint Planning Area Statement of Common Ground | To approve a Statement of Common Ground with other authorities in the Greater Nottingham strategic planning area | David Hughes | Sally Gill/Stephen Pointer |
| Annual Update – Holme Pierrepont/Serco (May or June) | | Derek Higton | Mick Allen/Mark Croston |
| Events Update | | Derek Higton | Mick Allen/Mark Croston |
| Waste Monitoring | To approve for publication a monitoring report concerning developments and provision for waste management facilities. | David Hughes | Sally Gill/Nina Wilson |
| Waste Needs Assessment 2018 | To approve for publication an assessment of need for future waste management facilities. | David Hughes | Sally Gill/Nina Wilson |
| Inspire Learning Strategy, annual plan 2019/20 and fees | | Derek Higton | Peter Gaw |
| Gedling Access Road Update | | Derek Higton | Gary Wood/Via |
| **6 June** | | | |
| HM Coroners | | Derek Higton | Rob Fisher |
| Review of Road Safety outside Schools | | Derek Higton | Gary Wood/Sean Parks |
| Inspire Annual Update (June or July) | | Derek Higton | Peter Gaw/Mark Croston |
| Minerals Local Plan Publication Draft | To approve publication and submission of a Minerals Plan for Nottinghamshire covering the period 2016-36 | David Hughes | Sally Gill/Stephen Pointer |
| Introduction of a Permit Scheme (consultation approval) | | Derek Higton | Gary Wood/Gareth Johnson |
| NET Highway Handover Update | | Derek Higton | Gary Wood/Via |

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|---|---|---|---|
| **4 July** | | | |
| TS & Communities Update | | Derek Higton | Mark Walker |
| Sherwood Forest Annual Contract Update | | Derek Higton | Mick Allen/Mark Croston |
| Flood Risk Management Update | | Derek Higton | Gary Wood/Sue Jaques |
| Introduction of a Permit Scheme (approval of scheme) | | Derek Higton | Gary Wood/Gareth Johnson |
| Place Charging for Services Review | | Derek Higton | Gary Wood |
| **September** | | | |
| Highways and Transport Capital Programme Update | | Derek Higton | Gary Wood/Sean Parks/Via |
| Joint Waste LP Reg 18 Consultation | To approve for publication a document to involve people in the scope and form of a Local Plan for Waste. | | Sally Gill/Nina Wilson |
| **October** | | | |
| Winter Service Preparation | | Derek Higton | Gary Wood/Martin Carnaffin/Via |
| **November** | | | |
| Highways and Transport Draft Capital Programme | | Derek Higton | Gary Wood/Sean Parks/Via |
| Flood Risk Management Update | | Derek Higton | Gary Wood/Sue Jaques |
| **March 2020** | | | |
| Highways and Transport Final Capital Programme | | Derek Higton | Gary Wood/Sean Parks/Via |