Nottinghamshire County Council

Transport and Highways Committee

Thursday, 10 January 2013 at 10:30

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

AGENDA

1	Minutes 22 Nov 2012	5 - 8
2	Apologies for Absence	
3	Declarations of Interests by Members and Officers:- (see note below) (a) Disclosable Pecuniary Interests (b) Private Interests (pecuniary and non-pecuniary)	
4	Community Transport Growth Fund Awards	9 - 18
5	Changes to the Local Bus Service Network	19 - 26
6	Transport and Transport Performance Report	27 - 56
7	Investigations into Flooding Investigation Report	57 - 60
8	C3 Experimental Order	61 - 72
9	Progress report on Implementations Environmental Weight Restrictions	73 - 80
10	Priorswell Road Worksop, Traffic Calming	81 - 84
11	Street Lighting Energy Saving	85 - 98

12	Traffic Regulation Orders Report	99 - 102
13	Organisational Transformation of the Highway Division	103 - 138
14	Petitions Responses Report	139 - 146
15	Work Programme	147 - 152

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.

Members or Officers requiring clarification on whether to make a declaration of interest are invited to contact David Forster (Tel. 0115 977 3552) or a colleague in the Governance Team prior to the meeting.

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

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 David Forster (Tel. 0115 977 3552) 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.

Nottinghamshire County Council

minutes

Meeting	TRANSPORT AND HIGHWAYS COMMITTEE
Date	22 November 2012 (commencing at 10.30 am)

Membership
Persons absent are marked with `A'

COUNCILLORS

Richard Jackson(Chairman)
Chris Barnfather (Vice-Chairman)

Richard Butler
Jim Creamer
Kevin Greaves
Stan Heptinstall MBE
Mick Murphy
Mike Quigley, MBE
Keith Walker
Chris Winterton
Martin Wright

Ex-officio (non-voting)
A Mrs Kay Cutts

ALSO IN ATTENDANCE

Councillor Mel Shepherd

OFFICERS IN ATTENDANCE

David Forster, Policy, Planning and Corporate Services Department
Tim Gregory, Corporate Director Environment and Resources
Jas Hundal, Service Director, Transport Property and Environment
Andrew Warrington, Service Director Highways
Mark Hudson, Environment and Resources Department
Neil Hodgson, Environment and Resources Department
Jim Bamford, Environment and Resources Department
Michelle Walsh – Labour Group Researcher
David Ebbage - Liberal Democrat Group Researcher

MINUTES

The minutes of the last meeting held on 18 October 2012 were confirmed and signed by the Chairman.

APOLOGIES FOR ABSENCE

There were no apologies for absence

DECLARATIONS OF INTEREST

There were no declarations of Interest

TITAN - PROJECT OUTCOME AND AWARD OF CONTRACTS

RESOLVED 2012/055

1. That the outcome of the procurement exercise, the efficiency savings achieved and progress of the TITAN project be noted and

2. that approval be given for the introduction of a new Community Transport Minibus service in the Newark Area.

NOTTINGHAMSHIRE CONCESSIONARY TRAVEL SCHEME 2012/13 AND 2013/14

RESOLVED 2012/056

1. That the Nottinghamshire Concessionary Travel Scheme and proposed funding (including discretionary entitlements) for 2013 / 2014 and publication of the scheme notices on 1 December 2012 and 3 March 2013, be approved subject to recommendation 2 and Full Council budget approval.

2. that the Service Director Transport, Property and Environment be given delegated powers to agree the final reimbursement arrangements and associated financial commitments from 1 April 2013 in consultation with the Chairman and Vice Chairman of the Transport and Highways Committee, and Chairman of the Finance and Property Committee and Service Director Finance and Procurement.

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CHANGES TO STAFF STRUCTURE OF THE HIGHWAYS DIVISION

RESOLVED 2012/057

That the group structure as set out in the appendix attached to the report be approved.

BROWN TOURISM SIGNS

RESOLVED 2012/058

1. That the revised application procedure at Appendix A be agreed

2. That the current £200 application fee be removed

3. That reports on brown signs, application refusals and charges applied be brought at a minimum quarterly to this Committee

4. That the presumption in favour of granting a brown sign application be noted

5. That the County Council funds the provision of brown tourist signs for tourist attractions operated by not for profit organisations

6. That the Government's proposals in relation to County boundary signs be noted.

PROPOSED NEW BUS STATION WORKSOP

RESOLVED 2012/059

That approval is granted for the development of a Worksop bus station including:

i. Detailed design, stakeholder and public consultation.
ii. Preparation and submission of a planning application
iii. Negotiate to acquire land and rights over land as necessary to facilitate the construction of the Worksop Bus Station Scheme
iv. Acquire land and rights over land as necessary to facilitate the construction of the Worksop Bus Station Scheme by compulsory purchase pursuant to powers conferred by section 226 of the Town and Country Planning Act 1990 (as amended by the Planning and Compulsory Purchase Act 2004) and such other statutory powers as may be applicable for that purpose.
v. Construct the Worksop Bus Station Scheme subject to funding being made available in the County Council budget.

PROGRESS REPORT A453 IMPROVEMENT SCHEME

RESOLVED 2012/060

That the report be noted.

RAIL ISSUES UPDATE

RESOLVED 2012/061

That the Committee notes:-

1. the 4 stage strategy for securing progressive enhancements to frequency, journey time and range of direct destinations on the Newark – Nottingham line be noted and

2. that the study that the Council has commissioned into what physical works would be required to re-open the Robin Hood line to Ollerton, and receives a report on the outcome in 2013.

RESPONSES TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL ON 20 SEPTEMBER 2012

RESOLVED 2012/062

That the proposed actions be approved and submitted to Council for noting.

WORK PROGRAMME

RESOLVED 2012/063

That the work programme be noted.

The meeting closed at 12.20 pm.

CHAIRMAN

Nottinghamshire County Council

Report to Transport and Highways Committee

10 January 2013

Agenda Item:4

COMMUNITY TRANSPORT GROWTH FUND AWARDS

Purpose of Report

1. To approve the allocation of £95K funding from the Department for Transport (DfT) supporting Community Transport fund to establish and develop Community Transport services across Nottinghamshire.

Background

2. Over the last two years the County Council has accepted £316,910 from the DfT's Supporting Community Transport Fund. The funding can be used for capital or revenue purposes but not to replace existing County Council funding. To date £200,000 of the fund has been committed to:-

   - Purchase of two specialist passenger service vehicles
   - Delivery of driver training
   - Appointment of an Independent Travel Training Officer
   - Publicity and marketing events
   - IT improvements
   - Establishing a new minibus scheme in Newark

3. The Grant Aid Committee at its meeting on 26th November 2012 noted the details of the spending to date and were informed of proposals to introduce a Local Community Transport Growth Fund which would develop and enhance community transport provision across the County. It is proposed to allocate an amount of £95,000 to the Growth Fund with the balance (£21,910) being reserved for arrangements which may occur at a later point , such as start-up costs for new community transport services. The funds will be distributed through a bidding and evaluation process. In addition there is a separate process that allows for the community transport operators to bid for Local Transport Plan (LTP) funding (£75,000) for small specialist passenger vehicles similar to those recently deployed by the sector in the Eastwood and Stapleford areas.

4. Growth Fund applications were invited from Nottinghamshire Community Transport providers (Minibus and Voluntary Car Schemes) during November 2012.

5. Applications have been assessed against the following criteria:

   - How they meet the strategic objectives outlined in the County Council's Mobility Strategy and TITAN project.

- Did they meet the DfT guidance on the use of funding?
- How they support development and capacity building such as:

  - Preparation for Level 1 or 2 of the Community Transport Association (CTA) Quality Mark
  - Operating accessible vehicles for a 'Car Scheme Plus'
  - Professional support to develop business plans
  - Enhancing publicity and marketing
  - Training for staff or volunteers
  - Upgrading office equipment and IT
  - Upgrading vehicle equipment
  - Volunteer recruitment campaigns

- How they demonstrate commitment to the provision of Minibus Driver Assessment Scheme (MIDAS) training for all volunteer staff to ensure a professional and consistent approach to quality customer care and safety.
- Ability to demonstrate that there is a gap in community transport provision within their operating area.
- Show that these activities can be sustained at the end of the project without on-going revenue support from the County Council

Proposed Awards for the Community Transport Growth Fund

6. A total of 13 bids covering 17 schemes were submitted to the County Council from Community Transport operators. The quality and content of the bids received were of a very high standard. The value of bids totals £277,704 which exceeds the funding available. In most cases it is proposed that a proportion of the bid is funded.

7. Three schemes have expressed an interest in LTP funding for a Car Scheme Plus Vehicle – Bassetlaw Action Centre, Tuxford and Our Centre (Kirkby-in-Ashfield).

8. Bids have been assessed against weighted criteria with the over-riding principle of prioritising funding for those projects that deliver the best outcomes for Nottinghamshire residents.

9. It is proposed to award £94,375 of funding as detailed in the Appendix. This will support the establishment; growth and development of Community transport across the County and improve the already excellent services provided by the sector. The funding will enable operators to provide training, recruit volunteers and offer more capacity thus enabling more people to use their services. Successful bids will be managed through a Service Level Agreement and the outcomes from the investment will be reviewed and monitored as the projects progress. All projects and spend will be completed by April 2014.

10. If a third round of similar funding is allocated by the DfT in 2013/14 then it is proposed that further top up funding is distributed to the projects.

Other Options Considered

11. Do nothing – If the funding was not used for the development of Community Transport in Nottinghamshire then it is likely that the wider strategic aims for the Council's Mobility Strategy and TITAN project would not be so readily achieved including the associated efficiency savings.

Reason for Recommendation

12. The recommendations in this report deliver the best outcomes for Nottinghamshire residents.

Statutory and Policy Implications

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

Implications for service users

14. The development of community transport provision across the County will enhance the opportunity for people who cannot use mainstream services, to access key services, visit friends and improve their quality of life.

Financial implications

15. The financial implications are outlined in the report

RECOMMENDATION

It is recommended that Committee

1) Consider and approve the funding allocation outlined in the Appendix.

2) Accept further DfT funding if it is allocated in 2013/14 and agree that it be used to top up the successful bids approved in this report.

Mark Hudson
Group Manager, Transport and Travel Services

For any enquiries about this report please contact:

Pete Mathieson
Team Manager, Passenger Transport Travel and Development
Transport and Travel Services

Constitutional Comments (SHB 12.12.2012)

16. Committee have power to decide the recommendations.

Financial Comments (DJK 12.12.2012)

17. The successful bids would be carefully analysed and ensure that the funding is used for the purposes stated within the bid process.

Equal Opportunities

18. The use of this external funding will provide additional opportunities for people with mobility difficulties to access key services.

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.

Mobility Strategy Action Plan - March 2011.
TITAN Project Members Working Group - 25 January 2012
Briefing note to TITAN Project Members Working Group - 5 March 2012
Transport and Highways Committee reports – 12th July and 22nd November 2012
Grant Aid Committee 26th November 2012
Growth Fund – Assessment criteria and weightings

Electoral Division) and Members Affected

All.

Scheme Name and Project Title	Key Outcomes Recommended for Funding	Weighted Score /10	Amount Applied for	Proposed Award	Comments
Bassetlaw Action Centre Bassetlaw Community Car and Minibus Scheme	• Volunteer Rewards • First Aid Kits • MiDAS Driver Training • Laptops x2 • Promotion • Vehicle Insurance – Year1 • Operation of a Car Scheme Plus project **TOTAL**	**7.4**	£800 £945 £3,000 £1,000 £1,000 = = = £26,691 **£33,436**	£500 £500 £3,000 £1,000 £1,000 £1,500 £0 **£7,500**	
Broxtowe Partnership Bid - Helpful Bureau Stapleford and Eastwood Volunteer Bureau Working towards Broxtowe Community Transport Joint Bid	• To fund a study to determine the need for a minibus in Broxtowe • Support for a Business Plan • Communication/Partnership Working / CTA Quality Mark Level 1/2 • Publicity / Recruitment • MiDAS Driver Training • Computer • VW Caddy Accessories **TOTAL**	**6.7**	£5,000 £5,000 £15,920 £6,000 £2,000 £2,500 £5,000 **£36,425**	£0 £2,000 £7,960 £2,000 £2,000 £1,500 £0 **£15,460**	Alternative Funding Source Alternative Funding Source
Community Centrepoint Community Centrepoint	• Volunteer Recruitment • CTA Quality Mark Level 1 • Volunteer Equipment • MiDAS Driver Training	**6.5**	£1,492 £783 £560 £1,689	£1,492 £783 £560 £1,689	

Scheme Name and Project Title	Key Outcomes Recommended for Funding	Weighted Score /10	Amount Applied for	Proposed Award	Comments
Transport Recruitment and Development Project	**TOTAL**		**£4,523**	**£4,523**	
Clowne Community Transport North West Nottinghamshire Dial A Bus Service	• Dial-a-Bus for rural villages in Bassetlaw • To fund a study to determine the need for a minibus in NE Bassetlaw • Start-up costs pending outcome of study **TOTAL**	**6.8**	£28,553 **£28,553**	 £5,000 **£5,000**	
Collingham Collingham Day Centre	• To provide an enhancement of the community car scheme.	**6.6**	£2,500 **£2,500**	£2,500 **£2,500**	
Erewash Community Transport Office Restructure	• Office Furniture • Building Work • Laptops • Publicity • MiDAS Driver Training **TOTAL**	**5.9**	£1,350 £5,000 £900 £800 £2,000 **£10,500**	£1,350 £0 £900 £800 £2,000 **£5,050**	
Gedling CVS Improving Operations and Outreach	• Computer/IT Support • Leaflets • Advertising • Seminars • Rewarding Volunteers	**7.0**	£1,026 £750 £600 £100 £500	£1,026 £750 £0 £100 £500	

Scheme Name and Project Title	Key Outcomes Recommended for Funding	Weighted Score /10	Amount Applied for	Proposed Award	Comments
	• Volunteer Incentives • First Aid Kits • MiDAS Driver Training • CTA Quality Mark Level 1/2 • Business Plan • Database/Booking System **TOTAL**		£930 £570 £1,200 £1,520 £360 £3,360 **£10,826**	£930 £300 £1,200 £1,520 £360 £3,360 **£10,046**	
Newark and Sherwood CVS / Door to Door Door 2Door Community Transport	• New CT Project in Newark and Sherwood • Targeting new geographical are in west of N&S • Developing Door 2Door as social enterprise • Engaging with TITAN • Shopper Service **TOTAL**	**7.5**	£25,292 **£25,292**	£0 **£0**	Already Allocated: £8,000 set-up costs.
Our Centre Rural Links Service Establishing a satellite base in a rural part of Ashfield	• Room Hire • MiDAS Driver Training • Volunteer Expenses • Publicity • Computer • Security • Vehicle Insurance – Year1 **TOTAL**	**8.0**	£3,500 £520 £1,200 £800 £1,500 £385 = = = **£7,905**	£1,750 £520 £1,200 £800 £1,500 £385 £1,500 **£7,655**	
Ravenshead	• Marketing, Publicity &	**7.0**	£2,350	£2,350	

Scheme Name and Project Title	Key Outcomes Recommended for Funding	Weighted Score /10	Amount Applied for	Proposed Award	Comments
Community Transport Ravenshead Community Transport Growth and Expansion Project	distribution • Capacity Development • Capacity Development- Yr2 • Contribution to Vehicle replacement **TOTAL**		 £9,216 £9,216 £25,000 **£45,782**	 £9,216 £4,608 £0 **£16,174**	
Rushcliffe CVS Voluntary Transport Expansion	• Business Plan Support • CTA Quality Mark Level 1 • CTA Membership • Rural Expansion - Publicity • Health Research • MiDAS Driver Training • Staffing Costs **TOTAL**	**7.3**	£2,500 £360 £49 £1,000 £4,860 £900 £7,619 **£17,288**	£2,000 £360 £49 £1,000 £0 £900 £3,908 **£8,217**	
Soar Valley Community Bus	• Laptop computer • MiDAS Driver Training • Safety equipment • Almex Ticket machine • CPC Training for Volunteers • Website development • Publicity • Volunteer rewards • Contribution to Vehicle replacement	**5.4**	£600 £500 £100 £1,500 £400 £200 £150 £700 £40,000	£600 £500 £100 £1,500 £400 £200 £150 £700 £0	

Scheme Name and Project Title	Key Outcomes Recommended for Funding	Weighted Score /10	Amount Applied for	Proposed Award	Comments
	TOTAL		**£44,150**	**£4,150**	
Tuxford Dial A Trip Dial A Trip Plus	• Publicity • Volunteer Recruitment • Volunteer rewards • MiDAS Driver Training • Vehicle Equipment • Staff Costs • Vehicle Insurance – Year1 • Safety Equipment • Maintenance **TOTAL**	**7.0**	£1,800 £600 £1,100 £800 £2,000 £2,400 £1,500 £200 £900 **£11,300**	£1,800 £600 £800 £800 £0 £2,400 £1,500 £200 £0 **£8,100**	
	Awards Total		**£278,480**	**£94,375**	

Nottinghamshire County Council

Report to Transport and Highways Committee

January 2013

Agenda Item:5

REPORT OF THE SERVICE DIRECTOR TRANSPORT, PROPERTY AND ENVIRONMENT

CHANGES TO THE LOCAL / COMMERCIAL BUS SERVICE NETWORK

Purpose of the Report

1. To inform Committee of recent changes to the local and commercial bus service network and the actions taken by the Group Manager, Transport and Travel Services to cancel, vary or replace services.

Information and Advice

2. The County Council has a duty (Transport Act, 1985) to consider local needs and which supported bus services are necessary where there are no commercial services available. In 2012/13 £5.9m will be spent on supported bus services across the County, an average of £7.86 per head of population.

3. Local bus services across the County are provided in two ways:

   a. Commercial services which operate without funding support
   b. Supported services which are subsidised by the Council

   All bus services must be registered, giving a minimum of 56 days notice to the Traffic Commissioner, who administers and manages the local bus service registration and performance service. Bus operators must also send copies of the new registrations, variations and cancellations at the same time to the County Council. On most occasions bus operators give the County Council advance notice of their intentions so that decisions on any intervention can be taken and the public notified at the earliest opportunity.

4. This regular report advises Committee of changes to the local bus network and provides information of related operational decisions made by the Group Manager, Transport and Travel Services to replace, vary or cancel services. Appendix 1 attached lists the most recent changes to the bus network for Committee to note.

5. Premiere Travel Ltd have cancelled their Red Flyer service to the East Midlands Airport. This does not have any major implications as TrentBarton operate a

service to the airport by another route from the City Centre to the airport via Long Eaton.

6. Minor timetable changes have been made to other Premiere Travel supported and commercial services to improve efficiency and reliability. These changes will be monitored to ensure that the changes achieve the service improvements

7. Following requests from County Councillors and the local MP, the County Council introduced the Toton Connect Service 110 which serves Attenborough – Chilwell – Toton and Stapleford, providing a half hour off peak frequency for residents to connect with mainline services at Chilwell West Point. This service, to be operated as a pilot, commenced on the 26 November 2012. The service is operated by a NCC fleet vehicle using one of the new bluebird multipurpose buses, an average of 25 passengers per day currently use the service.

8. Since this time Premiere Travel Ltd have given notice to cancel their commercial service 17. This service operates Nottingham – Stapleford – Toton – Attenborough – Beeston. The service runs from 0730 until 1630. Monday to Saturday and provides an hourly frequency at peak times and a 20 minute frequency off-peak. The cancellation takes effect from the 2nd January 2013 and would leave parts of Stapleford and Attenborough without a bus service.

9. To resolve this problem the Toton Connect service has been extended to become the Toton Connect Plus service 110 with journeys now serving Stapleford, Attenborough Lane and Long Lane including some early morning and late evening services.

10. Whilst not providing a direct service to Nottingham, the Toton Connect Plus service 110 provides links to mainline services at Chilwell, West Point and Derby Road, Stapleford for connection to services for Derby and Ilkeston. The service will operate on an hourly basis

Reasons for Recommendations

11. The recommendation and continued financial support meets the objectives of promoting public transport, reducing congestion, promoting economic recovery and offers travel choice.

Statutory and Policy Implications

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

Implications for Service Users

13. The provision of local bus services enables users to access key services, jobs, training and leisure. The majority of the service changes described in Appendix 1 are minor timetable route changes which should improve service reliability and have no major impact for the service users. However, some changes will have had significant implications as follows:-

- Service 1 (SEM). This commercial service from Coddington to Newark terminates at Bargate and no longer serves the bus station. Some service users have expressed concern that they are unable to travel onwards to Newark hospital, Balderton, Nottingham or Newark without a long walk to the bus station. SEM response is that only a few passengers travel onwards from Bargate and to serve the bus station would result in unreliability or a reduction in service frequency which would be unacceptable to most users. Passengers wishing to travel onwards can do so by connecting at Bargate.

- Service 90 (TB). The operator has given notice to withdraw the evening service operating between Sutton in Ashfield – Selston and Ripley, which effectively leaves Selston without any evening service from the 31st March 2013. Passenger data is currently being analysed and there are on-going discussions with Derbyshire County Council and the local member to seek an affordable and acceptable solution to this loss of service.

Financial Implications

14. The new arrangements for service 33 / 330 / 424 saved £88K per year. The costs for the Toton Connect 110 will be £82K per annum and will, therefore, be contained within the current budget.

RECOMMENDATIONS

1. It is recommended that Committee note the report.

Mark Hudson,
Group Manager, Transport and Travel Services

For any enquiries about this report please contact:

Mark Hudson, Group Manager, Transport and Travel Services
Chris Ward, Team Manager North, Transport and Travel Services

Constitutional Comments (SHB 12.12.2012)

15. Committee have power to decide recommendation

Financial Comments (DJK 12.12.2012)

16. The contents of this report are duly noted; the frequency of service has been confirmed as being correct.

Background Papers

Registration and timetables for the new or varied services: November 2012.

SEM response – Coddington service 1 – November 2012.

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 Divisions and Members Affected

All

Commercial Bus Service Changes

Service	Route	Change Date	Type of change	Notes	Impacts
Y29 (YBUS)	Eastwood - Phoenix Park - QMC	21/10/2012	Timetable & Route	Now serving Newthorpe Common, IKEA and Larkfield Road. Minor timetable changes to reflect this	Impacted on service 330 which has been withdrawn
33 (NCT)	Queens Medical Centre - Wollaton - Assarts Farm - Phoenix Park - Bulwell	22/10/2012	New Service	Replaces service 330 between QMC and Phoenix Park	The Authority had to withdraw service 330 following the submission of a revised commercial route by Yourbus.service also re instates the link between Assarts Farm and Bulwell for shoppers
101 (DOY)	Eastwood - Beauvale - Moorgreen - Newthorpe - Eastwood	22/10/2012	Timetable only	Curtailing service	Commercial competition between Doyles and Yourbus
101 (YBUS)	Eastwood - Beauvale - Moorgreen - Newthorpe - Eastwood	22/10/2012	New Service		As Above
102 (DOY)	Eastwood - New Eastwood - Eastwood	22/10/2012	Timetable only	Curtailing service	As Above
102 (YBUS)		22/10/2012	New Service		As Above
103 (DOY)	Eastwood - South Street - Eastwood	22/10/2012	Timetable only	Curtailing service	As Above
330 (DOY)	Eastwood - Phoenix Park - Queens Medical Centre	22/10/2012	Cancellation	Service withdrawn	See notes for service 33 above
1 Mansfield Miller (SEM)	Mansfield Woodhouse - Huthwaite - Alfreton	28/10/2012	Timetable only	Minor timetable changes	None
9.3 (SEM)	Sutton - Alfreton	28/10/2012	New Services	Replaces withdrawn TM Travel 9.3	None
77 (SEM)	Worksop - Chesterfield	28/10/2012	Timetable only	Minor timetable changes	
1 (SEM)	Coddington - Newark	29/10/2012	Timetable & Route	No longer serving Newark bus station or Balderton	Loss of connectional and cross town facilities via bus station but timetable is expected to be more reliable
3, 3A (SEM)	Balderton - Newark - Hawtonville	29/10/2012	Timetable & Route	Extension of route to serve Balderton	See note for service 1 above

12 (SEM)	Mansfield - Shirebrook	29/10/2012	Timetable & Route	Changes in Shirebrook Market Place	None
22 (SEM)	Worksop - Doncaster	29/10/2012	Timetable only	Minor timetable changes	Improved reliability of services between Harworth and Doncaster
23, 23B (SEM)	Mansfield - Shirebrook - Langwith	29/10/2012	Timetable & Route	Changes in Shirebrook Market Place	
28 (NCT)	Nottingham - Bilborough	29/10/2012	Timetable & Route		
30, 30A (SEM)	Blyth - Harworth - Robin Hood Airport	29/10/2012	New Service	Through service between Bawtry, Bircotes and Blyth	Gives improved and more reliable service and better use of resources
31A (SEM)	Blyth - Bawtry	29/10/2012	Cancellation	Replaced by improved services 30,30A above	See service 30, 30A above
53 (SEM)	Mansfield - Chesterfield	29/10/2012	Timetable only	Minor timetable changes	
91 (ML)	Newark - Farndon - Elston	29/10/2012	New Service	Increases frequency to half hourly between Farndon and Newark	Initially will clash with service 54 which will be revised from January 2013 under the Titan review
X3 (BCAT)	Balderton - Newark - Lincoln	09/11/2012	Timetable & Route	Minor changes to night service	
Club Class (TB)	Nottingham - Stapleford - Sandiacre	12/11/2012	Timetable only	Minor timetable changes	
Transpeak (HP)	Nottingham - Derby - Matlock - Buxton - Manchester	18/11/2012	Route	Withdrawal of Nottinghamshire section of route	
Red Flyer (Prem)	Nottingham – East Midlands Airport	19/11/2012	Cancellation		No direct impact as Trent operates a service to the airport.
Toton Connect service 110	Attenborough – Chilwell – Toton - Stapleford	26/11/2012	New Service provided by Fleet and Compliance	Service provided by Notts County Council to link in with mainline bus services	
Services 73 / 73A / 74 (Prem)	Mapperley – Netherfield – Colwick – Oakdale Road	03/12/2012	Minor timetable changes.		Service 73 only operates Mon to Fri. Additional journeys have been added to the 73A/74 on a Sat to allow journeys from

					Carlton/Netherfield to the Victoria Park.
141 (TB)	Nottingham - Hucknall - Blidworth - Mansfield - Sutton	03/12/2012	Timetable only	Minor timetable changes	
28B (SEM)	Bilsthorpe – Joseph Whitaker School	01/01/2013	Timetable only	Revised timetable to accommodate the change of school session times.	
0Service 17 (Prem)	Nottingham – Stapleford – Toton – Attenborough - Beeston	02/01/2013	Cancellation.	Partly replaced by an extension of the Toton Connect service plus 110	No service for Attenborough Lane / Long Lane
Toton Connect Plus	Beeston – Attenborough – Chilwell – Toton - Stapleford	02/01/2013	Extension to Toton Connect to compensate for loss of service 17		Provides links for Attenborough Lane/Long Lane.
Red 3 / 3.1 / 3.2 (Prem)	Keyworth – Willoughby – Keyworth and Keyworth - Kinoulton – Hickling – Keyworth – Nottm.	02/01/2013	Timetable changes and operating the service as a direct through route to Nottm rather than a connecting service	The 3.2 has experienced a lot of operational issues and passengers have experienced problems connecting in Keyworth. Running a straight through service reduces this issue.	
Service 63 (Prem)	Beeston – QMC – Ruddington – East Leake – Keyworth.	02/01/2013	Minor timetable changes.	Service was getting severely delayed by the tramworks. Changes to allow more time.	Slight reduction in frequency.
Service 90	Ripley to Sutton	31/03/2013	Withdraw evening service		Last service 1720 Ripley to Sutton. 1612 Sutton to Ripley.

Operators

NCT - Nottingham City Transport	YBUS - Yourbus	SEM - Stagecoach	TB - Trent Barton	DOY - Doyles
HP - High Peak	BCAT - Black Cat	ML - Marshalls	PREM – Premiere Travel	MARS - Marshalls

Nottinghamshire County Council

Report to Transport and Highways Committee

10 January 2013

Agenda Item:6

REPORT OF THE SERVICE DIRECTOR FOR TRANSPORT, PROPERTY AND ENVIRONMENT

PERFORMANCE REPORT – Transport and Travel Services

Purpose of the Report

1. This report provides information to the Committee on the performance of Transport and Travel Services.

Information and Advice

2. Transport and Travel Services (TTS) provides an integrated passenger transport service across Nottinghamshire.

3. There are a range of measures which support performance management across the services delivered by TTS including local bus, home to school, SEN transport, Adult Social Care, community transport and infrastructure.

4. Development work across Transport and Travel Services is being undertaken in order to ensure that current performance measures accurately reflect service performance. Any resulting changes will be implemented in April 2013.

5. The TITAN project pilot scheme in the Newark area implements the new network services from 7 January 2013. In order to measure the impact of the new services, TTS will monitor customer feedback via the contact centre and corporate complaints system. Six months after implementation a survey will be carried out at Newark bus station to gather feedback on satisfaction levels. The TITAN project's review of transport networks across the rest of county, by April 2014, will ensure that funding is used in the most cost effective and efficient way.

Summary of Performance

6. **Appendix 1** shows current levels of performance in quarter 2

7. **Appendix 2** Shows the National Highways and Transport annual survey results; this is a satisfaction benchmarking report carried out by MORI.

8. Through the centralisation of vehicle fleet services and the use of an electronic vehicle tracking system (Masternaut) which monitors operational performance of vehicles, the following efficiency savings have been realised:

   - £92,000 savings in vehicle fuel costs
   - £185,000 through the reduction of 51 fleet vehicles

9. The fleet vehicle replacement programme has subsequently been reduced from £3m in 2011/12 to £1m in 2012/13 and will be further reduced to £750,000 in 2013/14.

10. TTS will continue to review the size of the operational fleet as part of the TITAN project and the Adult Day Services Review. Ten vehicles have already been removed this year as part of this work, generating £48,000 savings.

11. A project to review the future provision of the operational passenger fleet has commenced and this will identify:

    - options for future operating models
    - further efficiency savings
    - Which model effectively meets client needs

    The outcomes of this project will be reported to committee for consideration.

12. The successful transfer of the TTS Fleet and Compliance Team from Riverside Way, Nottingham to shared premises with Rushcliffe Borough Council in Abbey Road, West Bridgford has resulted in revenue savings of over £70,000 per annum for Nottinghamshire County Council (NCC) and significant savings for Rushcliffe Borough Council. This move has also negated the need for NCC to make any workplace parking levy payments (£6000 p.a.) and has resulted in strong partnership working with Rushcliffe Borough Council. The cost of the relocation will be recovered within 1.4 years of the move.

13. The management of lease and pool car services and arrangements for business travel has resulted in reduced business travel costs of £200,000 in 2012/13.

14. As part of the TITAN project including the implementation of a revised transport network in the Newark pilot area, benefits of £111,000 in efficiency savings will be realised and improved travel opportunities for users within the pilot area communities will be provided. To complement the revised services in the Newark pilot area, strong partnership work has been undertaken with a community transport organisation (CTO) based in Newark in order to build up capacity to deliver more services within the area.

15. The TITAN project aims to deliver a total of £2.08m efficiency savings across the whole county passenger transport network. The pilot exercise to date is

very encouraging in terms of the level of efficiency savings achieved whilst minimising any negative impact for service users.

Analysis

16. ***Appendix 1*** – The latest performance figures show that, out of the 16 performance indicators currently in use, 63% have been achieved or exceeded. The remaining 37% have fallen short of achievement but, as detailed above, a lot of progress is being made towards achieving these targets in the future. Some of the key achievements to date include:

    - The number of people taking up free concessionary travel aged 60 or above has exceeded the target despite the qualification age being increased in line with national policy.
    - Local bus services are a key priority in ensuring that people can assess services and in promoting economic recovery and the costs of these are being contained without compromising provision.
    - Through improved network planning and efficiency savings, the cost per head of population has reduced whilst continuing to provide high quality local bus services meeting the needs of the people of Nottinghamshire.
    - Through network reviews and improvements in bus services we have been able to increase the percentage of rural households within 800 metres of a bus service.
    - Passenger transport information is key to attracting the travelling public to use public transport. We have achieved the target for the numbers of bus stops with information displays.
    - We have further supported the County Council in delivering services within revised (reduced) budgetary constraints by exceeding targets to reduce costs of home to school travel.

17. **Appendix *2*** – The annual National Highways and Transport satisfaction benchmarking survey report 2012, published the results of 24 questions asked by MORI on Public Transport. Some key targets are:

    - Nottinghamshire was benchmarked against 21 other County Councils.
    - There were overall improvements made in 20 of the 24 questions from 2011 to 2012.
    - This places Nottinghamshire at the top for 16 of the questions and within the top 5 for the remaining 8 questions.
    - key increases in satisfaction levels are as follows:-

        - Local bus services
        - Public transport information
        - Community transport and overall reliability

- Number of bus stops
- State of bus stops
- Raised kerbs at bus stops
- Clarity, accuracy and amount of information provided
- Information about accessible buses
- Journey planning information
- Reliability of electronic displays

This is a very encouraging report which highlights the continued network improvements made by Nottinghamshire County Council and its partners for the provision of local bus services, infrastructure and community transport.

Other Options Considered

18. None – this is an information report.

Reasons for Recommendations

19. None – this is an information report.

Statutory and Policy Implications

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

Financial Implications

21. The monitoring of service performance will ensure that the spend on passenger transport services and facilities will be used efficiently and effectively.

Implications for Service Users

22. The continued monitoring and management of performance will ensure that the required quality standards are maintained and appropriate transport services are provided to meet the needs of the people of Nottinghamshire.

Recommendation

1) That Committee note the contents of the report.

Mark Hudson
Group Manager, Transport and Travel Services

For any enquiries about this report please contact:
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Background Papers

National Highways and Transport benchmarking survey 2012.

Electoral Divisions

All

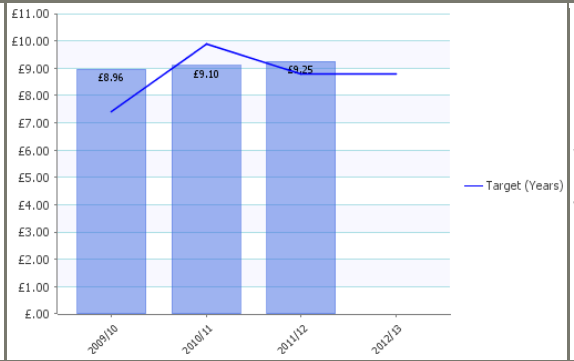
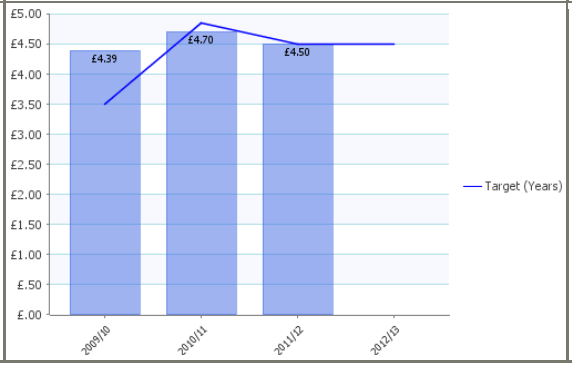
Travel and Transport Services Committee Report Quarter 2 2012/13

Nottinghamshire County Council

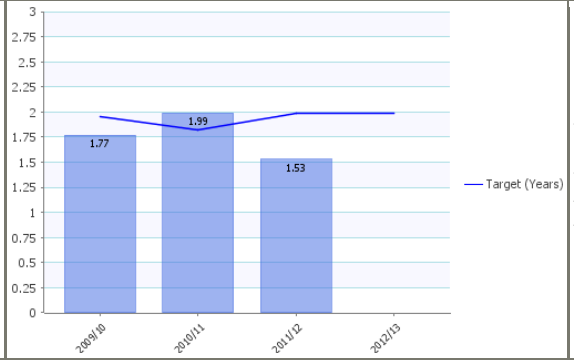
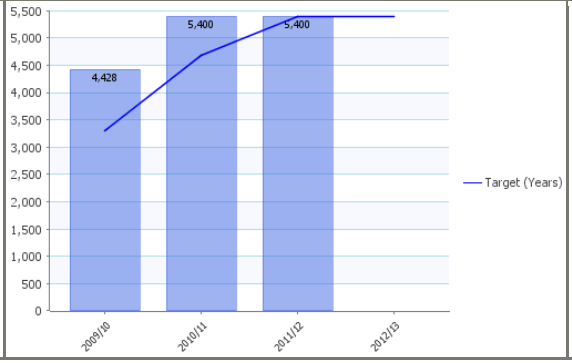
Strategic Plan Priority A: to foster aspiration, independence and personal responsibility
Action: To promote public transport

A new bus service network has been established in Bassetlaw and work is now moving ahead in planning new services as part of the TITAN review. Progress continues to be made with projects relating to the Mobility Strategy including delivery of the Mobility Action Plan. The National Concessionary Fare scheme is now well established with an 89.3% take up. The Mobility Strategy Action plan is being implemented to the agreed timescale and some reprioritisation of the project is currently being discussed. There are some infrastructure delays due to procurement issues.

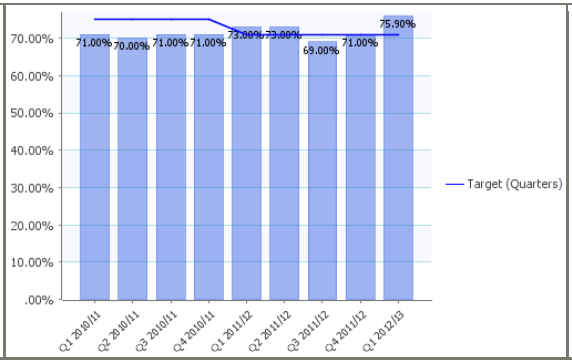
Adult Social Care and Health
Financial

Indicator	Maximise or minimise?	Actual vs Target	Trend Chart	Improvements
Adult & Social Care Transport - Net cost of in-house transport	Aim to Minimise	**Actual** £9.25 **Target** £8.80		Where areas of improvement are identified, work is continuing with service providers to improve areas of weakness.
Adult & Social Care Transport - Net cost of transport provided by external operators	Aim to Minimise	**Actual** £4.50 **Target** £4.50		Actual cost of providing ad hoc transport

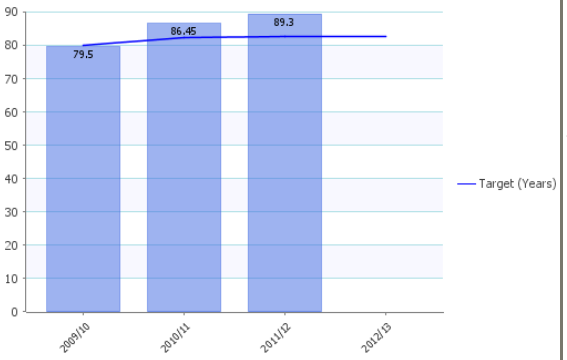
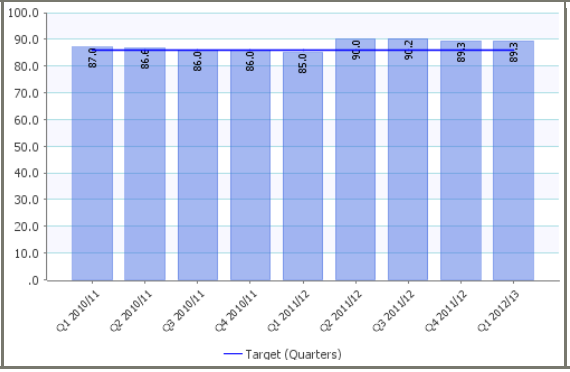
Bus Information and Infrastructure Performance

Indicator	Maximise or minimise?	Actual vs Target	Trend Chart	Improvements
Waiting Facilities for Bus Passengers(bus shelters per 1000 head of population)	Aim to Maximise	**Actual** 1.53 **Target** 1.99		This target was not met this year due to the late running of schemes which resulted in an under spend. The works are still planned and will take place over the next few months. This will be reviewed to ensure that outstanding works are monitored.
Number of bus stops with information displays	Aim to Maximise	**Actual** 5,400 **Target** 5,400		This project is virtually 100% complete. This work will continue to take place on a planned basis within the budget allocated.

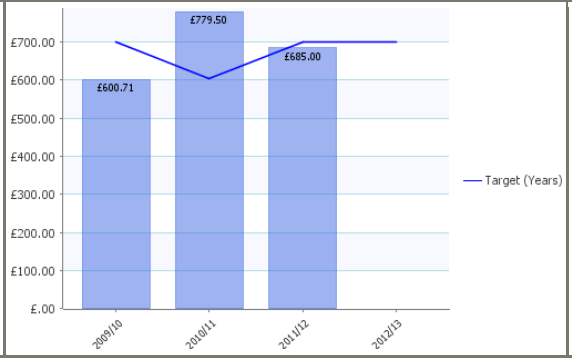
Bus Information and Infrastructure
Customer Satisfaction

% satisfied with local bus services	Aim to Maximise	69.60%	71.00%			Due to reductions in staff collecting data the sample size for Q2 is very small and is statistically unreliable. Q1 score was 75.9 % on a much larger sample and was consistent with results from the previous data collection methodology. Therefore it is not possible to suggest corrective action in this case. It is more probable that none is required in reality.

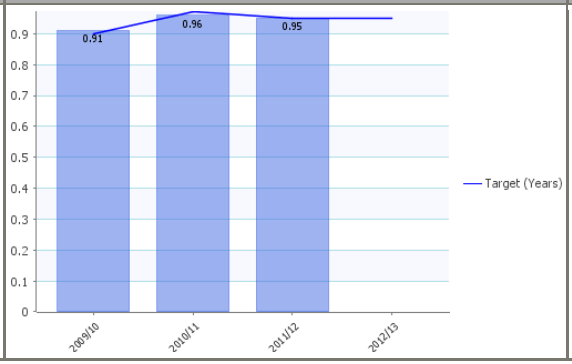
Concessionary Travel Performance

Indicator	Maximise or minimise?	Actual vs Target	Trend Chart	Improvements
The number of people taking up free travel concession or any alternative travel concession that are aged 60 and above	Aim to Maximise	**Actual** 89.3 **Target** 82.5		The qualifying age will move to age 65 by 2018. The actual figure has exceeded the target despite the age of qualification being increased in line with national policy.
Eligible people who have a bus pass	Aim to Maximise	**Actual** 90.0 **Target** 86.0		This figure has been adjusted to take account of the continuous change to eligible age. Population statistics for the age group 60-64 have been adjusted in line with the gradual increase in eligible age.

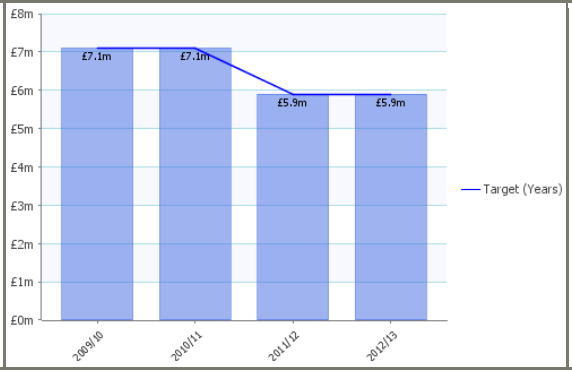
Home To School Travel
Financial

Indicator	Maximise or minimise?	Actual vs Target			Trend Chart	Improvements
Net cost of providing mainstream school travel (excluding SEN)	Aim to Minimise	£685.00	£700.00			net cost of providing transport for 8000 pupils

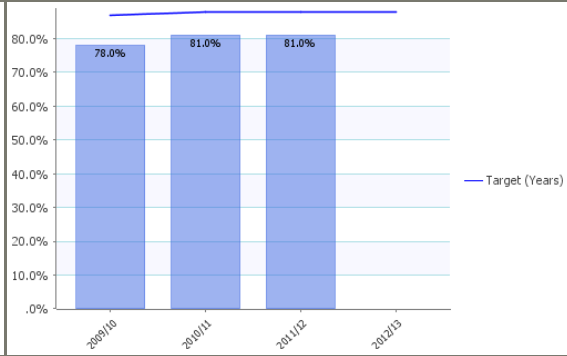
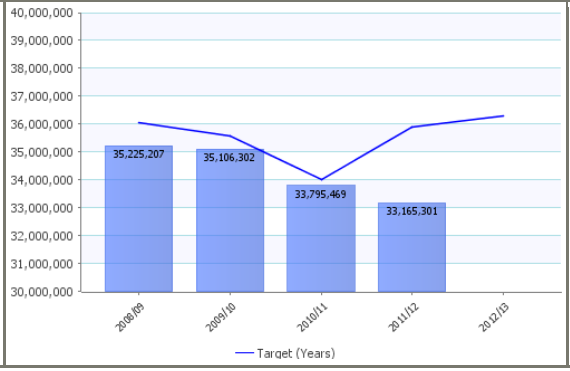
Home To School Travel
Performance

Indicator	Maximise or minimise?	Actual vs Target			Trend Chart	Improvements
Number of SEN students in receipt of transport	Aim to Maximise	0.95	0.95			Transport is provided to SEN students as requested by CFCS dept.

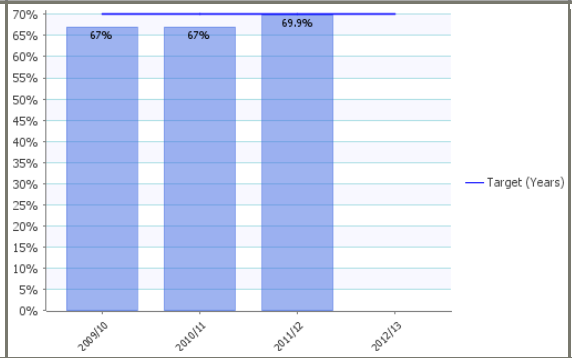
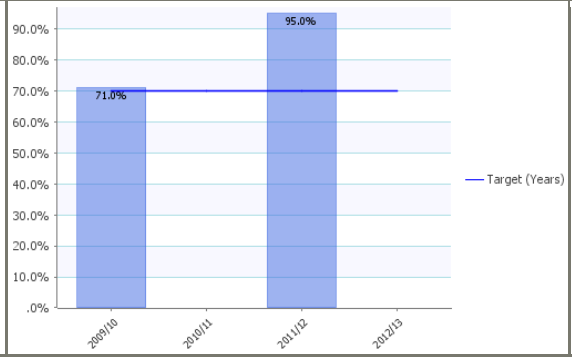
Supported Local Bus Services
Financial

Indicator	Maximise or minimise?	Actual vs Target	Trend Chart	Improvements
Expenditure on bus services per head of population	Aim to Minimise	**Actual** £7.69 **Target** £8.00		Savings achieved through better network planning and efficiency reviewing.
Supported Local Bus Budget	Aim to Minimise	**Actual** £5.9m **Target** £5.9m		Savings being achieved though improved network planning and continued efficiency reviews.

Supported Local Bus Services Performance

Indicator	Maximise or minimise?	Actual vs Target	Trend Chart	Improvements
All bus services running on time	Aim to Maximise	**Actual** 81.0% **Target** 88.0%		This information reports on the punctuality of all bus services operating in the County. It aims to improve punctuality by working with operators to identify where services are delayed though congestion.
Supported local bus services : average cost to NCC per passenger	Aim to Minimise	**Actual** £2.00 **Target** £2.00		The TITAN project is designed to consider the needs of passenger transport services across the county and city involving local people in the design of the options in order to provide local services to meet identified local needs, within a reduced budget
Local bus and light rail passenger trips originating in the authority area	Aim to Maximise	**Actual** 33,165,301 **Target** 35,900,000		The survey responses include two large operators accounting for 57% of the total who have reported a 2.6% reduction (Trent Barton) and 2.8% reduction (Stagecoach) in patronage. One was probably mainly due to the effect of competition, although lost patronage is compensated by the increased patronage on competing operators. The reduction in passenger trips is likely to to be reversed as economic conditions improve and with continued investment in infrastructure and information provision.

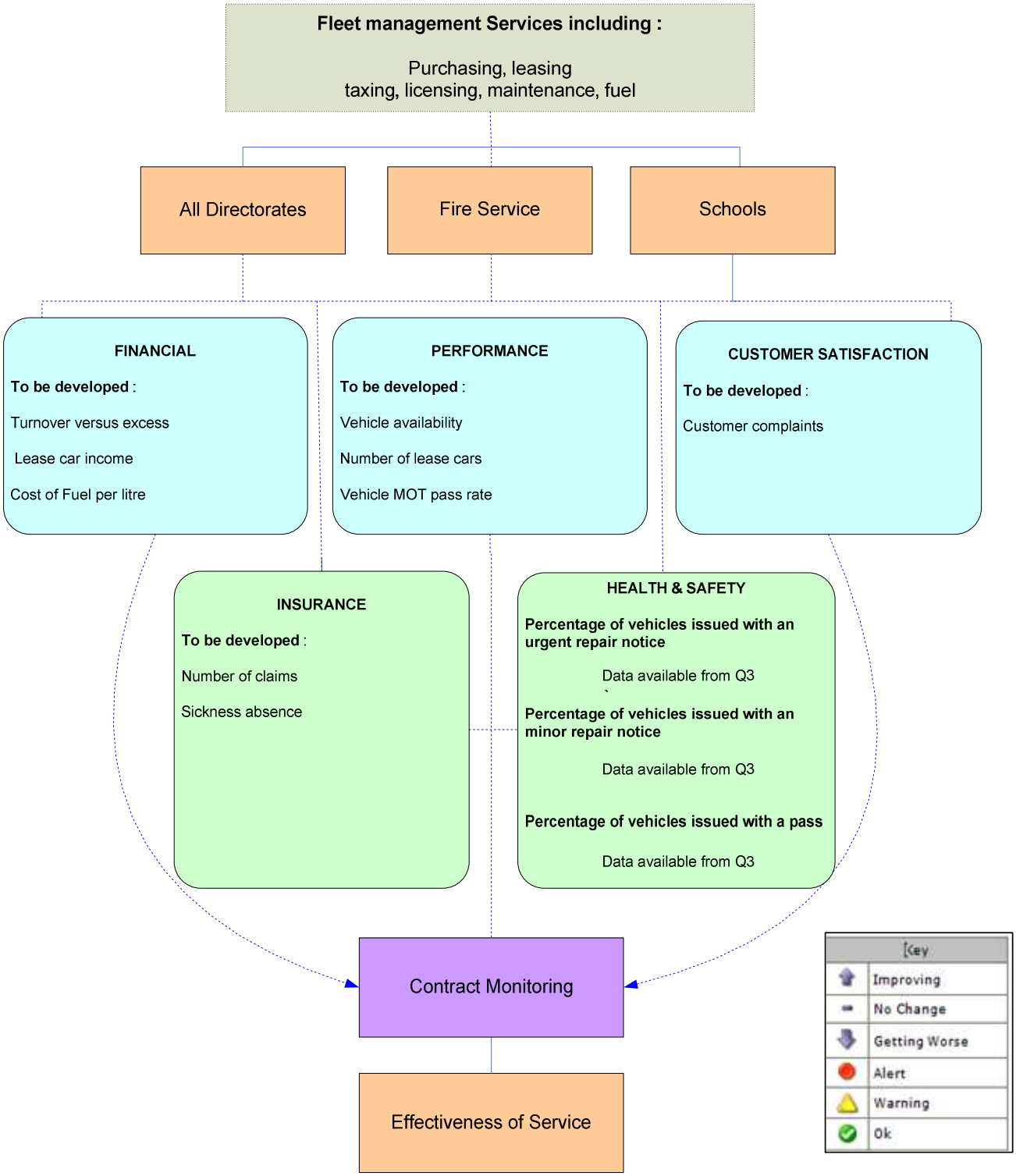
Supported Local Bus Services Accessibility

Indicator	Maximise or minimise?	Actual vs Target		Trend Chart	Improvements
Number of fully accessible bus services for people with mobility difficulties	Aim to Maximise	69.9%	70%		Based on survey returns representing approx 73% of the Nottinghamshire passenger vehicle fleet and has increased from previous survey. 75.2% of vehicles in the survey are fully DDA compliant. By 2015 100% of vehicles operating in the county will be fully accessible
% households within 800m of bus service - rural	Aim to Maximise	95.0%	70.0%		The County Council's continued network reviews and improvement in bus services has increased the % of rural households within 800m of a bus service.

PI Status	
	Alert
	Warning
	OK

Travel and Transport Services

Corporate Fleet Management



Travel and Transport Services

Supported Local Bus Services

Strategic Plan Priority A
– To foster aspiration, independence and personal responsibility
Action : Promote Public Transport

Contract Procurement and Management

Local Bus Service Contracts

FINANCE

Supported Local Bus Budget : £5.9m

Expenditure on supported bus services (per head of population)

To be developed : Audit Measure

PERFORMANCE

All Local bus and light rail passenger trips originating in the authority area

Supported Local bus services : average cost to NCC per passenger trip

All bus services running on time:

CUSTOMER SATISFACTION

Satisfaction with bus services using mystery shoppers

To be developed : Customer complaints

ACCESSIBILITY (LTP)
Access to key services

% households within 800m of a local bus service

Number of buses fully accessible for people with mobility difficulties

To be developed : % of supported bus services in rural areas

PT02

HEALTH & SAFETY

Percentage of vehicles issued with an urgent repair notice

Data available from Q3

Percentage of vehicles issued with an minor repair notice

Data available from Q3

Percentage of vehicles issued with a pass

Data available from Q3

Contract Monitoring

Effectiveness of service

Note : Local bus services are provide in two ways:
(i) Commercial : No funding support
(ii) Supported : Revenue funding support from NCC

Key
Benchmark – Association of Transport Co-ordinating Officers (ATCO) English counties average 2010/11

- On Target 2011/12
- Within 5% of Target 2011/12
- Performance Improved
- Performance Worsened
- Performance remained the same

Travel and Transport Services

Supported Local Bus Services

Strategic Plan Priority A
– To foster aspiration, independence and personal responsibility
Action : Promote Public Transport

Contract Procurement and Management

Local Bus Service Contracts

FINANCIAL

Supported Local Bus Budget : £5.9m

Expenditure on supported bus services (per head of population)

To be developed : Audit Measure

PERFORMANCE

All Local bus and light rail passenger trips originating in the authority area

Supported Local bus services : average cost to NCC per passenger trip

All bus services running on time:

CUSTOMER SATISFACTION

Satisfaction with bus services

To be developed : Customer complaints

ACCESSIBILITY (LTP)
Access to key services

% households within 800m of a local bus service

Number of buses fully accessible for people with mobility difficulties

To be developed : % of supported bus services in rural areas

HEALTH & SAFETY

Percentage of vehicles issued with an urgent repair notice

Data available from Q3

Percentage of vehicles issued with an minor repair notice

Data available from Q3

Percentage of vehicles issued with a pass

Data available from Q3

Contract Monitoring

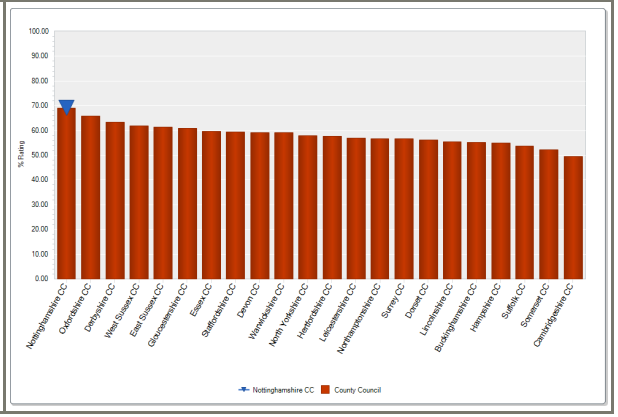
Effectiveness of service

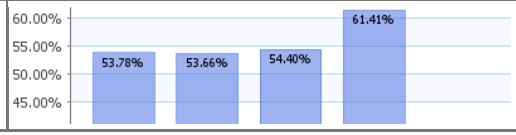
Key	
	Improving
	No Change
	Getting Worse
	Alert
	Warning
	Ok

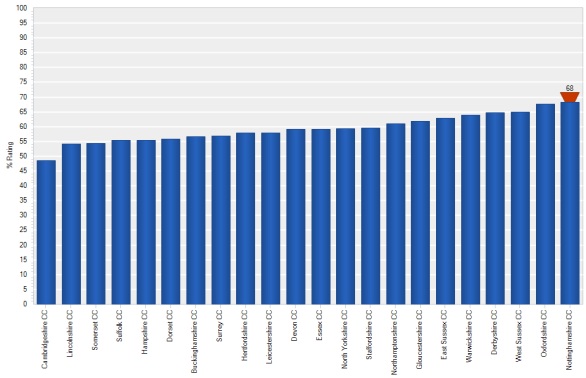
Note : Local bus services are provided in two ways:
(i) Commercial : No funding support
(ii) Supported : Revenue funding support from NCC

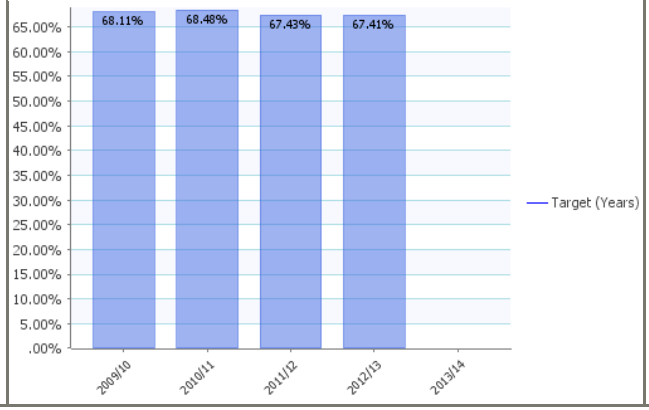
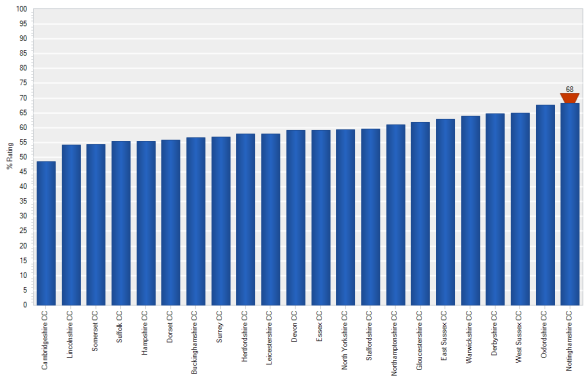
Transport and Travel Services - Satisfaction Benchmarking report 2012
National Highways and Transport Survey - Mori

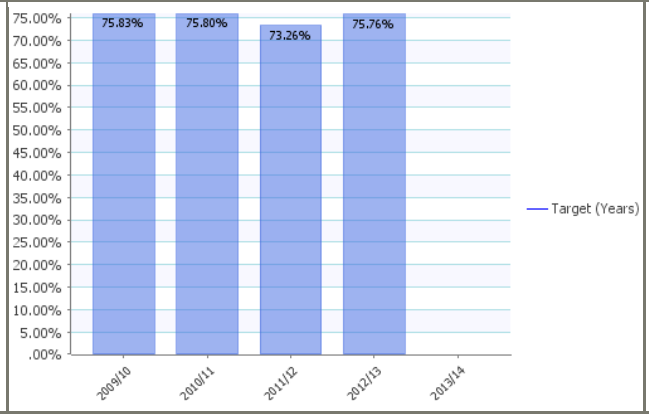
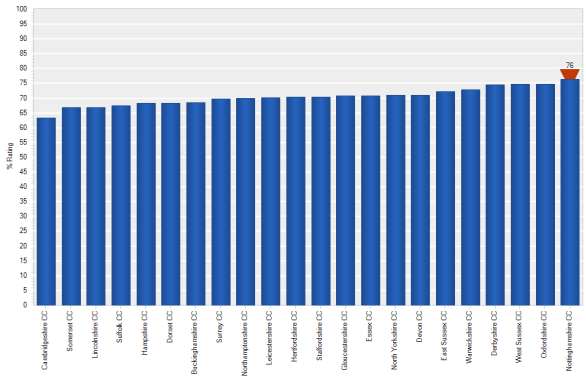
Nottinghamshire County Council

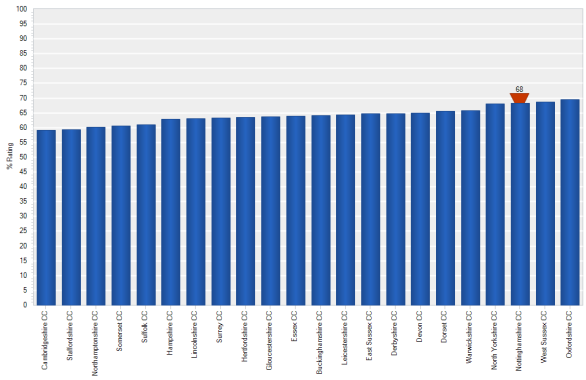
Indicator	Maximise or Minimise?	Actual and Trend	Trend Chart	Benchmarking
Satisfaction with Local bus services	Aim to Maximise	69.06%		

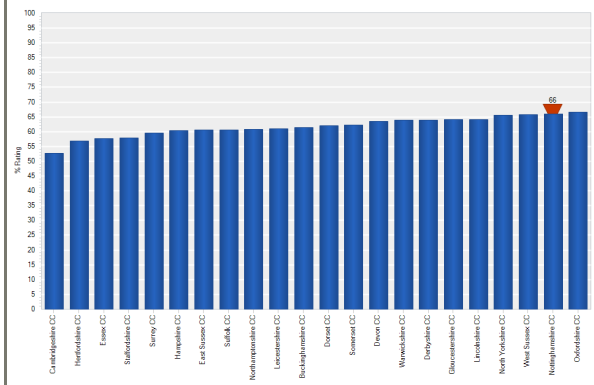
Indicator	Maximise or Minimise?	Actual and Trend	Trend Chart	Benchmarking
Satisfaction with Public Transport Info	Aim to Maximise	61.41%		

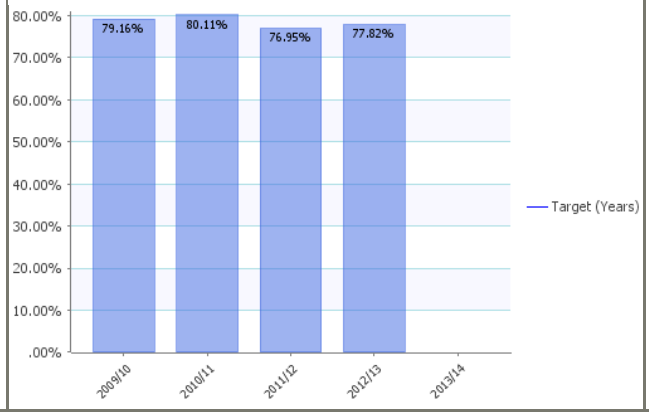
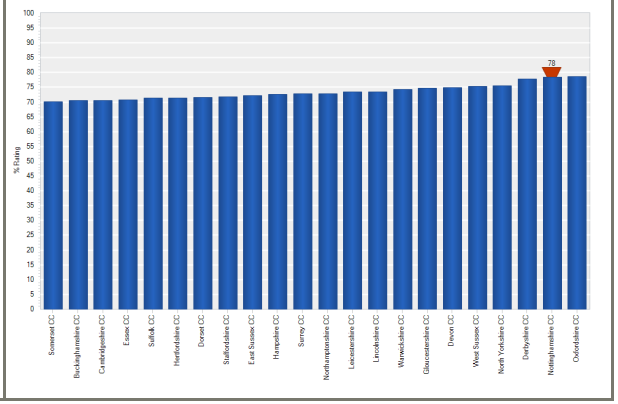
Indicator	Maximise or Minimise?	Actual and Trend	Trend Chart	Benchmarking
Satisfaction with Community Transport	Aim to Maximise	59.23%		

Indicator	Maximise or Minimise?	Actual and Trend	Trend Chart	Benchmarking
Satisfaction with Frequency of bus services	Aim to Maximise	67.41%		

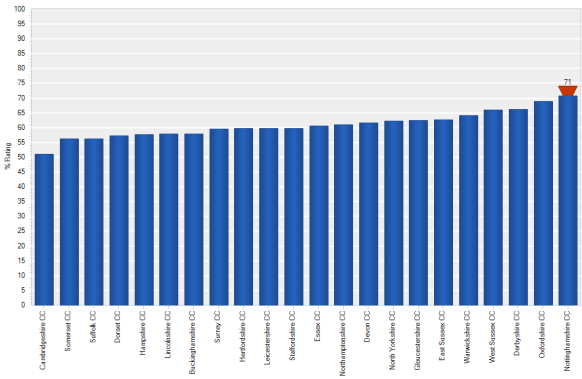
Indicator	Maximise or Minimise?	Actual and Trend	Trend Chart	Benchmarking
Satisfaction with number of bus stops	Aim to Maximise	75.76%		

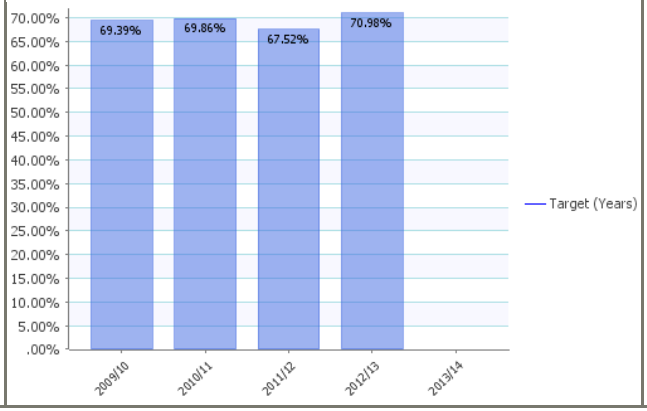
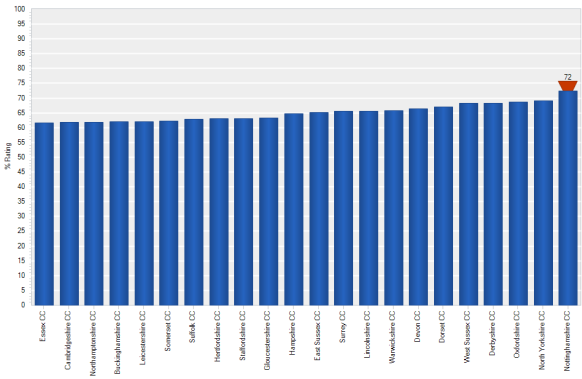
Indicator	Maximise or Minimise?	Actual and Trend	Trend Chart	Benchmarking
Satisfaction with the state of bus stops	Aim to Maximise	66.86%		

Indicator	Maximise or Minimise?	Actual and Trend	Trend Chart	Benchmarking
Satisfaction with whether buses arrive on time	Aim to Maximise	63.13%		

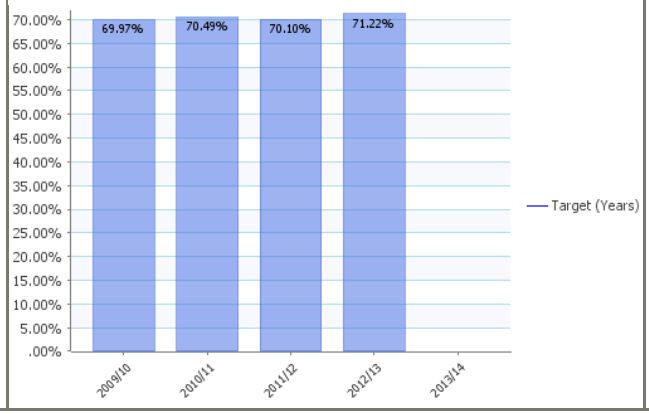
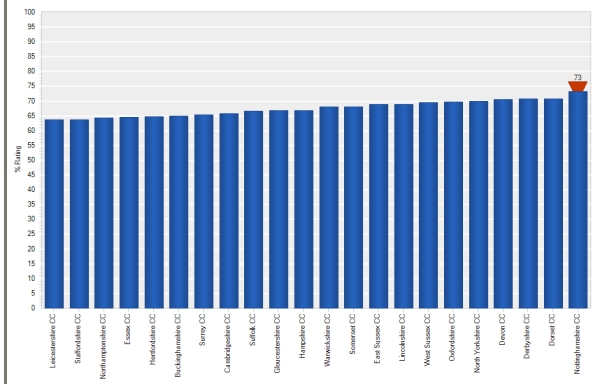
Indicator	Maximise or Minimise?	Actual and Trend	Trend Chart	Benchmarking
Satisfaction with how easy buses are to get on / off	Aim to Maximise	77.82%		

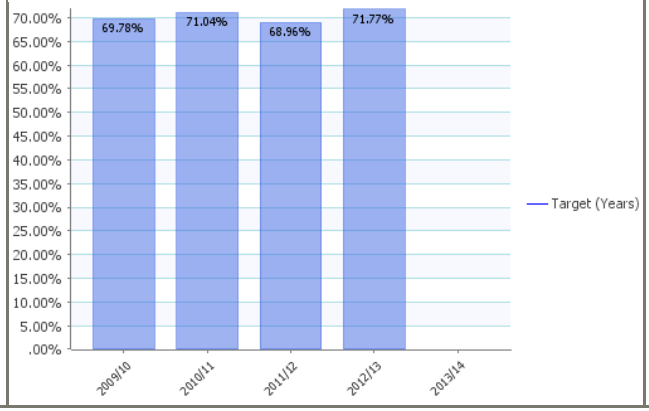
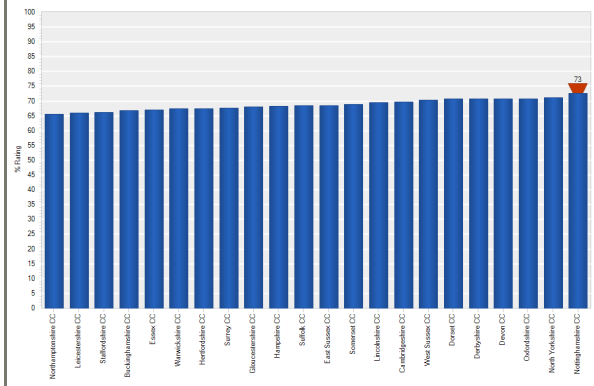
Indicator	Maximise or	Actual and Trend	Trend Chart	Benchmarking

	Minimise?			
Satisfaction with the local bus service overall	Aim to Maximise	69.98%		

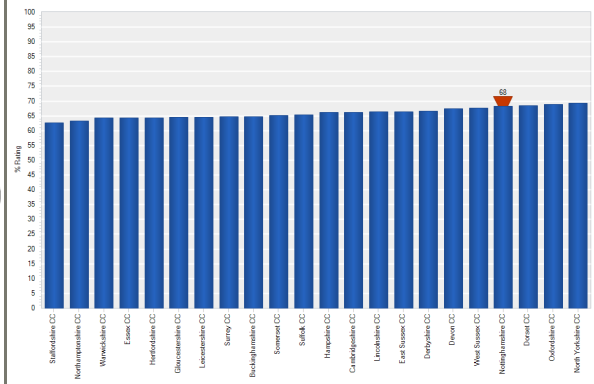
Indicator	Maximise or Minimise?	Actual and Trend	Trend Chart	Benchmarking
Satisfaction with Quality and cleanliness of buses	Aim to Maximise	70.98%		

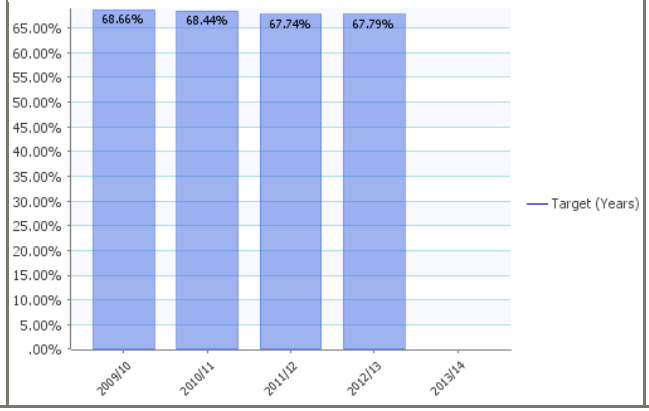
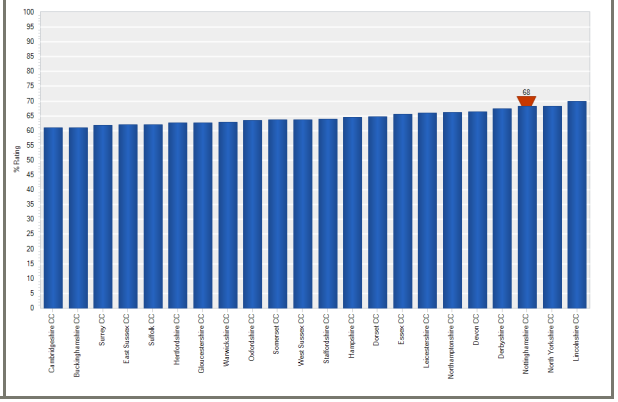
Indicator	Maximise or	Actual and Trend	Trend Chart	Benchmarking

	Minimise?			
Satisfaction with helpfulness of drivers	Aim to Maximise	71.22%		

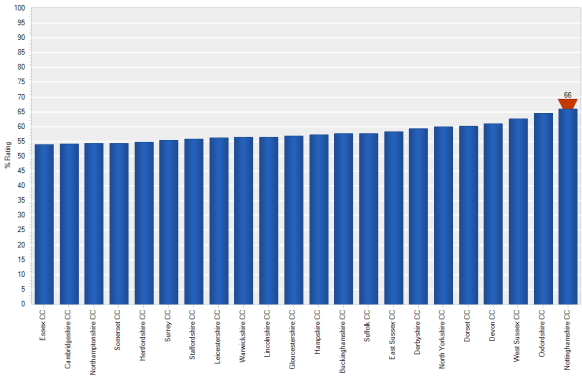
Indicator	Maximise or Minimise?	Actual and Trend	Trend Chart	Benchmarking
Satisfaction with personal safety on the bus	Aim to Maximise	71.77%		

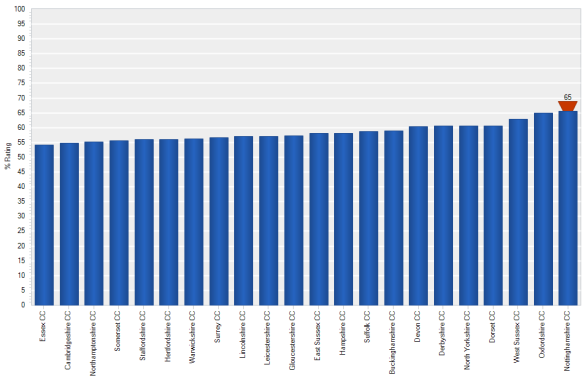
Indicator	Maximise or	Actual and Trend	Trend Chart	Benchmarking

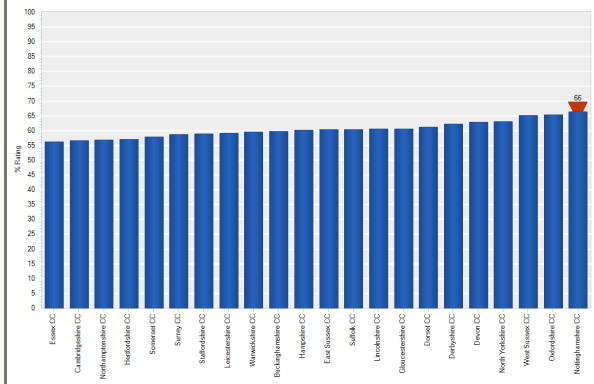
	Minimise?			
Satisfaction with personal safety while waiting at the bus stop	Aim to Maximise	66.34%		

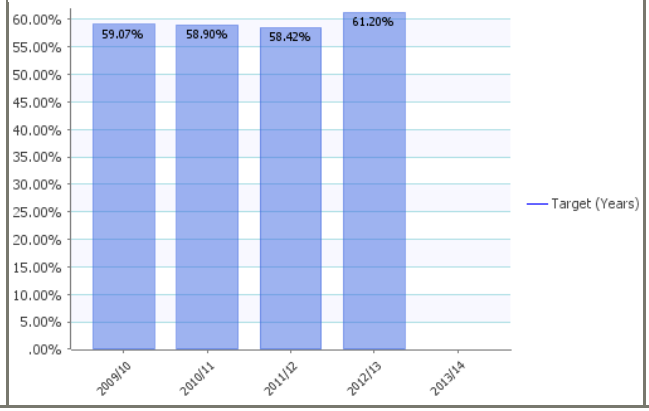
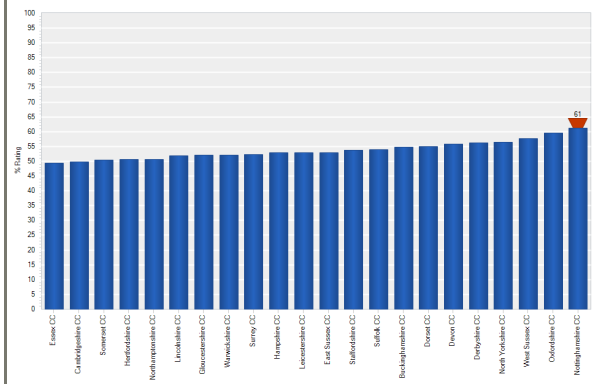
Indicator	Maximise or Minimise?	Actual and Trend	Trend Chart	Benchmarking
Satisfaction with raised kerbs at bus stops	Aim to Maximise	67.79%		

Indicator	Maximise or	Actual and Trend	Trend Chart	Benchmarking

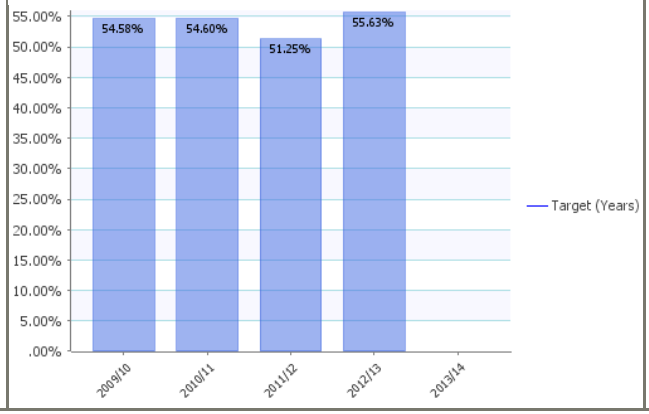
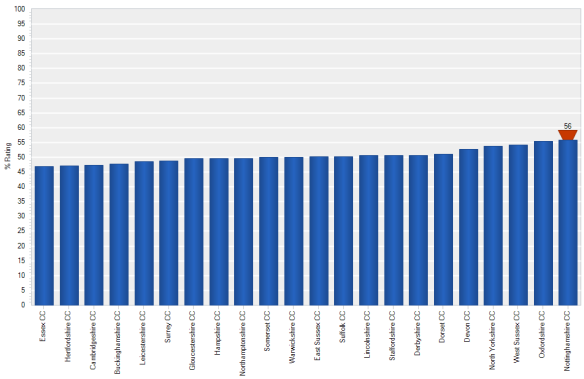
	Minimise?			
Satisfaction with the amount of information	Aim to Maximise	65.04%		

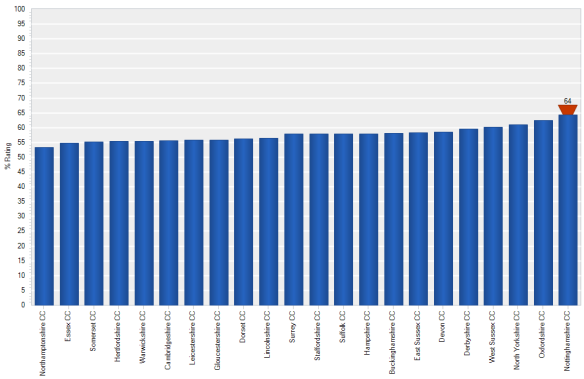
Indicator	Maximise or Minimise?	Actual and Trend	Trend Chart	Benchmarking
Satisfaction with the clarity of information	Aim to Maximise	64.60%		

Indicator	Maximise or Minimise?	Actual and Trend	Trend Chart	Benchmarking
Satisfaction with the accuracy of information	Aim to Maximise	65.71%		

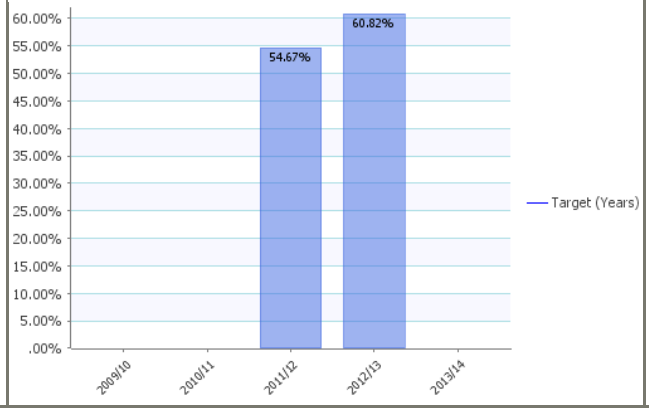
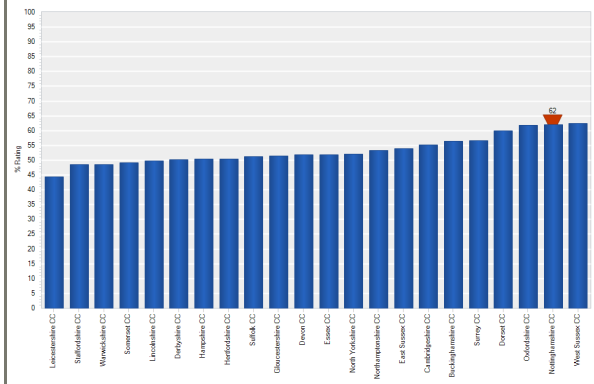
Indicator	Maximise or Minimise?	Actual and Trend	Trend Chart	Benchmarking
Satisfaction with the ease of finding the right information	Aim to Maximise	61.20%		

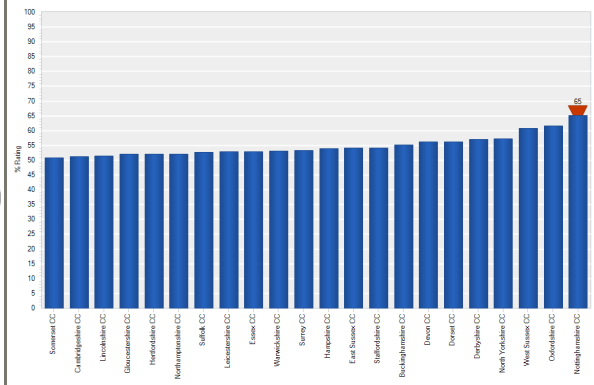
Indicator	Maximise or	Actual and Trend	Trend Chart	Benchmarking

	Minimise?			
Satisfaction with information about accessible buses	Aim to Maximise	55.63%		

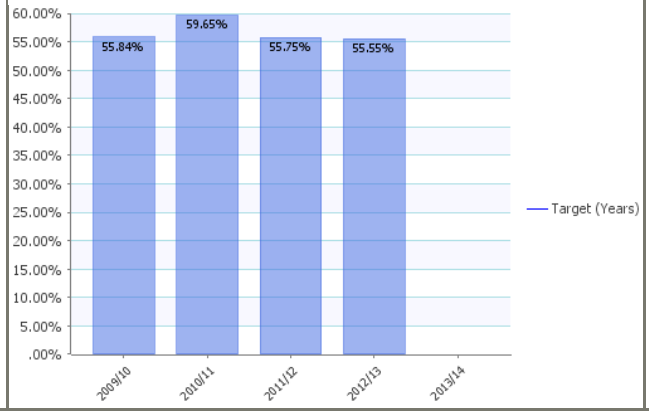
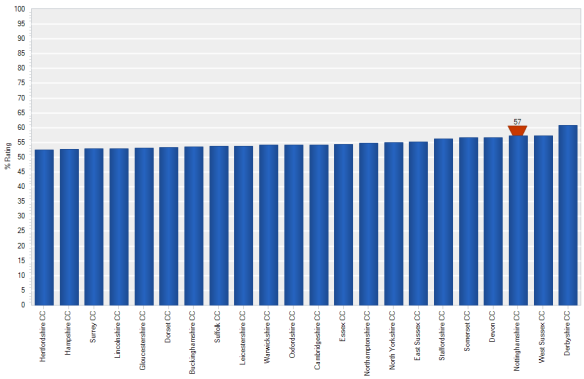
Indicator	Maximise or Minimise?	Actual and Trend	Trend Chart	Benchmarking
Satisfaction with information to help people plan journeys	Aim to Maximise	66.08%		

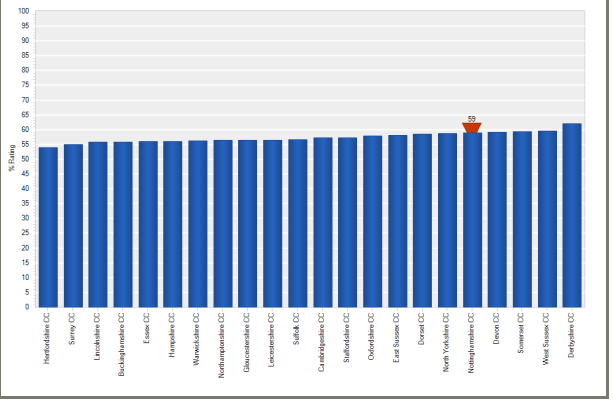
Indicator	Maximise or	Actual and Trend	Trend Chart	Benchmarking

	Minimise?			
Satisfaction with reliability of electronic display info	Aim to Maximise	60.82%		

Indicator	Maximise or Minimise?	Actual and Trend	Trend Chart	Benchmarking
Satisfaction with provision of public transport information	Aim to Maximise	64.76%		

Indicator	Maximise or	Actual and Trend	Trend Chart	Benchmarking

	Minimise?			
Satisfaction with availability of community transport	Aim to Maximise	55.55%		

Indicator	Maximise or Minimise?	Actual and Trend	Trend Chart	Benchmarking
Satisfaction with the reliability of community transport	Aim to Maximise	58.30%		

Nottinghamshire County Council

Report to Transport and Highways Committee

10 January 2013

Agenda Item:7

REPORT OF SERVICE DIRECTOR HIGHWAYS

INVESTIGATIONS INTO FLOODING IN NOTTINGHAMSHIRE IN JUNE AND JULY 2012

Purpose of the Report

1. To report on the initial results of the investigations into the flooding of properties that occurred in June and July 2012. The County Council continues to invest £500,000 a year in flood protection schemes for communities including North Wheatley and East Markham. The Council is also proactively investigating flooding incidents across the county and working with the Environment Agency on main river flooding, and Severn Trent and Anglian Water on sewer flooding. The County Council continues to provide a first response through its highways and emergency planning teams to floods to protect and assist local communities

Information and Advice

2. Under the Flood and Water Management Act 2010 the County Council is a Lead Local Flood Authority dealing with surface water flooding and flooding from ordinary watercourses. The Environment Agency are the lead authority for main river flooding. As well as major rivers like the River Trent a number of smaller watercourses are classified as main rivers and these include the Cocker Beck at Lowdham, the Woodborough Beck at Woodborough and the Crock Dumble at Burton Joyce. There was significant flooding in parts of the County in June and July 2012 and this led to the internal flooding of a number of properties. The County Council is carrying out an investigation to identify the causes of this flooding where there has been internal flooding of property under Section 19 of the Flood and Water Management Act. Internal flooding for this purpose does not include garages, cellars or outbuildings. The Section19 requirement does not make the County Council responsible for solving the flooding problems, as it simply requires the County Council to identify those risk management authorities who are best place to resolve the problem and to publish that information. Risk Management Authorities include the Environment Agency, Water Companies, Internal Drainage Boards and District Councils

3. Information on flooding has come from a number of sources including from the County Council Customer Service Centre, District Councils, Severn Trent Water, Internal Drainage Boards, Emergency Services, Parish Councils and from our own highways staff. It is still possible that there may be properties that flooded in

the County that we are not aware of, as there is sometimes reluctance from property owners to make a record that their property has been flooded.

4. This report does not identify the individual property that has been flooded, but makes reference to the area involved. In certain cases further investigation work is being carried out by a different Risk Management Authority such as the Environment Agency who is better placed to reduce flood risk at a specific location.

Areas for Investigation

5. **Cropwell Butler** - There was flooding of a number of properties in the village on Main Street/ Hardigate Road which has required a research into the route, condition and ownership of the surface water drainage system in the village. Severn Trent have also carried out a CCTV of what is currently classified as Public Surface water sewers in the village. The County Council as highway authority checked the condition of highway culverts, and has replaced the culvert under Radcliffe Road. The A46 Trunk Road improvement works drainage system connect into the surface water drains through the village, and we are investigating whether the improvement works have contributed to the problems that the village has experienced. Details of the drainage systems and their method of operation have been requested from the Highways Agency and their contractors and consultants. The County Council remains the lead authority for this ongoing investigation

6. **East Leake** - Several properties were flooded internally on St Mary's Crescent and Manor Road and this is being considered by Severn Trent who are carrying out hydraulic modelling work on their surface water sewer system. which is the main drainage system in this part of the village. Severn Trent are the Lead Authority for this Investigation

7. **Keyworth** - There was some property flooding on Nottingham Road possibly from overland flow from higher ground. Again as at East Leake, Severn Trent are modelling their surface water sewers in the village to identify any possible causes, and are the lead authority for this investigation.

8. **Bingham** – Surface water flooding occurred on Hill Drive. The owner of surface water drains on the Hill Drive estate was traced and maintenance works were carried out by their owner, a local housing association. Bingham is a good example of a town where a significant proportion of the surface water system is not adopted by any authority, and where ownership and maintenance responsibilities are confused. The County Council has led on this investigation

9. **Lowdham** - Although only one property experienced flooding this summer the flooding risk to the village remains significant. The Cocker Beck watercourse through the village is classified as a main river and flooding occurs when it overtops its banks. The Environment Agency who are responsible for the Cocker Beck are leading in determining whether any improvements to the existing flood defences are possible and achievable in financial terms.

10. **Woodborough** - Flooding in the village is caused when the Woodborough Beck breaks its banks and floods adjacent properties on Main Street. The Woodborough Beck is a main river and the responsibility of the Environment Agency through the village. They are the lead authority in this investigation.

11. **Burton Joyce** - One property was flooded adjacent to the Crock Dumble which again is a Environment Agency main river, and they are considering whether property protection is feasible at this property.

12. **Tollerton** - One property flooded in summer 2012 and again in November 2012 (3 further times) when a number of adjacent properties also flooded. Initial investigations suggest that this may be due to the watercourse which runs alongside this property, rising when it is not able to drain to high water levels in a nearby main river. Further technical advice from The Environment Agency is being sought on the main river interaction. There are also suggestions that changes to land use and the watercourse upstream may also have contributed to the problem. The County Council is leading this investigation.

13. **Car Colston** - A property was flooded in the summer 2012, but this was only reported to the local Internal Drainage Board in late November 2012 and no investigation has been carried out. The County Council will lead on this investigation.

14. The Strategic Flood Risk Management Board For Nottingham and Nottinghamshire which is Chaired By Cllr Laughton and where all Risk Management Authorities are represented, will help steer the investment of all authorities to reduce flood risk to these areas.

Conclusions

15. The purpose of the investigations is to identify those risk management authorities who are best placed to resolve flooding issues at a particular location, and to try and develop schemes in partnership to reduce flood risk to affected communities.

16. It is suggested that a further progress report is brought to this committee in 6 months to update the findings from the investigations listed together with information on schemes that are developed. The further progress report will include any further incidents that have occurred during November.

Statutory and Policy Implications

17. The investigations are legally required under the Flood and Water Management Act 2010.

18. This report has been compiled having given due regard to the Public Sector Equality Duty and after consideration of implications in respect of finance, equal opportunities, 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

It is RECOMMENDED that the Committee note the result of these initial investigations.

Andrew Warrington
Service Director Highways

For any enquiries about this report please contact:
Andy Wallace – Flood Risk Manager Tel: 0115 977 4590

Constitutional Comments

Committee has the power to decide this Recommendation. SHB. 04.12.12

Financial Comments

There are no direct financial implications arising from the contents of this report IC 11.12.12

Background Papers

None

Electoral Division(s) and Member(s) Affected

All

Nottinghamshire County Council

Report to Transport and Highways Committee

23 January 2013

Agenda Item 8

REPORT OF SERVICE DIRECTOR,HIGHWAYS

THE NOTTINGHAMSHIRE COUNTY COUNCIL (ALVERTON, ASLOCKTON, BALDERTON, COTHAM, ELTON ON THE HILL, FLAWBOROUGH, KILVINGTON, ORSTON, SHELTON, STAUNTON IN THE VALE AND THOROTON, NOTTINGHAMSHIRE) (WEIGHT RESTRICTION) EXPERIMENTAL ORDER 2012 (3176)

REVIEW OF EXPERIMENTAL ORDER

Purpose of the Report

1. To review and assess the effect and impact of the C3 Environmental Weight Restriction Experimental Order (3176) along the C3 through Orston, Alverton and Kilvington, which came into force 6th April 2012.

Background

2. The C3 route connects the A52(T) in the vicinity of Elton and Bottesford with Newark. The general nature of the road is rural, and passes through a number of small villages including Orston, Alverton and Kilvington. The route is considered to be a short-cut for vehicles requiring access to the southern end of Newark and in particular to business and industrial premises, and is therefore used by goods vehicles accessing these premises. The rural nature of the route encourages high traffic speeds and the narrowness and alignment results in significant overrunning of verges and damage by larger vehicles. The use of the route creates both noise and visual intrusion for residents of the villages and results in damage to the road infrastructure by heavy vehicles.

3. A permanent Environmental Weight Limit Order was proposed previously to alleviate the problem by ensuring that heavy goods vehicles requiring access to premises outside the immediate area of the C3 use more appropriate routes. A number of objections were received during the statutory advertising period for this permanent order relating to the likely effects of the Weight Limit on the surrounding road network and in relation to procedural anomalies during the consultation and advertising of the proposal.

4. A report was submitted to the Transport and Highways Portfolio meeting on 7th February 2012 which reported the objections received to the proposal to make a permanent order. It was resolved to develop proposals for an Experimental Weight Restriction Order and the proposal for the permanent Order was therefore withdrawn. The Experimental Order allows for a period of monitoring to be undertaken to establish precisely if movements by heavy goods vehicles are transferred onto adjacent unsuitable routes as has been suggested. Such action addresses directly the concerns raised in objections to the proposals to introduce a permanent order.

5. A further report was submitted to the Transport and Highways Portfolio meeting on 14th March 2012 which reported on the responses received to the consultation in respect of the proposed Experimental Order. The consultation included a total of 60 letters which were distributed to affected Parishes, businesses and other interested bodies between 21 February 2012 and 12 March 2012 informing of the decision and inviting them to make a written objection or comment before the end of the review period. During this period 2 responses stating objections were received.

6. The 14th March 2012 report stated that the introduction of an Experimental Order represented the most cost-effective solution to prevent HGVs travelling through the area whilst allowing a reasonable level of enforcement and monitoring without impacting on adjacent areas and routes. An experimental order is usually monitored for a period of 6 months to assess its impact during which time representations are invited from interested parties. The report recommended that the Experimental Order be made for a period of 18 months subject to review on expiry of the 6 month objection period and traffic flows, in particular HGV levels, are monitored on all affected roads and adjacent routes between the A1(T), the A52(T) and the A46(T) and reported. Following the 6 month representation period the Cabinet Member for Transport and Highways would make an evidence-based decision to make the experimental situation permanent or withdraw altogether or vary the scheme.

7. The C3 Environmental Weight Restriction Experimental Order (3176) came into force on the 6th April 2012 and the six month review period expired on 5th October 2012. A total of 60 consultation letters were distributed on 27th March to affected Parishes, businesses and other interested bodies.

Review and Assessment

8. Responses were received from seven interested parties during the period. These are available as background papers to this report but can be summarised as :

   a) Two parish councils reported an observed reduction in heavy goods vehicle traffic and supported making the Experimental Order permanent

b) Two interested parties queried the extents of the order and how it was being monitored

c) One parish stated that due to the A46 works the unsuitable for heavy goods vehicle signs had not been replaced

d) One interested party stated that maintaining access to the landfill on the C3 had increased the number of heavy goods vehicles on the roads.

e) Objections were received on 5th October and 29th October from British Gypsum. This continues from their previous objections written on 15th December 2011, 10th January 2012 and 12th March 2012 and commented on in the previous two reports.

9. The objection ('e' above) was received on behalf of one business operating outside but close to the area of restriction. The business is located as shown on the accompanying drawing and accesses its premises also as shown on the drawing. The grounds for objection and the responses are as follows*:*

a) *the Order unfairly singles out their business as it is not located on the C3*

Response – there are numerous other businesses located at the southern end of Newark that are similarly affected by the restriction

b) this Order does not meet the criteria for a TRO and should not impact on any planning permissions granted, a "page 10" of a previous document is referred to as part of the objection.

Response – this Order does not impact on the planning permissions granted to Staple Landfill site which is situated on the C3. The document referred to is an internal officer report prepared in 2010 and not subject to any Council or Committee approval. The report outlines the history of the scheme and states on page 11 that an assessment in 2009 placed the C3 3rd priority on the Environmental Weight Limit list.

c) *that Planning Condition 7 of the 12 December 2006 planning permission allows the use of the C3 for its business operations which is not on the C3 and this TRO is in conflict with this planning permission/agreement*

Response – Planning Condition 7 does not define a route, it states only that direct access to and from the site is to be via Staple Lane which is not within the restriction

d) *additional travel around the restricted area for business vehicles resulting in an increase to cost to the business of 50p per tonne which*

equates to £100,000 at full working capacity and additional journey time for vehicles accessing East Leake in Leicestershire.

Response – The proposed scheme will inevitably lead to additional travel by some vehicles, particularly those outside but close to the proposed restriction. However, this inconvenience should be considered in the light of the environmental damage and impact on the quality of life that the existing routes and villages along that route suffer. The objector states its identified alternative route between the Staple Lane site and East Leake is through Newark and south on the A46(T). This route has been examined and found to be approximately the same length as using the C3 and the A52(T). It also has a greater proportion of the route on a dual carriageway which improves the average speed of travel.

e) *It is suggested that the existing C3 route is the most appropriate and the most direct, the alternative route is Bowbridge Lane and Boundary Road which go through more dense residential areas with three schools. It is also stated that it is not possible to access the A1 at Balderton due to the constraints of the junction being unsuitable for heavy goods vehicles*

Response – as previously stated, the majority of the alternative route is using a new dual carriageway. However, it has been agreed that a number of traffic management measures will be implemented on Boundary Road to mitigate against the effects of any increased traffic along this road. These measures will include the reinstatement of coloured surfacing, the introduction of additional warning signs and if appropriate the introduction of waiting restrictions at key locations. These measures will be funded through the Local Transport Plan provision 2013/14 using a combined Integrated Transport Measures and Maintenance contribution. Additionally a condition survey will be carried out along the length of Boundary Road.

f) It is claimed that the business was not notified of the review period deadline and did not receive any correspondence regarding a deadline

Response – This business was included in the consultation on 27th March 2012. Subsequent correspondence from its legal representation has referred to the experimental order: the business was not disadvantaged even if it did not receive correspondence regarding a deadline as it has responded to the consultation.

as other businesses situated on the C3 still have access then the number of heavy goods vehicles on the C3 has not noticeably reduced and the purpose of the Experimental Order has not been met

Response – an analysis of the traffic flows is discussed below, however very few illegal heavy goods vehicle movements have been reported

g) *the C100 western feeder roads onto the C3 at Askerton Hill does not have signage warning of the C3 weight restriction*

Response – the C100 is also included within the Experimental Order, therefore there should be no signs situated at its junction with the C3 at Askerton Hill. The correct signage has been provided at all entry points to the Experimental Order and these were found to be correct when checked on 14th November 2012.

10. Before and after traffic data, including heavy goods vehicles has been collected at various points between the A46(T), A52(T) and A1(T). Surveys have been conducted in February 2012 (before), August 2012 and November 2012 (after). Automatic traffic counter loops were installed at each location for a period of one to two weeks.

11. An analysis of the results show that between February and September the northern section of the C3 (ie north of the Staple Landfill site and Farrells transport) had shown a reduction in heavy goods vehicle movements. However, the southern section of the C3 had not shown a reduction.

12. Origin and Destination traffic surveys were carried out during November 2012 to establish more precisely the specific movements across the area. These surveys, when coupled with evidence from the Lorrywatch scheme indicate that HGV movements have essentially been restricted to trips which are generated from business within the zone and very few illegal manoeuvres are taking place which was the stated aim of the scheme.

13. The surrounding villages outside the restriction recorded very low numbers of heavy goods vehicles in the before and after surveys, often averaging in the region of 10 movements in a 24 hour period. Bowbridge Lane in Newark showed a slight reduction in the number of heavy goods vehicles.

14. It is considered that making the Experimental Order permanent will ensure that heavy goods vehicle movements remain at the minimum level allowed on the C3 reducing the noise and visual intrusion experienced for residents in those villages situated along it.

Other Options Considered

15. Other options considered were:-

    a. To continue with the Experimental Order and continue monitoring traffic and heavy goods vehicle flows, with a review in a further 6 months

    b. To continue with the Experimental Order with modification and continue monitoring traffic and heavy goods vehicle flows with a review in a further 6 months.

c. To withdraw the Experimental Order and remove all the associated signage

Reasons for Recommendations

16. The Nottinghamshire Police support the proposals along with local County Councillors Sue Saddington, Martin Suthers, Stuart Wallace, Keith Girling and Keith Walker and the Parish Councils along the route. It should be noted that Cllr Wallace has raised concerns regarding traffic levels along Boundary Road as included as background papers and referred to in paragraph 9(e) Response above.

17. The recommendation to make the order permanent is made in view of the support outlined, the evidence that the adverse impact of the transference of heavy good vehicle movements onto the neighbouring road network has not occurred.

18. Making the Order permanent will continue to protect rural communities along the C3 from intrusive and extraneous journeys by HGV's whilst allowing local business within the area to continue to operate.

Statutory and Policy Implications

19. This report has been compiled having given due regard to the Public Sector Equality Duty and after consideration of implications in respect of finance, equal opportunities, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

20. The scheme is funded from the Local Transport Plan budget for 2012/13. The cost of implementing the scheme will be in the region of £12,000.

    The measures on Boundary Road, Newark will be funded through the Local Transport Plan provision 2013/14 using a combined Integrated Transport Measures and Maintenance contribution. The measures will cost approximately £40,000.

Crime and Disorder Implications

21. Nottinghamshire Police has raised no objection to the proposals.

RECOMMENDATION/S

22. It is recommended that The Nottinghamshire County Council (Alverton, Aslockton, Balderton, Cotham, Elton on the Hill, Flawborough, Kilvington, Orston, Shelton, Staunton in the Vale and Thoroton, Nottinghamshire) (Weight Restriction) Experimental Order 2012 (3176) be made permanent.

Andy Warrington
Service Director (Highways).

For any enquiries about this report please contact:
Neil Hodgson, Team Manager-Major Projects and Improvements

Constitutional Comments (SB)

23. Committee have the power to decide the Recommendation

Financial Comments (IC 07/10/12)

24. The financial implications are stated in paragraph 20 of the report.

Electoral Division and Members Affected

Bingham, Cllr Martin Suthers
Balderton, Cllr Keith Walker
Farndon & Muskham, Cllr Sue Saddington
Newark East, Cllr Stuart Wallace
Newark West, Cllr Keith Girling

Background papers

Report to Transport and Highways Portfolio 7TH February 2012

Report to Transport and Highways Portfolio. 14th March 2012

Consultation Letter dated 27th March 2012

Orston Parish Council response via letter dated 30 September 2012

Shelton Parish Council responses via e-mail dated 4 July 2012 and 11 October 2012

Member of Public response via e-mail dated 25 April 2012

Cllr Wallace letter dated 25th February 2012.

Cllr Wallace response via letter dated 18 April 2012

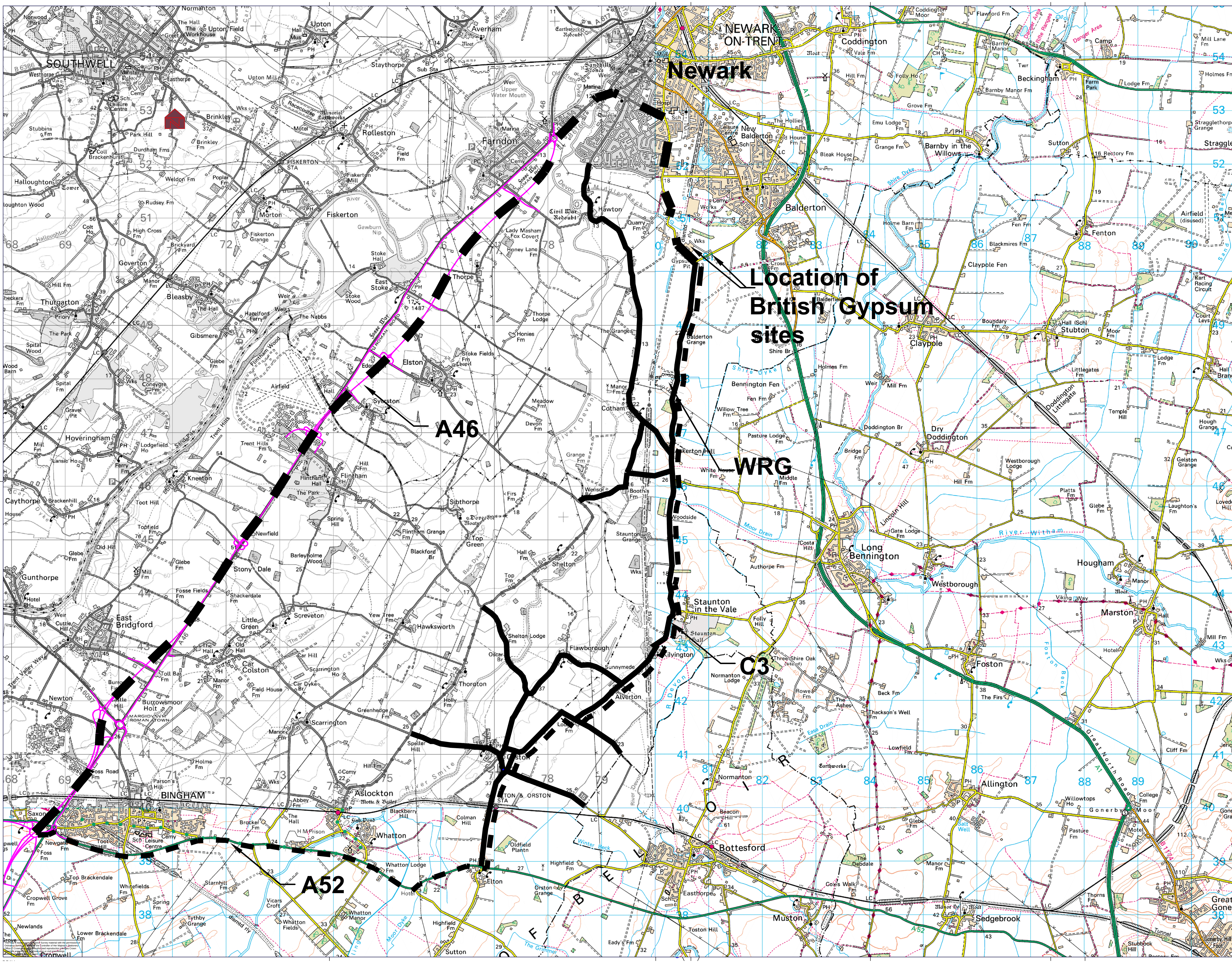
Member of Public response via e-mail dated 23 May 2012

Elston Parish Council via Karen Nurse dated 10 July 2012

British Gypsum via e-mail dated 2 October 2012

Trethowans LLP representing British Gypsum objection received via e-mail dated 5 October 2012 and 29 October 2012

Plan showing the location of British Gypsum site situated outside of the restriction



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NOTES

Route using C3 13.8 miles

Alternative route avoiding C3 13.7 miles

C3 Environmental Weight Restriction

Revision Details	By / Check	Date	Suffix

Drawing Status

Job Title
NCC
2012/2013 WEIGHT LIMIT PROGRAMME

Drawing Title
C3 ALVERTON/ KILVINGTON/ORSTON AREA EXPERIMENTAL ORDER

Scale at A1

Drawn	Approved
TF	GB

Stage 1 check	Stage 2 check	Originated	Date
			05/12/12

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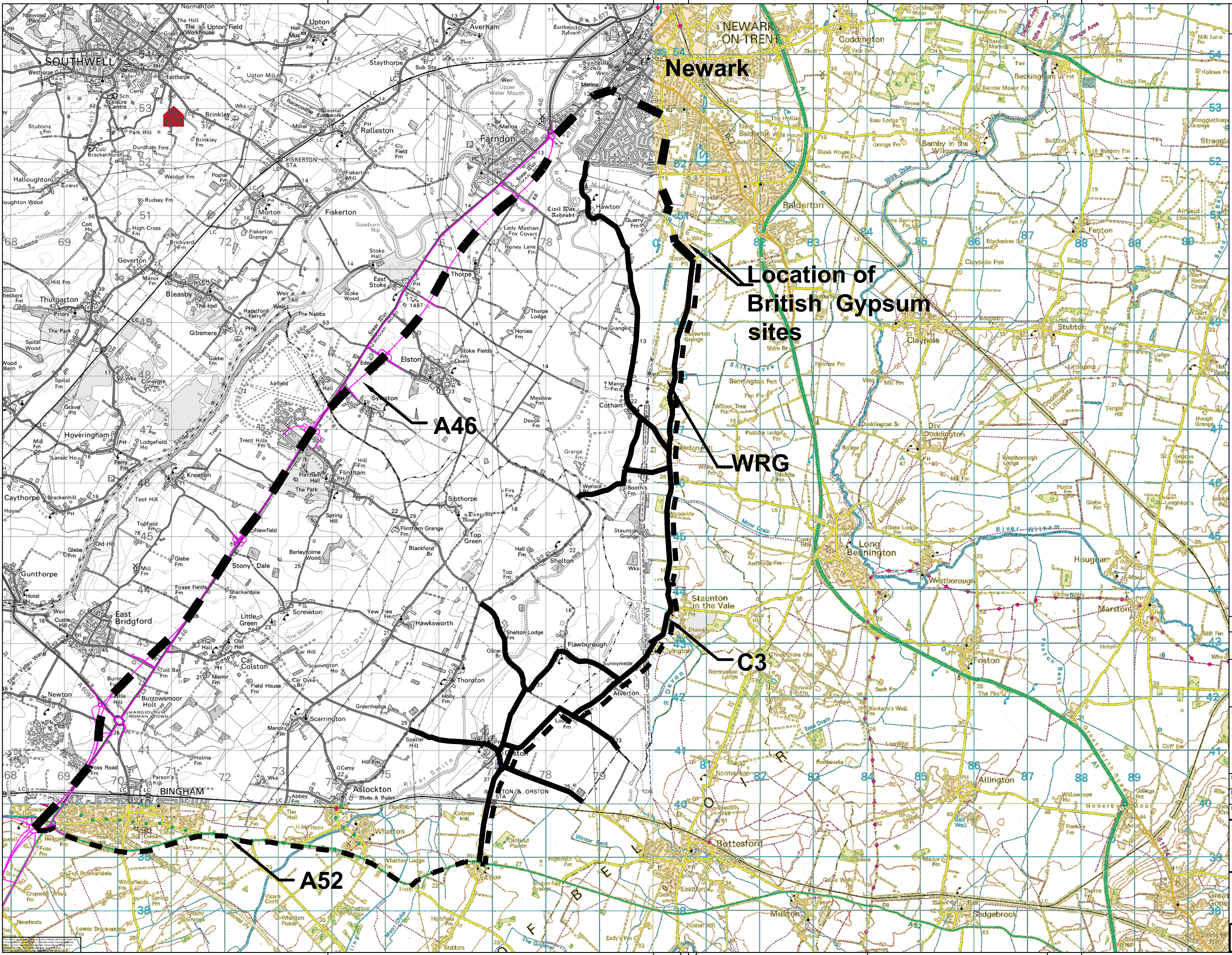
URS

Drawing Number: 47054750.NL11.3176.402
Rev



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NOTES

Route using C3 13.8 miles

Alternative route avoiding C3 13.7 miles

C3 Environmental Weight Restriction

Revision Details | By | Check | Date | Suffix

Drawing Status

Job Title

NCC
2012/2013 WEIGHT LIMIT PROGRAMME

Drawing Title

C3 ALVERTON/ KILVINGTON/ORSTON AREA
EXPERIMENTAL ORDER

Scale at A1

Drawn: TF
Approved: GB
Stage 1 check | Stage 2 check | Originated | Date 05/12/12

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Rev

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AutoCAD File Name :
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Nottinghamshire County Council

Report to Transport and Highways Committee

10 January 2013

Agenda Item:9

REPORT OF SERVICE DIRECTOR, HIGHWAYS

PROGRESS REPORT ON IMPLEMENTATION OF ENVIRONMENTAL WEIGHT RESTRICTIONS AND 'LORRY WATCH' SCHEME

Purpose of the Report

1 The County Council has reintroduced a programme of environmental weight restrictions to remove through HGV traffic from inappropriate routes, reducing damage to the County road network and improving the environment for residents in towns and villages.

2 To update on progress regarding the introduction of Environmental Weight Restrictions across the County and also update on the Lorrywatch scheme.

3 To seek approval to develop the schemes in the 2013/14 provisional programme as set out in this report including the proposals for the reclassification of the A612 and B6386 in the Southwell area.

Information and Advice

4. Members may recall that a report was presented to the July 2012 Transport and Highways Committee providing an update on the progress of the development and introduction of Environmental Weight Restrictions across the County. This report sets out those that have been introduced during 2012 and provides a programme for introduction of those more recently approved for implementation.

5. Schemes introduced during 2012.

Area	District	Date Introduced
C3 Route Alverton, Kilvington, Orston	Rushcliffe / Newark & Sherwood	Experimental Order 19/04/12
Kinoulton	Rushcliffe	22/06/12
Cotgrave	Rushcliffe	22/06/12
Plumtree	Rushcliffe	06/07/12
Awsworth	Broxtowe	13/07/12
Cromwell	Newark & Sherwood	28/09/12
Carlton on Trent	Newark & Sherwood	28/09/12

Eaton	Bassetlaw	15/10/12
B6030 Forest Road	Mansfield	16/11/12
Cauldwell Road	Mansfield	16/11/12
Town Street Bramcote	Broxtowe	28/11/12
Hickling	Rushcliffe	30/11/12

6. Schemes in Development

Area	District	Status	Implementation
Radcliffe on Trent /Shelford	Rushcliffe	Consultation concluded, legal order to be made.	2012/13
Bathley /Caunton/Norwell	Newark	Consultation underway.	2012/13
Clarborough, Smeath Lane	Bassetlaw	Consultation underway.	2012/13
Barnby in the Willows	Newark	Consultation underway	2012/13
Eastwood Mill Rd/Greenhills Rd	Broxtowe	Consultation concluded during 2012. Objections received. Merit of proposed scheme being assessed.	Further investigation required

7. Further investigation is required in respect of the Eastwood Mill Road / Greenhills Road area wide restriction which has been the subject of consultation for a Traffic Regulation Order. A number of objections have been received in respect of the proposals which it is suggested does not cover the area as expected by a number of residents. To satisfy these concerns it will be necessary to extend the restriction to include the B6010 Nottingham Road. The inclusion of such a route would not be in keeping with the usual adopted policy to include routes which can reasonably be expected to cater for a number of longer distance journeys and form a more strategic part of the road network. It is suggested that further information be collated in respect of HGV movements in the area to establish more precisely the number of trips affected by the proposed restriction.

2013/14 Programme

8. A number of proposed EWL restrictions were provisionally approved for implementation as part of the 2013/14 programme at the Transport and Highways Committee of September 2012. These schemes are detailed below, development of each has started but has yet to reach public consultation stage. In addition to those approved for implementation a number of 'reserve' schemes are also identified to be delivered should funding and capacity in the programme be available. These are also detailed in the table below.

9. 2013/14 Environmental Weight Limits

Area	**District**
Bagthorpe Jacksdale/Underwood/Westwood	Ashfield
Chesterfield Road, Huthwaite	Ashfield
Goosemoor Lane /Whitehouse's Road, Ordsall	Bassetlaw
Calverton /Woodborough /Lambley	Gedling
Drove Lane, Coddington to Winthorpe	Newark & Sherwood
Southwell Area	Newark & Sherwood
Eakring	Newark & Sherwood
Ollerton Road /Trent Lane /Kelham lane, Kelham	Newark & Sherwood
Reserve Schemes	
Albert Road /Cobwell Road, Retford	Bassetlaw
Sutton Lane, Babworth	Bassetlaw
Brackner Lane, Bilsthorpe	Newark & Sherwood
Main Street, Normanton on Soar	Rushcliffe

10. A restriction for the Southwell area has been proposed which takes into consideration the significant heritage and conservation value of the town and its importance to Nottinghamshire. Roads and footways within the town are very narrow which when combined with high traffic levels (including HGV trips) and very significant pedestrian activity have a detrimental impact upon the town's environment. Proposals for this restriction will be developed in the new calendar year following which consultation with key partners will commence. In order to fully implement this proposal the A612 Lowdham to Kelham and B6386 Oxton to Southwell will be reclassified to C class roads. This is needed as A and B class roads are reasonably assumed available for HGV traffic.

11. During 2012 refinements have been made to the statutory order making process in an attempt to shorten the length of time required to make and implement an order once approved for funding. As a result, the average time to deliver a scheme has reduced in the vast majority of instances; unfortunately on occasion the process remains a lengthy one especially when local objections are received in respect of the proposals.

12. It is expected that by the close of 2012/13 all schemes scheduled for delivery will be completed. This will have achieved the aim of clearing the backlog of schemes which had developed.

Update on Lorrywatch activity 1st July 2012 - 30th November 2012.

13. This is managed by NCC officers based in Trading Standards with an annual funding contribution of £50,000 being made from the highways revenue budget. The scheme is operated in an attempt to establish compliance with Environmental Weight Restrictions that are introduced. This is achieved through a combination of enforcement and education in partnership with a local organisation such as a Parish Council. The partnership approach is paramount to the success of the scheme and without it the scheme has little chance of a sustained impact. Local people are offered guidance on how to identify heavy goods vehicles and specifically those in contravention of the traffic order.

Enforcement Exercises

14. Twenty six enforcement days have been carried out across the County within the period July to November 2012. Enforcement continues to be targeted at Community Lorry Watch (CLW) Areas, new restrictions and those areas which intelligence suggests are being breached. Overall trading standards have seen a reduction in the number of vehicles recorded during enforcement days where a CLW has been put in place.

Action taken	Jul-Sept	Oct-Nov
Enforcement Days Conducted	13	13
No. of overweight vehicles recorded	107	86
No. found to have a legitimate reason	92	56
No. warned	13	8
No still under investigation	2	22
No. awaiting determination of weight	0	10

No repeat offenders were recorded between July-November at any location.

Community Lorry Watch (CLW)

15. There has also been a drop in the number of Lorry Watch Reports in most areas:

CLW	Reports Jul-Sept	Reports Oct-Nov
Papplewick	4	1
Coddington	0	1
Cropwell Bishop	4	0
Langar cum Barnstone	4	0

Larkfield Road, Nuthall	14 but none over 7.5T	0
Longdale Lane, Ravenshead	0	0

16. All CLWs are contacted at least on a quarterly basis to notify each of the current activity in their area and to request feedback as to whether the reports received reflect the level of compliance in their area.

17. All reports are recorded and analysed. The data is used to plan future enforcement and where a vehicle is found to be over the weight limit for the area in which it was observed the registered keeper will receive an advisory letter. These letters make the registered keeper aware that there is a CLW in that area and that their vehicle was spotted by an observer (identity not revealed). It is requested that they make all of their drivers aware that the restriction may only be used for legitimate uses.

Activities in areas with New Restrictions for 2012/13

18. Netherton Road, Worksop - Two enforcement days have been conducted with seven legitimate vehicles recorded and three drivers warned

19. C3 (experimental) - Three separate enforcement days have been conducted. Whilst a large number of vehicles have been recorded they are in general visiting the landfill site within the restriction or are based within the restrictions themselves. So far only one driver has required a warning and a further three are currently under investigation. Whilst the local parish councils have been approached, none have requested further contact regarding CLW.

20. Cotgrave and Tollerton, Kinoulton, Keyworth and Plumtree - Once the signs were in place for these three restrictions Trading Standards were involved in surveying the area to assess the effective of the signs and this included contact from residents. As a result of our recommendations, additional signs have been put in place and feedback from the residents suggests that this has had an effect in reducing the number of breaches. Tollerton Parish Council has recently become the latest CLW area. To date nineteen reports have been received from the local residents.

21. Cromwell, Carlton-on-Trent and North Muskham - Trading Standards Officers visited both Carlton-on-Trent and Cromwell residents to discuss the new weight restriction and CLW. Due to the number of vehicles using Cromwell there has been significant contact with the local residents and a CLW is imminent. A total of 99 reports have been received since the restriction came into force. Each overweight vehicle reported was sent a letter to the registered keeper notifying them of the new restriction and requesting that all drivers were made aware they could no longer drive through the village after laying over on the nearby verge. This was followed up by three enforcement days during which time four vehicles were observed breaching the restriction. All four drivers have received a warning.

Residents have reported that whilst the situation here has improved they still witness a number of vehicles in the village and so alternative methods are being explored to resolve the problem.

22. Bramcote -An officer attended a Bramcote Community Action Team meeting to discuss the new restriction. CLW was also featured and activities are likely in this area in the future.

23. Proposals for January - March 2013
    - Continue targeted enforcement days
    - Survey and conduct enforcement at newly enacted weight restriction orders
    - Maintain contact with CLWs
    - Continue to explore alternative methods of enforcement

Statutory and Policy Implications

24. This report has been compiled having given due regard to the Public Sector Equality
    Duty and after consideration of implications in respect of finance, equal opportunities, 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

25. To note the report

26. To approve the development of the schemes in the provisional 2013/14 programme including the reclassification of the A612 and B6386 in the Southwell area.

Andrew Warrington
Service Director Highways

For any enquiries about this report please contact:

Neil Hodgson, Team Manager (Major Projects and Improvements)
0115 9772720

Constitutional Comments (SHB 17/12/12)

The Committee has authority to approve the recommendation

Financial Comments (IC 17/12/12)

The cost of the scheme development will be within the approved highway capital programme.

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.

Nottinghamshire County Council

Report to Transport and Highways Committee

10th January 2012

Agenda Item:10

REPORT OF SERVICE DIRECTOR, HIGHWAYS

PRIORSWELL ROAD, WORKSOP TRAFFIC CALMING, JUNCTION IMPROVEMENTS AND CENTRE LINE CONSIDERATION OF OBJECTIONS

Purpose of the Report

1. To consider the objections received in respect of the above traffic calming in the form of speed cushions; junction improvements and the provision of a centre line proposed for Priorswell Road, Worksop.

Information and Advice

2. As part of the 2012/13 Local Transport Plan programme of integrated transport measures, a traffic calming scheme was proposed for Priorswell Road in the vicinity of Canch Park to reduce vehicle speeds to enable pedestrians to cross the road safely including an uncontrolled pedestrian crossing in the form of dropped kerbs. To offer some early benefit for pedestrians to cross between the car park and Canch Park the dropped kerbs have been installed ahead of the traffic calming.

3. Speed surveys undertaken in May 2012 identified that the 85th percentile speed of vehicles were 28.3mph south west bound; 28.7mph north east bound. The highest traffic flows occur during the late afternoon/early evening period and observed pedestrian flow identified significant numbers of children/parents utilising the park.

4. A number of vehicle related accidents have also occurred along Priorswell Road, particularly at the junctions with Memorial Avenue and Canal Road. Therefore the provision of aligned give way markings at these junctions and a centre line from the junction with Cheapside to Kilton Road junction were also included in the scheme design.

5. Letters were sent to the statutory consultees along Priorswell Road in October 2012, with notices being erected on site. During the consultation period, two objections were received, which contained common issues relating to the impact on the conservation of the area. Details of the points raised are summarised below.

   Objection
   These proposals affect the setting of grade I and grade II designated heritage assets and fall within a designated conservation area. Traffic calming in this

location is discouraged due to the impact on the designated heritage in the immediate vicinity.

Response
It is accepted that the proposed location for traffic calming is in a conservation area. The type of traffic calming to be implemented is grey concrete pre-cast speed cushions to complement the existing carriageway surfacing and minimise the effect on the surrounding area. The presence of traffic calming in this area will assist in reducing the speed of vehicles and improve safety for pedestrians.

Objection
Traffic calming in this area is not supported due to the detrimental impact on the setting of the Priory and appearance of the conservation area. The provision of a centre white line is not considered to be sympathetic to the area.

Response
It is accepted that the proposed location for the scheme is in a conservation area. The type of traffic calming to be implemented is grey concrete pre-cast speed cushions to complement the existing carriageway surfacing and minimise the effect on the surrounding area. The presence of traffic calming in this area will assist in reducing the speed of vehicles and improve safety for pedestrians. The provision of a centre line will help ensure vehicles are on the correct side of the road when undertaking turning manoeuvres at junctions and help vehicles to traverse the speed cushions correctly.

Other Options Considered

6. A zebra crossing in this location was considered and determined to be unfeasible due to issues caused by the wall on the eastern side of the road which reduces visibility when crossing from the car park side of the road. A zebra crossing would also be more intrusive on the conservation area than the proposed traffic calming, junction improvements and centre line scheme.

7. The provision of build-outs in this location was considered and determined to be unfeasible as the existing carriageway width is 6.4m and build-outs would narrow the carriageway even further.

8. The proposals are considered the most appropriate to ensure the physical scheme is successful in reducing the vehicle speeds to enable pedestrians to cross the road safely and reduce the number of vehicle related accidents.

Reasons for Recommendations

9. The recommendation is made as it is considered that the benefits of the scheme address concerns which have been expressed locally regarding the safety of road users. The local County Councillor Kevin Greaves supports the proposals.

Statutory and Policy Implications

10. This report has been compiled having given due regard to the Public Sector Equality Duty and after consideration of implications in respect of finance, equal opportunities, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

Financial Implications

12. The scheme, including physical measures will cost in the region of £30,000 and is being funded through the Local Transport Plan integrated transport measures block for 2012/13.

Crime and Disorder Implications

13. Nottinghamshire Police has raised no objections to the proposals.

RECOMMENDATION/S

It is recommended that:

The Nottinghamshire County Council Priorswell Road, Worksop - traffic calming, junction improvements and centre line scheme is implemented as advertised and the objectors advised accordingly.

Andrew Warrington
Service Director (Highways)

For any enquiries about this report please contact:

Jenny Hawkes - Accessibility and Travel Planning Officer (Transport Plans and Programmes Team) Tel: 0115 9774523

Constitutional Comments

14. Committee have power to decide the Recommendation. [SHB - 30.11.12]

Financial Comments

15. The financial implications are as contained in paragraph 12 of this report [IC - 03.12.12]

Background Papers
Feasibility reports
2012/13 programme of integrated transport measures

Electoral Division(s) and Member(s) Affected

Councillor Kevin Greaves - Worksop

Nottinghamshire County Council

Report to Transport and Highways Committee

10th January 2013

Agenda Item:11

REPORT OF SERVICE DIRECTOR HIGHWAYS

STREET LIGHTING ENERGY SAVING – UPDATE

Purpose of the Report

1. The County Council spends just over £4M each year on energy for street lighting, (lit) road signs, bollards and traffic signals, this makes up 15% of the total highway revenue budget. With energy prices continuing to rise the Council is continuing to implement a programme of street lighting energy saving measures to control this cost. The measures include part-night lighting in appropriate residential areas, dimming or switching off street lighting where appropriate on main roads (dimming is not usually a viable option for lower power street lights in residential areas) and is also undertaking trials with LED (low energy) lanterns where street lighting columns are due for replacement. The project is expected to save approx. £500,000 per annum in energy savings once complete.

2. The purpose of this report is to provide an update on the street lighting energy saving project and seek approval for the revised programme, principles of scheme development, and procedures for requests for alterations to schemes.

Background

3. At Cabinet on 8th Sept 2010 a programme of street lighting measures was agreed to achieve significant energy, carbon dioxide (CO2) and cost savings. The measures comprised switching off, dimming and part-night lighting.

4. The programme was launched in October 2010 and part-night lighting and switch off has been implemented initially in Rushcliffe and Bassetlaw. A key part of the approach has been to consult widely on specific proposals and have flexibility in the Authority's approach to ensure community concerns are taken into account before any changes are made on the ground. This has worked well, with responses from Parish Councils and other interested parties being fully considered during the consultation phase.

Scheme Principles

5. Following experience gained through implementing the schemes light will be retained along late night bus routes and high risk flood areas. Attached at Appendix A are the principles used in developing schemes with these

amendments for consultation with local communities.

Scheme Reviews

6. More recently community feedback, including petitions and questionnaires have been received from a number of areas expressing concern around rising crime rates and safety on the highway. It is considered prudent therefore to complete the post implementation reviews and to re-profile the programme accordingly. At the same time delivery of the dimming programme will be progressed more quickly as this will return savings without the need for detailed consultation.

7. 12 month crime and accident data is now available for the earliest schemes implemented and these are shown in Appendix B with the proposed actions

8. In the future it is proposed that if a request is received via the Parish Council/County Councillor, the 6 month review results will be referred to. If this shows no significant increase in crime/accident data then no changes will take place at that time and monitoring will continue. When the 12 month review data is available this will be looked at again and an assessment made. (Appendix C)

9. It is further proposed that any areas where there has been an increase in night time crime or accident data and to ensure that this can be dealt with at the earliest opportunity, consultation will take place with the local County Councillor to determine an appropriate response to be implemented immediately.

10. In order to deal with individual issues quickly and efficiently alterations of 5 columns or fewer will continue to be considered as operational decisions by officers.

Programme Update

11. An updated programme November 2012 – March 2013 is shown at Appendix D.

LED Trials

12. Light-Emmiting Diode (LED) in recent years has become an increasingly economically viable alternative to traditional street lighting as the initial costs have come down substantially, particularly when installed on columns due for replacement. With advances in technology and more and more suppliers on the market prices are now more competitive than ever. LED offer whiter, brighter light which is more directional and once installed is estimated to reduce street light energy consumption by some 40 per cent. LED have a

longer life-span which has the added benefit of less on-going maintenance costs.

As there are now so many suppliers on the market representatives from the street lighting team have met with some of the more reputable companies to establish trials of LED on residential roads in Nottingham.

Four companies will be trialled as follows:

- Patrick Road, West Bridgford – Phillips
- Freda Road, Carlton – Urbis
- Deep Furrows, Carlton – Advanced LED
- Harris Road, Chilwell – LED Roadway Lighting

All the trial schemes have been designed to meet British Standards.

The trials will determine:

- views of local residents on the different quality of light through use of questionnaires.
- Information to determine future specification of LED for Nottinghamshire street lighting;
- Increased detail for future design of LED street lighting schemes;
- future maintenance requirements;

A record of any maintenance works will also be kept to monitor performance between the different suppliers. LED will be introduced into the future street lighting capital column replacement schemes taking account of the outcome of the trials procured through the new highways contract.

Patrick Road is the first scheme to be implemented and works should commence shortly, the local members are aware and will be kept informed through-out the process.

Benefits for Sustainability and the Environment

13. The County Council is committed to reducing CO2 where possible through the delivery of its services. The Carbon Reduction Energy Efficiency Scheme (CRCEES) is proposed to be implemented in 2014 and large authorities will be penalised for the amount of CO2 used. Part night lighting, dimming and the use of alternative light sources will result is a reduction in CO2 and subsequent penalties. It is proposed that County Councils who show that they are reducing CO2 may have the opportunity to bid for alternative funding for energy reduction schemes in the future.

Financial Implications

14. No direct financial implications arising from the content of this report

Statutory and Policy Implications

15. This report has been compiled after consideration of implications in the Public Sector Equality Duty and in respect of finance, equal opportunities, 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.

RECOMMENDATIONS

16. It is recommended that Committee:

a) Notes the content of this report
b) Approves the principles for scheme development at Appendix A
c) Approves the proposed actions in Appendix B
d) Approves the process for scheme review at Appendix C
e) Approves the revised programme at Appendix D

Andrew Warrington
Service Director Highways

For any enquiries about this report please contact:
Gary Wood – Group Manager Transport Policy and Programmes

Constitutional Comments

Committee have power to decide the Recommendation.SHB.05.12.12.

Background Papers

Cabinet Report 8th Septemeber 2010 – Street Lighting Energy and Cost Saving

Electoral Division(s) and Member(s) Affected

All

Appendix A

Street Lighting Energy Saving Principles for Scheme Development

Part-night operation of street lighting

A programme of part-night lighting is being implemented in residential areas between the hours of midnight – 05.30am (GMT)

However retention of all night operating may be considered on:

- Main traffic routes (dimming may be introduced if appropriate)
- Locations with a significant night-time road traffic accident record
- Areas with above-average record of crime
- Areas provided with CCTV local authority/police surveillance equipment
- Areas with sheltered housing and other residences accommodating vulnerable people
- Areas with 24hr operational emergency services sites including hospitals
- Pedestrian crossings, subways, enclosed footpaths and alleyways
- Where there are potential hazards on the highway (roundabouts, central carriageway islands, build-outs, speed humps, etc.)
- Bus stop on late night bus routes
- High risk flood areas

Dimming of street lighting

For main road where the street lights are 150w or above dimming will be considered between the hours of 22.00 – 07.00am. As the impact of dimming is minimal these schemes will be implemented without public consultation.

Consideration will be given to the following on a case by case basis:

- Locations with a significant night-time road traffic injury accident record
- Areas with above average record of crime

However, full power lighting may be retained at:

- Areas provided with CCTV local authority/police surveillance equipment
- Areas with sheltered housing and other residences accommodating vulnerable people
- Areas with 24hr operational emergency services sites including hospitals

<u>Switching off</u> of street lighting

For rural roads with little or no development fronting the highway the permanent switching off of street lighting will be considered. However street lighting may be retained:

- Where there is likely to be a significant increase in road traffic injury accidents. (for example, where street lighting has been introduced as part of a highway safety or speed management scheme)

- Where there are features on the highway (roundabouts, central carriageway islands, junctions, build-outs, speed humps, etc.)

In these locations if the lights are 150W or above, they may still be considered for dimming or part night lighting.

Appendix B

Part Night Energy Saving Scheme
Completed 12 months Crime & Accident Reviews

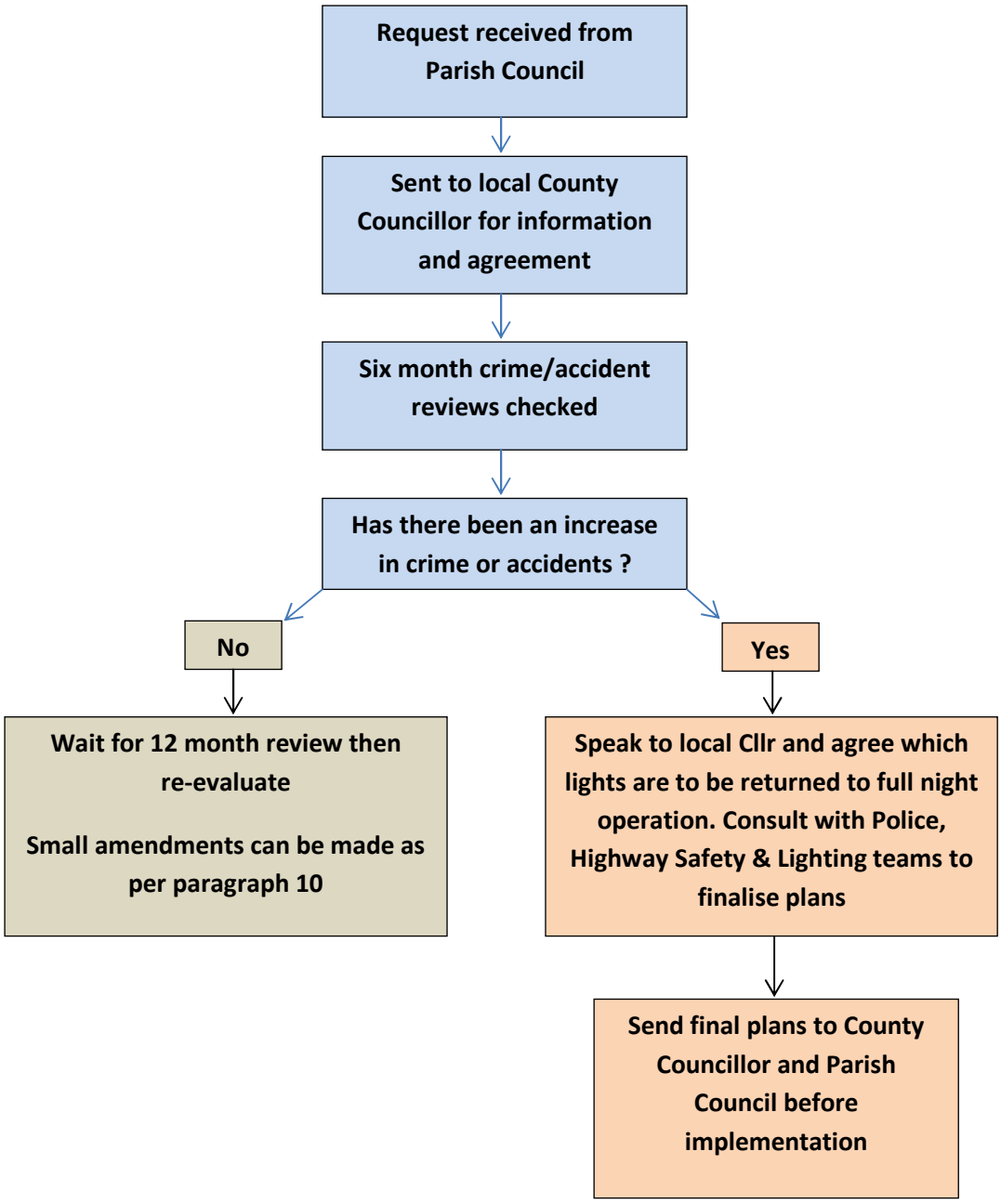
District	*Electoral Division*	*Parish/Town*	*Works complete*	*Action*
Rushcliffe	Bingham	Scarrington (pilot parish)	31/03/2011	GREEN
Rushcliffe	Radcliffe on Trent	Flintham (pilot parish)	31/03/2011	GREEN
Bassetlaw	Tuxford	East Markham (pilot parish)	31/03/2011	GREEN
Newark	Southwell & Caunton	Hockerton (pilot parish)	31/03/2011	GREEN
Rushcliffe	Bingham	Flawborough	06/05/2011	GREEN
Rushcliffe	Bingham	Granby cum Sutton	06/05/2011	GREEN
Rushcliffe	Bingham	Hawksworth	06/05/2011	GREEN
Rushcliffe	Bingham	Orston	06/05/2011	GREEN
Rushcliffe	Bingham	Shelton	06/05/2011	GREEN
Rushcliffe	Bingham	Sibthorpe	06/05/2011	GREEN
Rushcliffe	Bingham	Thoroton	06/05/2011	GREEN
Rushcliffe	Bingham	Whatton in the Vale	06/05/2011	GREEN
Rushcliffe	Bingham	Bingham	15/06/2011	GREEN
Rushcliffe	Bingham	Aslockton	28/06/2011	GREEN
Bassetlaw	Misterton	Clarborough and Welham	04/08/2011	GREEN
Bassetlaw	Misterton	Clayworth	11/08/2011	GREEN
Bassetlaw	Misterton	Hayton	11/08/2011	GREEN
Bassetlaw	Misterton	Scaftworth	12/08/2011	GREEN
Bassetlaw	Misterton	Wiseton	12/08/2011	GREEN
Bassetlaw	Misterton	Mattersey	18/08/2011	GREEN
Bassetlaw	Misterton	Misson	18/08/2011	GREEN
Bassetlaw	Misterton	Gringley on the Hill	22/08/2011	GREEN
Bassetlaw	Misterton	Sutton cum Lound	25/08/2011	GREEN
Bassetlaw	Misterton	Everton	05/09/2011	GREEN
Bassetlaw	Misterton	West Stockwith	05/09/2011	GREEN
Bassetlaw	Misterton	Walkeringham	10/09/2011	GREEN
Bassetlaw	Misterton	Lound	20/09/2011	GREEN
Bassetlaw	Misterton	Babworth	21/09/2011	RED
Bassetlaw	Misterton	Misterton	29/09/2011	GREEN
Bassetlaw	Misterton	Beckingham cum Saundby	24/11/2011	GREEN
Bassetlaw	Blyth & Harworth	Blyth	29/11/2011	RED
Bassetlaw	Blyth & Harworth	Harworth & Bircotes	30/11/2011	GREEN

RED	***12 month review complete, further investigation/amendments proposed***
GREEN	***12 month review complete, no increase in crime therefore no action proposed***

Appendix C

Street Lighting Energy Saving

Lighting Adjustment Requests



Appendix D

Part-Night Lighting - Revised Programme January 2013

Electoral Division	Parish/Town		County-wide Dimming	Implementation
Newark	Farnsfield & Lowdham	Bleasby	Dec-12	Feb-13
Newark	Farnsfield & Lowdham	Bulcote		
Newark	Farnsfield & Lowdham	Caythorpe		
Newark	Farnsfield & Lowdham	Eakring		
Newark	Farnsfield & Lowdham	Edingley		
Newark	Farnsfield & Lowdham	Epperstone		
Newark	Farnsfield & Lowdham	Woodborough		
Newark	Farnsfield & Lowdham	Farnsfield		
Newark	Farnsfield & Lowdham	Gonalston (no PC)		
Newark	Farnsfield & Lowdham	Gunthorpe		
Newark	Farnsfield & Lowdham	Halam		
Newark	Farnsfield & Lowdham	Hoveringham		
Newark	Farnsfield & Lowdham	Kirklington		
Newark	Farnsfield & Lowdham	Lowdham		
Newark	Farnsfield & Lowdham	Oxton		
Newark	Farnsfield & Lowdham	Thurgarton		
Newark	Blidworth	Rainworth		Jul-13
Newark	Blidworth	Lindhurst (no PC)		
Newark	Blidworth	Blidworth		
Newark	Rufford	Bilsthorpe		Sep-13
Newark	Rufford	Clipstone (also Kings Clipstone)		
Newark	Rufford	Edwinstowe		
Newark	Rufford	Rufford		
Newark	Ollerton	Kirton		
Newark	Ollerton	Ollerton and Boughton		
Newark	Ollerton	Perlethorpe cum Budby		
Newark	Ollerton	Walesby		
Newark	Southwell & Caunton	Carlton on Trent		Oct-13
Newark	Southwell & Caunton	Caunton		
Newark	Southwell & Caunton	Cromwell		
Newark	Southwell & Caunton	Egmanton		
Newark	Southwell & Caunton	Grassthorpe (no PC)		
Newark	Southwell & Caunton	Halloughton		
Newark	Southwell & Caunton	Hockerton		
Newark	Southwell & Caunton	Kneesall, Kersall & Ompton		
Newark	Southwell & Caunton	Laxton and Moorhouse		
Newark	Southwell & Caunton	Maplebeck		
Newark	Southwell & Caunton	Norwell		
Newark	Southwell & Caunton	Ossington		
Newark	Southwell & Caunton	Southwell		
Newark	Southwell & Caunton	Sutton on Trent		
Newark	Southwell & Caunton	Upton		
Newark	Southwell & Caunton	Wellow		
Newark	Southwell & Caunton	Weston		
Newark	Southwell & Caunton	Winkburn		
Newark	Collingham	Barnby in the Willows		Dec-13
Newark	Collingham	Besthorpe		
Newark	Collingham	Coddington		
Newark	Collingham	Collingham		
Newark	Collingham	Girton and Meering		
Newark	Collingham	Harby		
Newark	Collingham	Holme		
Newark	Collingham	North Clifton		
Newark	Collingham	South Clifton		
Newark	Collingham	South Scarle		
Newark	Collingham	Spalford		

Newark	Collingham	Thorney		Dec-13
Newark	Collingham	Wigsley		
Newark	Collingham	Winthorpe with Langford		
Newark	Farndon & Muskham	Alverton and Kilvington	Dec-12	Jan-14
Newark	Farndon & Muskham	Averham, Kelham and Staythorpe		
Newark	Farndon & Muskham	Bathley		
Newark	Farndon & Muskham	Cotham		
Newark	Farndon & Muskham	East Stoke with Thorpe		
Newark	Farndon & Muskham	Elston		
Newark	Farndon & Muskham	Farndon		
Newark	Farndon & Muskham	Fernwood (note 2)		
Newark	Farndon & Muskham	Fiskerton cum Morton		
Newark	Farndon & Muskham	Hawton		
Newark	Farndon & Muskham	North Muskham		
Newark	Farndon & Muskham	Rolleston		
Newark	Farndon & Muskham	South Muskham/Little Carlton		
Newark	Farndon & Muskham	Staunton		
Newark	Farndon & Muskham	Syerston		
Newark	Balderton	Balderton	Mar-13	Apr-14
Newark	Coddington	Newark		
Newark	Newark East	Newark		
Newark	Newark West	Newark		
Gedling	Newstead	Bestwood St Albans (note 4)		Jun-13
Gedling	Newstead	Linby		
Gedling	Newstead	Newstead		
Gedling	Newstead	Papplewick		
Gedling	Newstead	Ravenshead		
Gedling	Calverton	Calverton		Aug-13
Gedling	Calverton	Lambley		
Gedling	Calverton	Woodborough		
Gedling	Arnold N and Arnold S	Arnold (no TC)		Feb-14
Gedling	Arnold N and Arnold S	Daybrook (no PC)		
Gedling	Arnold N and Arnold S	Mapperley (no PC)		
Gedling	Arnold N and Arnold S	Redhill (no PC)		
Gedling	Arnold N and Arnold S	Woodthorpe (no PC)		
Gedling	Carlton E and Carlton W	Burton Joyce		May-14
Gedling	Carlton E and Carlton W	Colwick		
Gedling	Carlton E and Carlton W	Netherfield (no PC)		
Gedling	Carlton E and Carlton W	Stoke Bardolph		
Gedling	Carlton E and Carlton W	Gedling (no PC)		
Gedling	Carlton E and Carlton W	Bakersfield (no PC)		
Gedling	Carlton E and Carlton W	Carlton (no TC or PC)		
Broxtowe	Beauvale	Greasely	Jul-14	Jul-14
Broxtowe	Beauvale	Selston (note 6)		
Broxtowe	Beauvale	Brinsley		
Broxtowe	Eastwood	Eastwood		
Broxtowe	Nuthall	Nuthall		Sep-14
Broxtowe	Nuthall	Strelley		
Broxtowe	Kimberley & Trowell	Awsworth		
Broxtowe	Kimberley & Trowell	Cossall		
Broxtowe	Kimberley & Trowell	Kimberley		
Broxtowe	Kimberley & Trowell	Trowell		
Broxtowe	Bramcote & Stapleford	Stapleford	Jul-14	Nov-14
Broxtowe	Bramcote & Stapleford	Bramcote (no PC)		
Broxtowe	Chilwell & Toton	Chilwell (no PC)		
Broxtowe	Chilwell & Toton	Toton (no PC)		
Broxtowe	Beeston S & Attenborough	Attenborough (no PC)		
Broxtowe	Beeston S & Attenborough	Beeston (no PC)		
Broxtowe	Beeston North	Beeston (no PC)		
Broxtowe	City (maintained by NCC)			

Ashfield	Sutton in Ashfield (all divns	Sutton in A (no PC/TC)	Oct-14	Jan-15
Ashfield	Sutton in Ashfield North **	Sutton in A (no PC/TC)		
Ashfield	Sutton in Ashfield West **	Sutton in A (no PC/TC)		
Ashfield	Sutton in Ashfield East **	Sutton in A (no PC/TC)		
Ashfield	Sutton in Ashfield Central *	Sutton in A (no PC/TC)		
Ashfield	Selston	Selston	Dec-14	May-15
Ashfield	Kirkby in Ashfield South	Annesley & Felley		
Ashfield		Kirkby in Ashfield (no PC/TC)		
Ashfield	Kirkby in Ashfield (both divi	Kirkby in Ashfield (no PC/TC)		
Ashfield	Kirkby in Ashfield North	Kirkby in Ashfield (no PC/TC)		
Ashfield	Hucknall	Hucknall (no PC/TC)		
Mansfield	Warsop	Warsop	Mar-15	Aug-15
Mansfield	Mansfield (all divns)	Mansfield (no TC)		
Mansfield	West Mansfield	Mansfield (no TC)		
Mansfield	North Mansfield	Mansfield (no TC)		
Mansfield	East Mansfield	Mansfield (no TC)		
Mansfield	South Mansfield	Mansfield (no TC)		
Bassetlaw	Retford West	Retford (no TC)	May-15	Sep-15
Bassetlaw	Retford East	Retford (no TC)		
Bassetlaw Remainder	Dimming			
Rushcliffe	West Bridfgford W	West Bridgford (no TC)	Jun-15	Sep-15
Rushcliffe	West Bridgford Cen & S	West Bridgford (no TC)		
Rushcliffe Remainder	Dimming			

Amended Schemes

Bassetlaw	Blyth & Harworth	Blyth		Dec-12
Bassetlaw	Blyth & Harworth	Hodsock (Langold)		Dec-12
Rushcliffe	Radcliffe-on-Trent	Radcliffe-on-Trent		Dec-12

Nottinghamshire County Council

Report to Transport and Highways Committee

10th January 2013

Agenda Item:12

REPORT OF SERVICE DIRECTOR, HIGHWAYS

QUARTERLEY PROGRESS REPORT ON TRAFFIC REGULATION ORDER OBJECTIONS CONSIDERED AND APPROVED BY SERVICE DIRECTOR, HIGHWAYS

Purpose of the Report

1. To report objections to permanent Traffic Regulation Orders (TRO) considered and approved by the Service Director, Highways

Information and Advice

2. In July 2012 the Transport and Highways Committee approved the introduction of the following process for considering objections to permanent Traffic Regulation Order.

   Providing there is support from the local member(s), the Service Director for Highways is authorised to consider and proceed with permanent TROs with the following exceptions;

   - those which have received significant objections from consultees – more than 3 objections from separate properties that cannot be resolved by amendments to the scheme
   - those which have received objections from the local councillor/s, District or Parish Council or other local authority
   - those which have received objections from the Road Haulage Association, Freight Transport Association, Highways Agency or emergency service
   - those which have received objections by petition
   - those which have been the subject of a public inquiry
   - those which are experimental
   - those which raise issues of regional or national importance

   These exceptions are reported to the Transport and Highways Committee for consideration. TROs determined by the Service Director, Highways will be reported to the Transport and Highways Committee quarterley.

3. Permanent Traffic Regulation Order objections considered and approved by Service Director, Highways – Quarter 3 2012/13

Title	TRO type	Electoral Division	Date Approved
The Nottinghamshire County Council (Beighton Street, Morley Street, North Street, Park Street and Russell Street, Sutton-in-Ashfield)(Prohibition of Waiting and Revocation of a Residents' Controlled Zone) Traffic Regulation Order 2012 (4121) and, The Nottinghamshire County Council (Douglas Road, Huthwaite Road, Oxford Street, Pelham Street and Regent Street, Sutton-in-Ashfield)(Prohibition of Waiting and Revocation of a Residents' Controlled Zone) Traffic Regulation Order 2012 (4119) – CONSIDERATION OF OBJECTIONS	Residents parking scheme removal	Councillor M Gent – Sutton in Ashfield Central	16/10/12
The Nottinghamshire County Council (Stratford Road Area, West Bridgford) (Residents' Parking Places Controlled Zone) Traffic Regulation Order 2012 (8159) – CONSIDERATION OF OBJECTIONS	New residents parking scheme	Councillor B Cooper – West Bridgford Central and South Councillor M Cox - West Bridgford Central and South	16/10/12
The Nottinghamshire County Council (Main Street (A6006), Zouch, Park Lane, Sutton Bonington and Moor Lane, Normanton-on-Soar) (30mph, 40mph and 50mph Speed Limit) Order 2012 (8191) - CONSIDERATION OF OBJECTION	Speed Limit	Councillor Lynn Sykes - Soar Valley	09/11/12
The Nottinghamshire County Council (Dovecote Lane, Beeston)(Prohibition of Waiting Traffic Regulation Order 2012 (5144) - CONSIDERATION OF OBJECTION	Waiting restriction	Councillor Eric Kerry – Beeston South and Attenborough	22/11/12
The Nottinghamshire County Council (Whittingham Road, Mapperley)(Residents' Parking Places Controlled Zone) Traffic Regulation Order 2012 (7148) - CONSIDERATION OF OBJECTIONS	New residents parking scheme	Councillor Rod Kempster and Councillor Melvyn Shepherd – Arnold South	22/11/12
The Nottinghamshire County Council (Kimberley Road, Nuthall (5141) Horsendale Avenue, Nuthall (5142) and Watnall Road, Nuthall (5143)) (Prohibition of Waiting) Traffic Regulation Order 2012 - CONSIDERATION OF OBJECTIONS	Waiting restriction	Councillor Philip Owen - Nuthall	10/12/12

4. In each case the local County Councillor supported the scheme and 3 or fewer objections were received in line with the process detailed above. Additional detail is contained within each report, listed below and available upon request.

Statutory and Policy Implications

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

Financial Implications

6. The TROs listed are funded by the Local Transport Plan capital programme 2012/13 or through County Council revenue budgets.

RECOMMENDATION

7. To note the report

Name of Report Author
Neil Hodgson

Title of Report Author
Team Manager (Major Projects and Improvements)

For any enquiries about this report please contact:
Kate Butler, Improvements Manager, Major Projects and Improvements.
0115 9774548

Constitutional Comments
8. This report is for noting only.

Financial Comments (IC 10/12/12)
9. There are no direct financial implications arising from this report.

Background Papers

- The Nottinghamshire County Council (Beighton Street, Morley Street, North Street, Park Street and Russell Street, Sutton-in-Ashfield)(Prohibition of Waiting and Revocation of a Residents' Controlled Zone) Traffic Regulation Order 2012 (4121) and The Nottinghamshire County Council (Douglas Road, Huthwaite Road, Oxford Street, Pelham Street and Regent Street, Sutton-in-Ashfield)(Prohibition of Waiting and Revocation of a Residents' Controlled Zone) Traffic Regulation Order 2012 (4119) – CONSIDERATION OF OBJECTIONS

- The Nottinghamshire County Council (Stratford Road Area, West Bridgford) (Residents' Parking Places Controlled Zone) Traffic Regulation Order 2012 (8159) – CONSIDERATION OF OBJECTIONS

- The Nottinghamshire County Council (Main Street (A6006), Zouch, Park Lane, Sutton Bonington and Moor Lane, Normanton-on-Soar) (30mph, 40mph and 50mph Speed Limit) Order 2012 (8191) - CONSIDERATION OF OBJECTION

- The Nottinghamshire County Council (Dovecote Lane, Beeston)(Prohibition of Waiting Traffic Regulation Order 2012 (5144) - CONSIDERATION OF OBJECTION

- The Nottinghamshire County Council (Whittingham Road, Mapperley)(Residents' Parking Places Controlled Zone) Traffic Regulation Order 2012 (7148) - CONSIDERATION OF OBJECTIONS

- The Nottinghamshire County Council (Kimberley Road, Nuthall (5141) Horsendale Avenue, Nuthall (5142) and Watnall Road, Nuthall (5143)) (Prohibition of Waiting) Traffic Regulation Order 2012 - CONSIDERATION OF OBJECTIONS

All relevant documents are contained within the scheme files which can be found in the Major Projects and Improvements section at Trent Bridge House

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
County Councillors – Countywide

Nottinghamshire County Council

Report to Transport & Highways Committee

10th January 2013

Agenda Item:13

REPORT OF
SERVICE DIRECTOR HIGHWAYS
Organisational Transformation of the Highways Division

Purpose of the Report

1. The County Council is undertaking a transformation of the staff organisation of the Highways Division to support delivery of improvements to:

   a. Customer Focus of the highway service
   b. Customer contact and information
   c. Delivery of highways works programmes
   d. Effective contract management
   e. Support for transport planning and highways development control
   f. Facilitate further efficiencies and savings

2. Committee approved on 22nd November 2012 a new group structure for the Highway Division at a cost within the existing staff budget. These proposals provide a staff budget saving in the order of £200,000 likely to be achieved without any compulsory redundancies.

3. Consultations with staff and trade unions have now been undertaken on the detailed staff structure for the division. Responses have been given to all staff enquiries raised during the initial consultation period from 17th September to 12th October 2012. There have been no new staff enquiries formally raised during the section 188 notice consultation period which is due to end 28th January 2012

4. This report therefore seeks approval of the staff structure at Appendix A to enable completion of the enabling process immediately following 28th January to minimise uncertainty for staff and achieve the above benefits at the earliest opportunity.

Review of Highways Division

5. A review of the operation and organisation of the highways division has been undertaken. A new proposed operating model for the Highways Division has been designed to meet these strategic objectives and improve the process efficiency by bringing together the following activities

a. forward planning
   - Local Transport Plan, Asset and Flood Risk Management, Rights of Way, Highways Development Control
   - *commissioning annual works programmes*
b. customer contact, highway and network management
   - customer enquiries, customer information, inspections, works coordination, parking enforcement, controlling access to the network
   - *designing and ordering routine repairs/seasonal maintenance, minor traffic improvements*
   - *revenue budget control for highway maintenance/traffic management*
c. contract management
   - new highways works contract
   - professional services contract
   - support for various specialist contracts
   - development of service level agreement with in-house operations
d. highway safety, street lighting and traffic control
   - highway safety education and engineering, data analyses, independent safety audit
   - street lighting and traffic signal inspections and control
   - *designing and ordering minor repairs and renewals*
   - *revenue and capital budget control for these specialist areas*
e. capital programme design and delivery
   - *designing and ordering capital maintenance and improvement schemes*
   - *capital budget control for maintenance and improvement schemes*
f. highways operations
   - *in-house contractor delivering revenue and capital works*

6. Detailed staff briefings regarding the review were delivered to all highways non-operational staff in June 2012.

Other Options Considered

7. Making no organisational changes was considered but the need for change was widely agreed by staff and Councillors during the assessment of the current service delivery at the start of the review process.

Reason/s for Recommendation/s

8. The recommendations are proposed to deliver the organisational change in time to support delivery of the future highways capital programme and of works through the new highways contract.

Statutory and Policy Implications

9. This report has been compiled after consideration of implications in respect of finance, equal opportunities, 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

10. It is recommended that

    The staff structure shown at Appendix A is approved

Andrew Warrington
Service Director Highways

For any enquiries about this report please contact: Andrew Warrington ext. 74681

HR Comments

11. Recruitment of the post will be in accordance with the County Council's policies and procedures.

Financial Comments

12. The cost of the new staff structure will be contained within the overall Highways employee budget, with a potential saving in the order of £200,000.

Background Papers

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

Transport and Highways Committee 13th September 2012 and 22nd November 2012 reports "Changes to Staff Structure of the Highways Division"

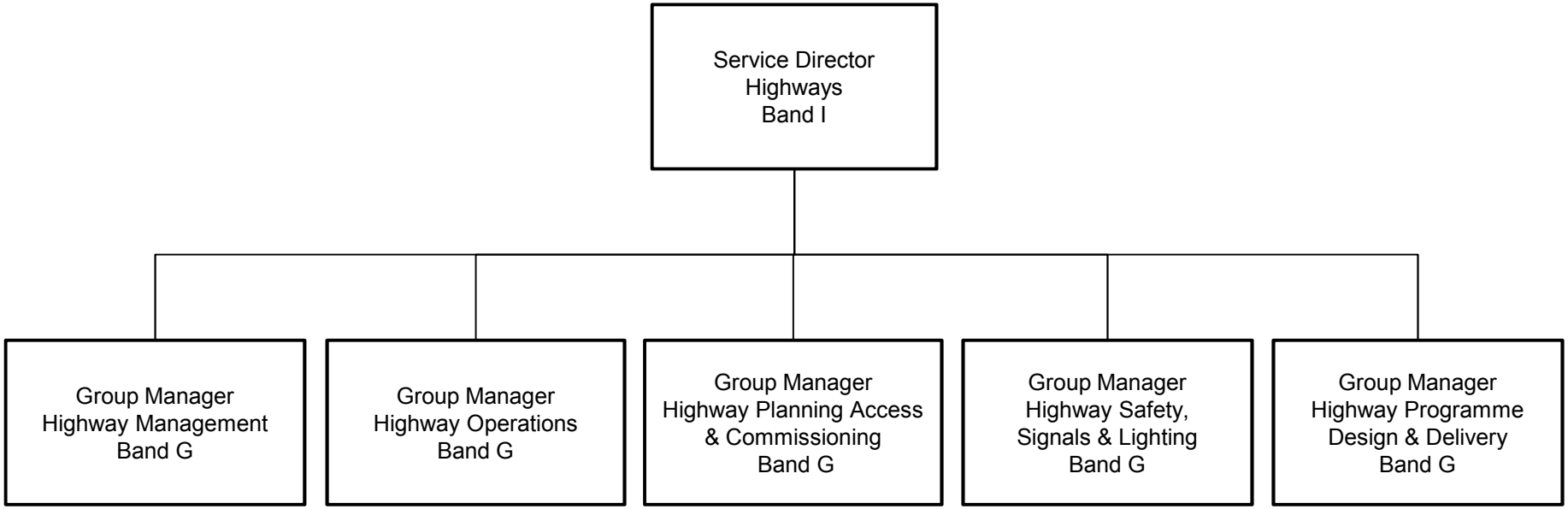
Electoral Division(s) and Member(s) Affected

All divisions

Highways Division
01.01.13

HIGHWAYS DIVISION

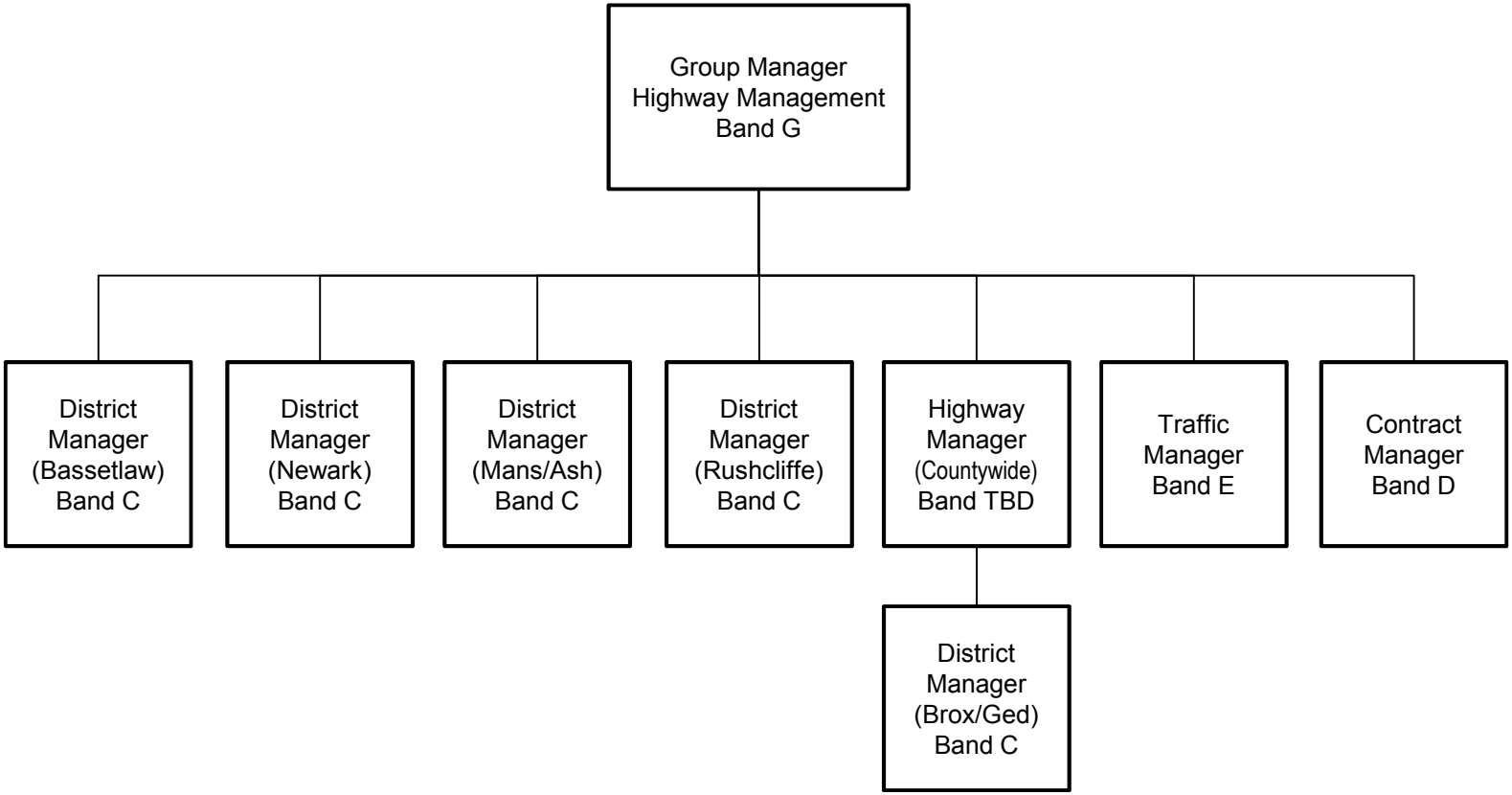
Post numbers shown are full time equivalents



Highway Management Group
01.01.13

HIGHWAY MANAGEMENT

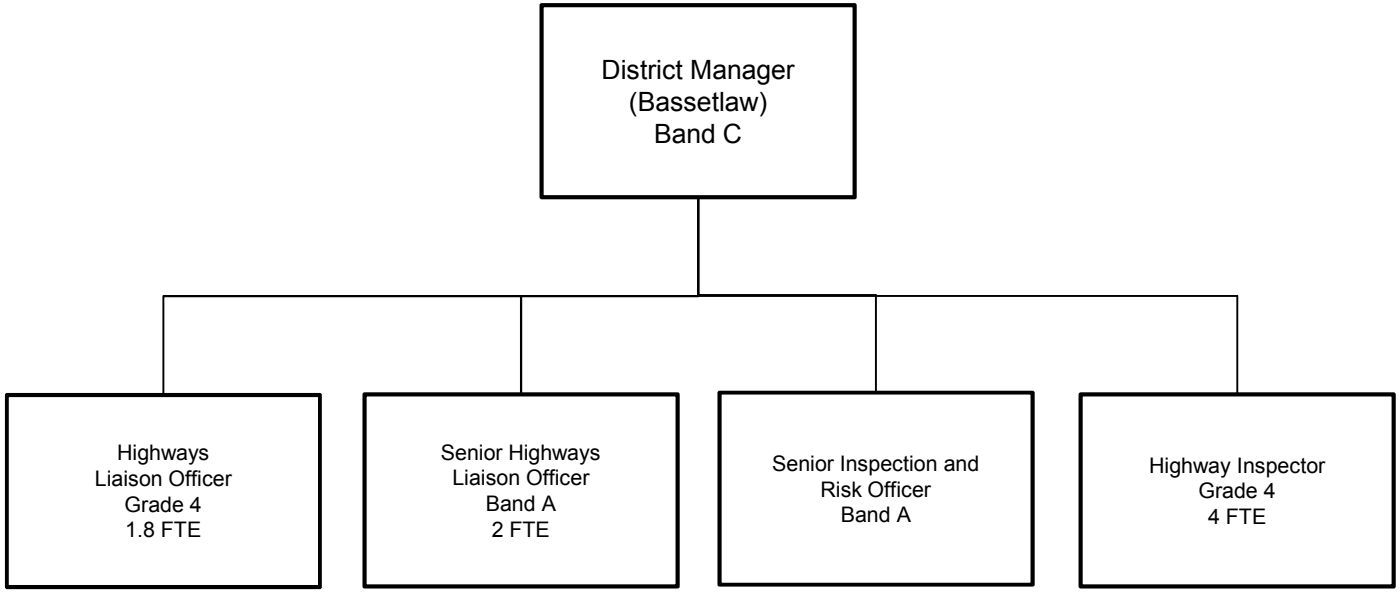
Post numbers shown are full time equivalents



Highway Management Group
01.01.13

DISTRICT MANAGER (BASSETLAW)

Post numbers shown are full time equivalents



Highway Management Group
01.01.13

DISTRICT MANAGER (NEWARK)

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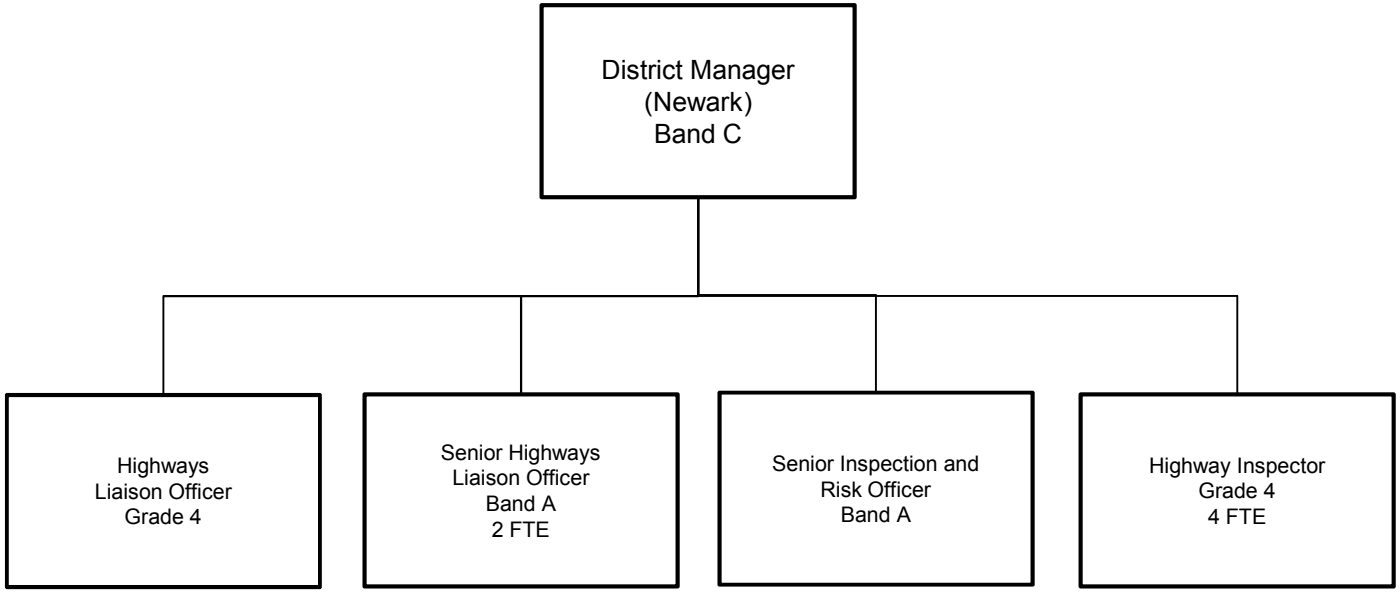

Highway Management Group
01.01.13

DISTRICT MANAGER (MANSFIELD/ASHFIELD)

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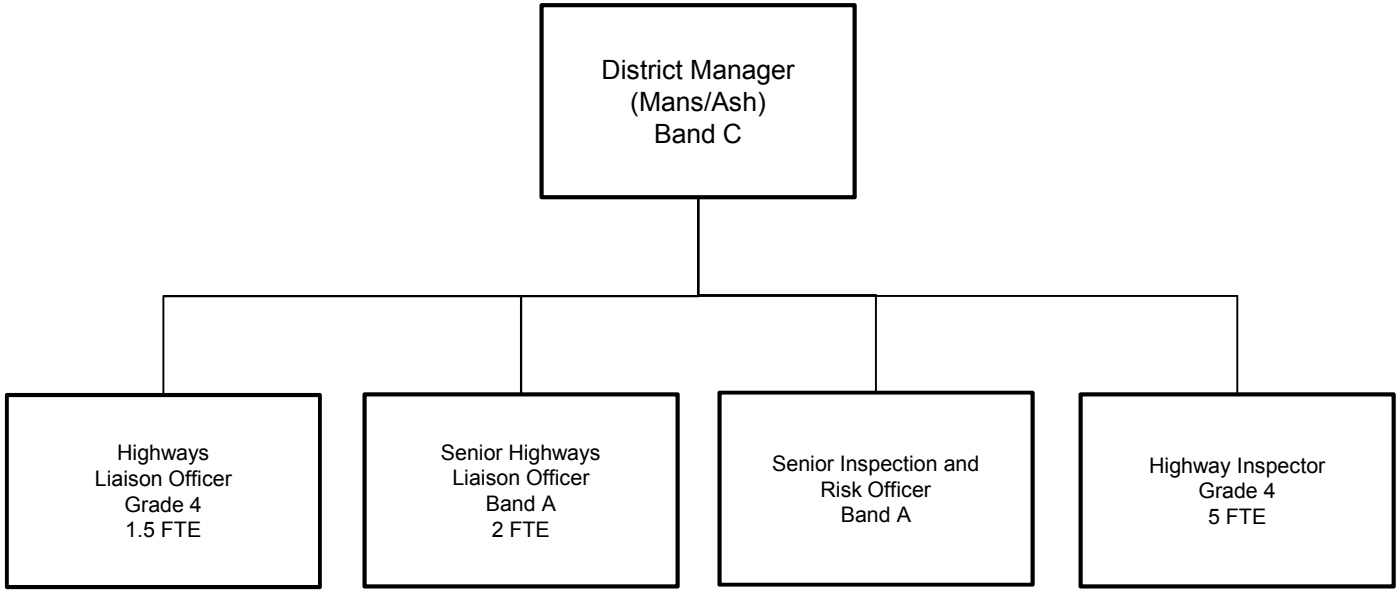

Highway Management Group
01.01.13

DISTRICT MANAGER (RUSHCLIFFE)

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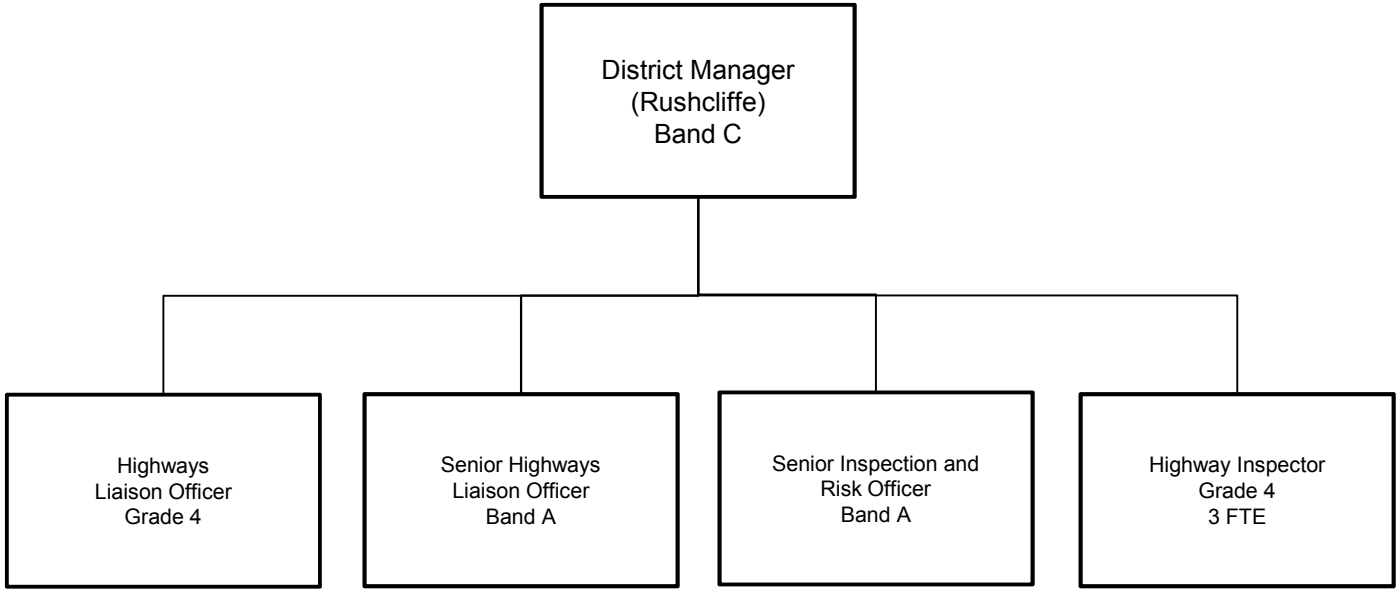
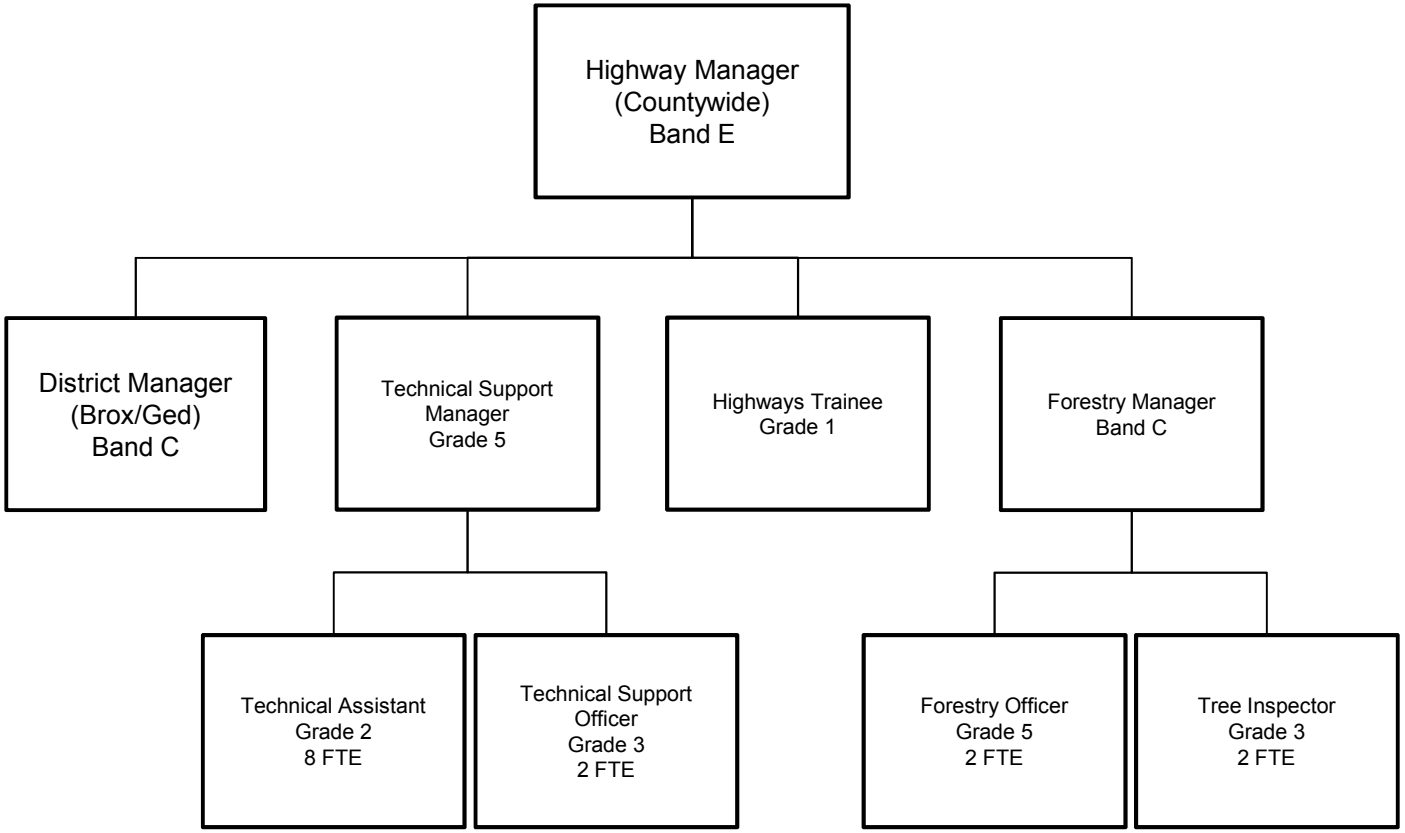


Highway Management Group
01.01.13

HIGHWAY MANAGER (COUNTYWIDE)

Post numbers shown are full time equivalents



Highway Management Group
01.01.13

DISTRICT MANAGER (BROXTOWE/GEDLING)

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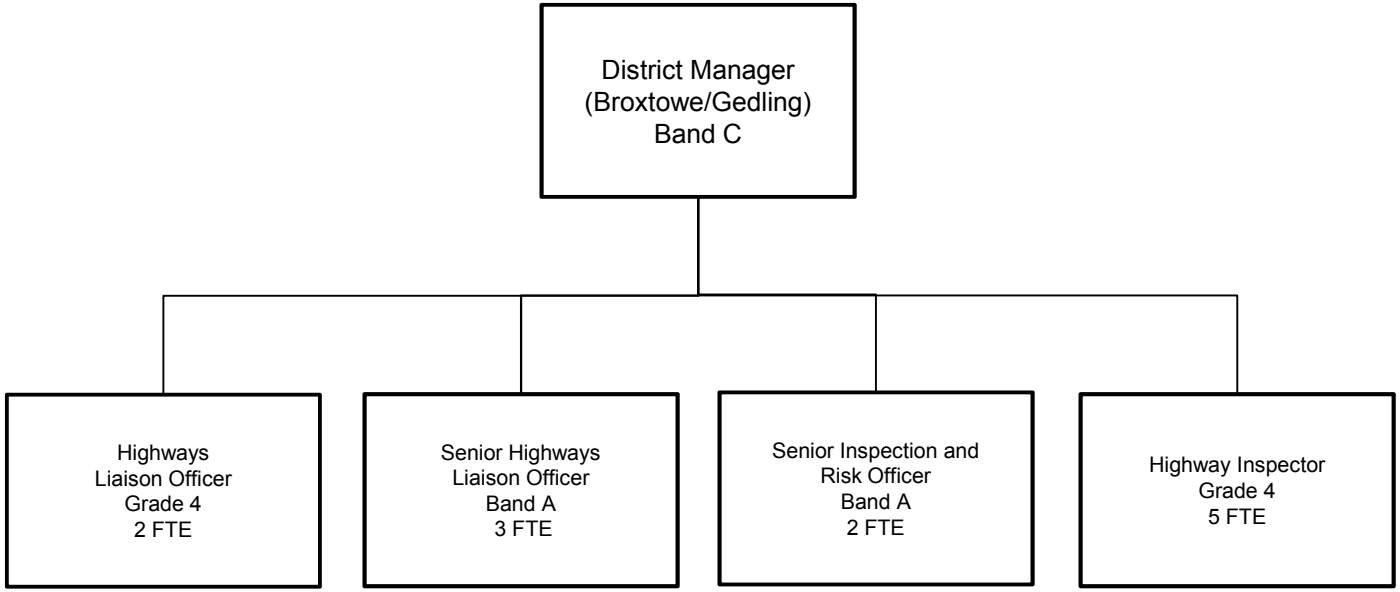
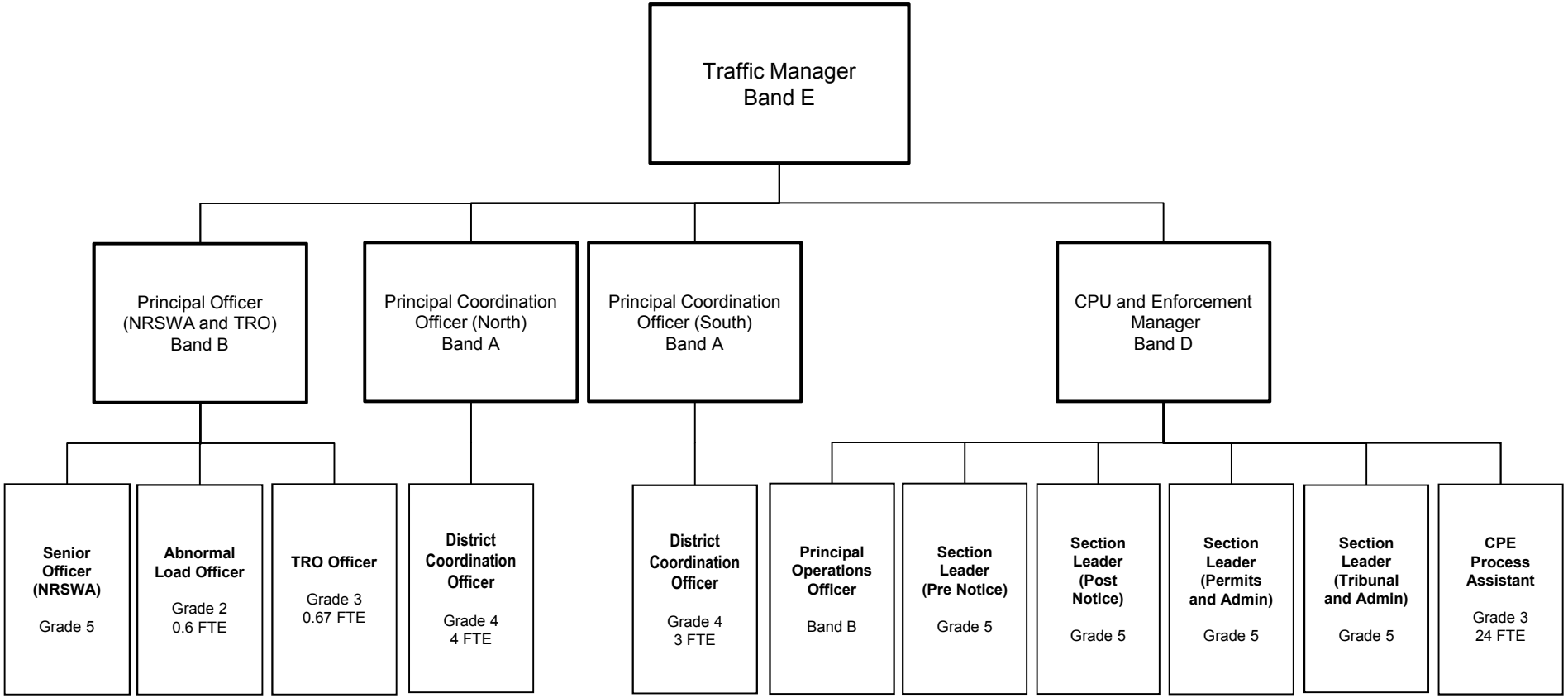


Highway Management Group
01.01.13

TRAFFIC MANAGER

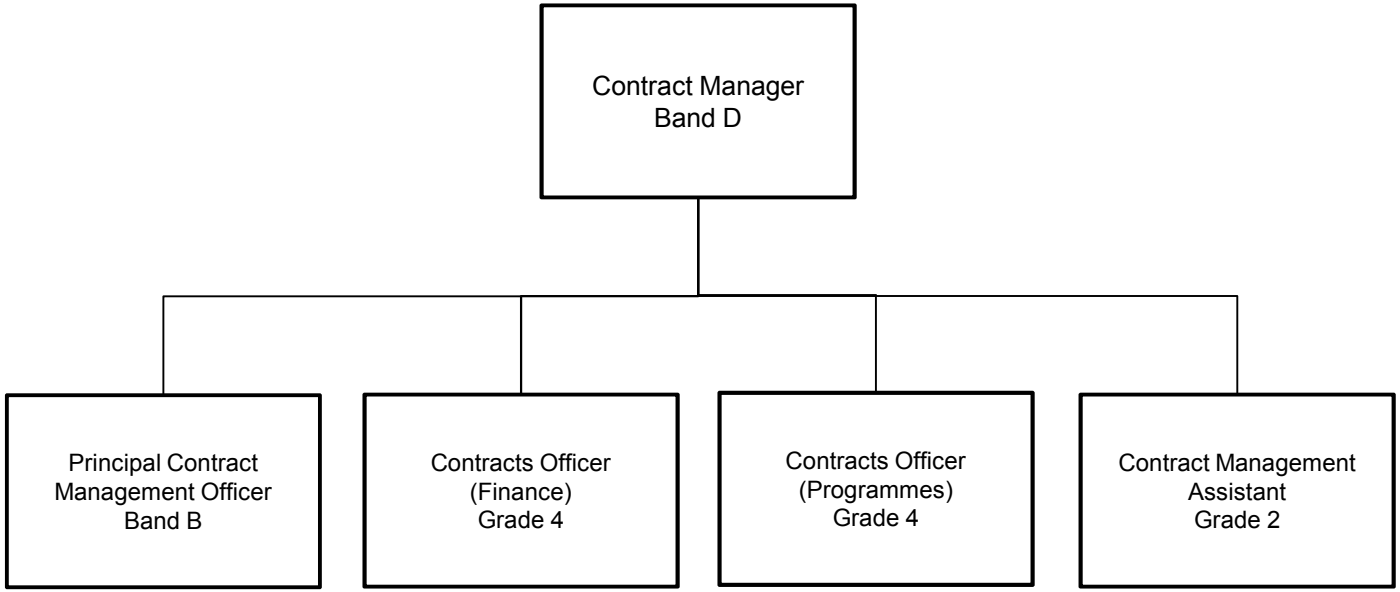
Post numbers shown are full time equivalents



Highway Management Group
01.01.13

CONTRACT MANAGER

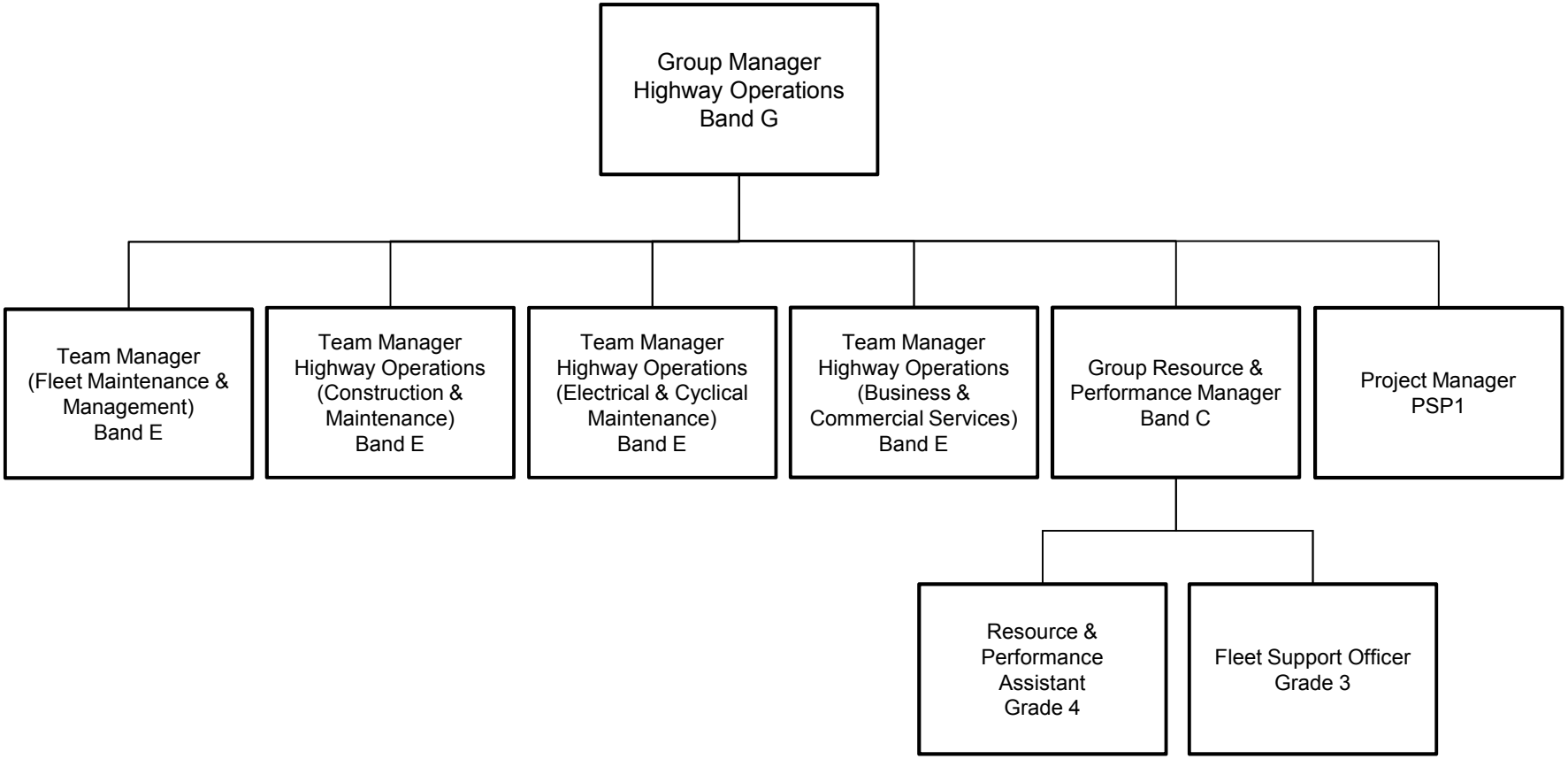
Post numbers shown are full time equivalents



Highway Operations Group
01.01.13

HIGHWAY OPERATIONS

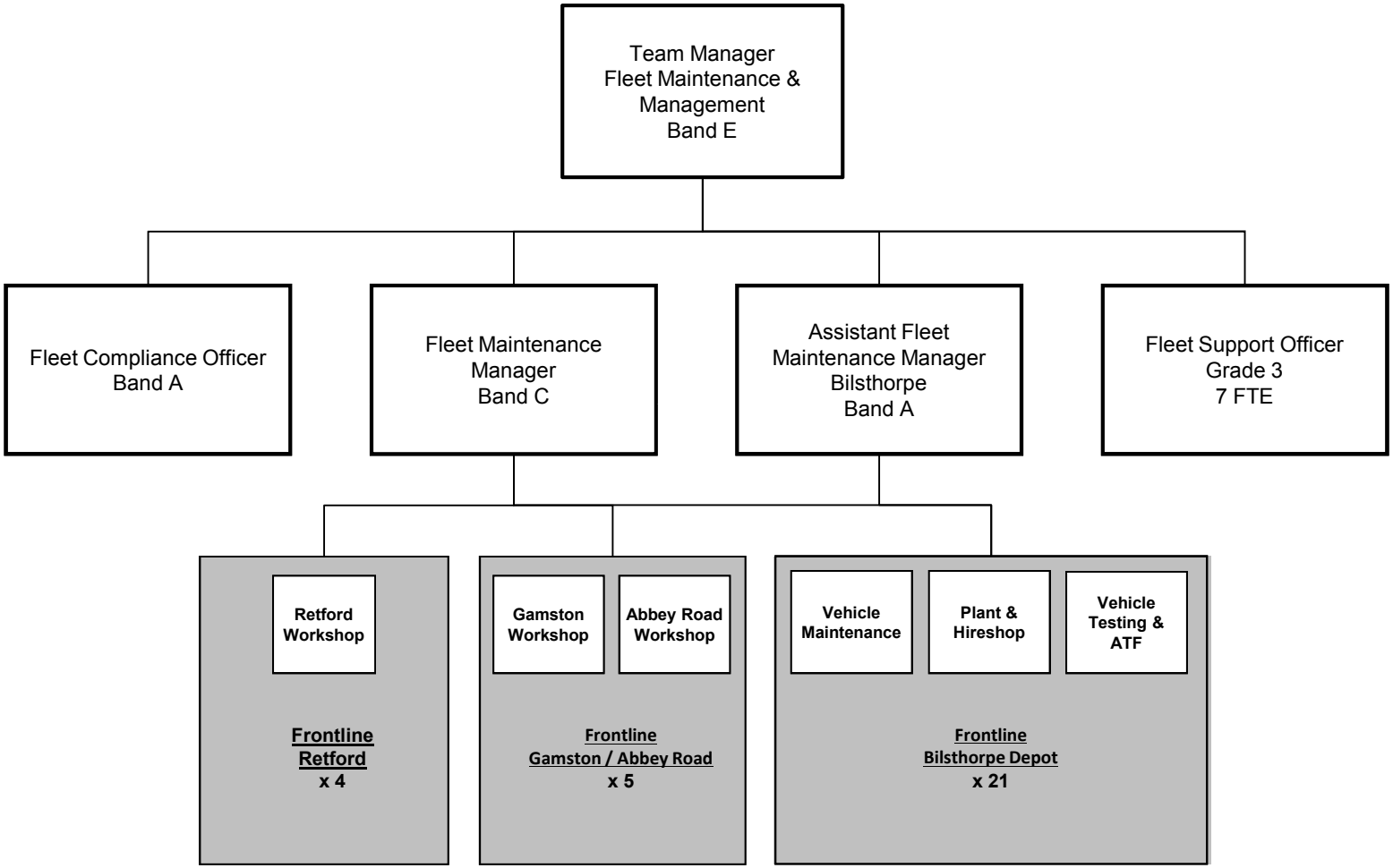
Post numbers shown are full time equivalents



Highway Operations Group
01.01.13

FLEET MAINTENANCE & MANAGEMENT

Post numbers shown are full time equivalents

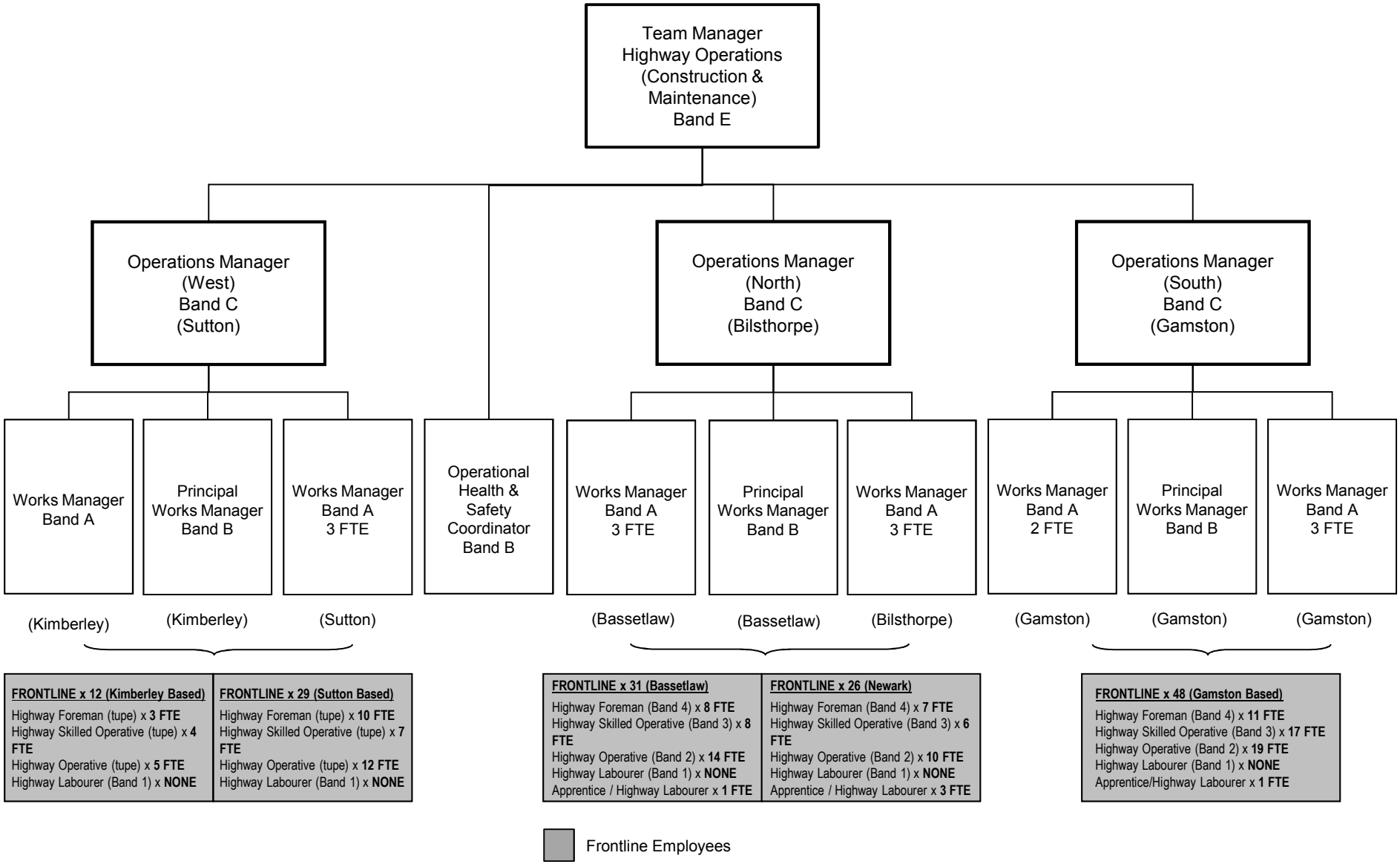


Frontline Employees

Highway Operations Group
01.01.13

CONSTRUCTION AND MAINTENANCE

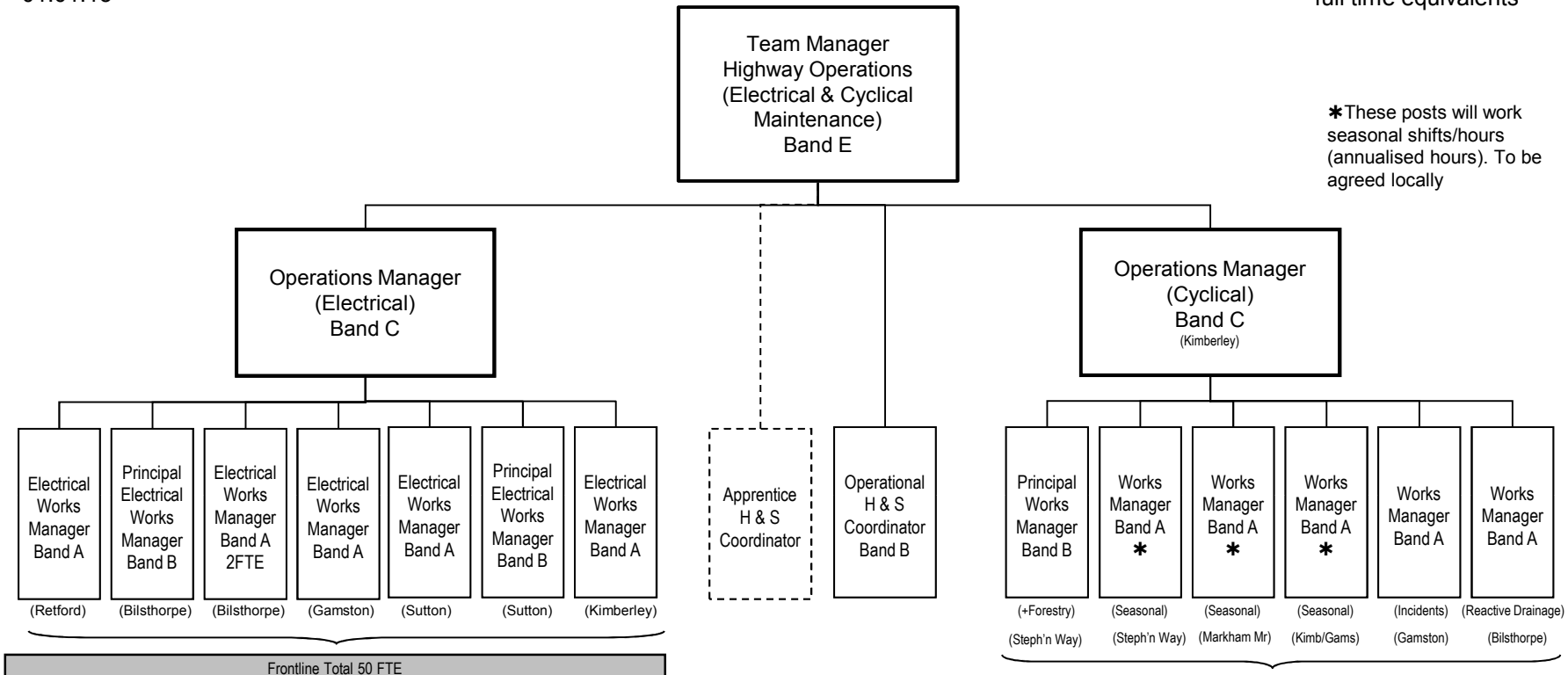
Post numbers shown are full time equivalents



Highway Operations Group
01.01.13

ELECTRICAL & CYCLICAL MAINTENANCE

Post numbers shown are full time equivalents



*These posts will work seasonal shifts/hours (annualised hours). To be agreed locally

Frontline Total 50 FTE

FRONTLINE x 16 FTE (Sutton Based)

Electrician Supervisor (tupe) x **1 FTE**
Highway Electrician (tupe) x **6 FTE**
Apprentice Electrician (tupe) x **1 FTE**
Skilled Elec Operative (tupe) x **4 FTE**
Highway Operative (tupe) x **4 FTE**
General Apprentice x **NONE**

FRONTLINE x 7 FTE (Kimberley Based)

Electrician Supervisor (tupe) x **1 FTE**
Highway Electrician (tupe) x **2 FTE**
Apprentice Electrician (tupe) x **NONE**
Skilled Elec Operative (tupe) x **2 FTE**
Highway Operative (tupe) x **2 FTE**
General Apprentice x **NONE**

FRONTLINE x 6 FTE (Retford Based)

Electrician Supervisor (Craft 5) x **1 FTE**
Highway Electrician (Craft 4) x **2 FTE**
Apprentice Electrician (Appren) **NONE**
Skilled Elec Operative (Band 3) x **2 FTE**
Highway Operative (Band 2) x **2 FTE**
General Apprentice x **NONE**

FRONTLINE x 13 FTE (Bilsthorpe Based)

Electrician Supervisor (Craft 5) x **2 FTE**
Highway Electrician (Craft 4) x **4 FTE**
Apprentice Electrician (Appren) x **NONE**
Skilled Elec Operative (Band 3) x **5 FTE**
Highway Operative (Band 2) x **1 FTE**
General Apprentice x **1 FTE**

FRONTLINE x 7 FTE (Gamston Based)

Electrician Supervisor (Craft 5) x **1 FTE**
Highway Electrician (Craft 4) x **3 FTE**
Apprentice Electrician (Appren) x **NONE**
Skilled Elec Operative (Band 3) x **1 FTE**
Highway Operative (Band 2) x **2 FTE**
General Apprentice x **NONE**

Frontline Employees

Frontline Total 61 FTE

Forestry Operations

Arbor' Foreman (Band 4) x **3 FTE**
Arbor' Operative (Band 3) x **8 FTE**
General Apprentice x **1 FTE**

(3 Gamston, 6 Stephenson Way, 3 Markham Moor)

Incident Response Operations

Highway Foreman (Band 4) x **1 FTE**
Incident Response Operative (Band 3) x **8 FTE**

(3 Sutton, 3 Gamston, 3 Stephenson Way)

Reactive Drainage Operations

Highway Foreman (Band 4) x **4 FTE**
Specialist H/way Operative (Band 3) x **5 FTE**

(2 Sutton, 2 Kimberley, 3 Gamston, 2 Stephenson Way)

Seasonal Operations

Day Activities
Seasonal Works Foreman (Band 4) x **2 FTE**
Seasonal Operative (Band 3) x **4 FTE**

(6 Gamston)

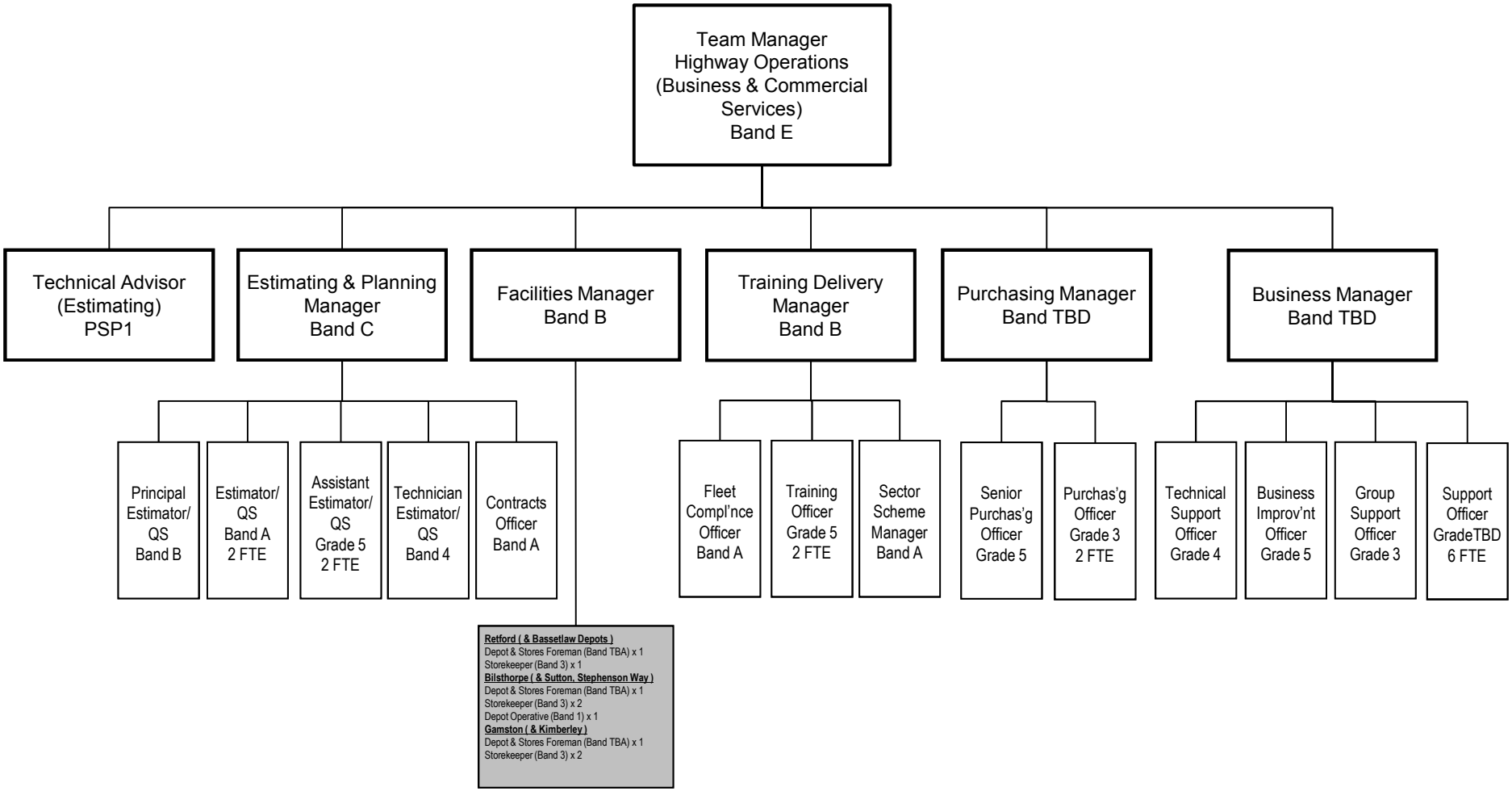
Day-Night Activities
Seasonal Operative (Band 3) x **25 FTE**

(3 Kimberley, 8 Bilsthorpe, 4 Gamston, 5 Stephenson Way, 5 Markham Moor)

Highway Operations Group
01.01.13

BUSINESS & COMMERCIAL SERVICES

Post numbers shown are full time equivalents

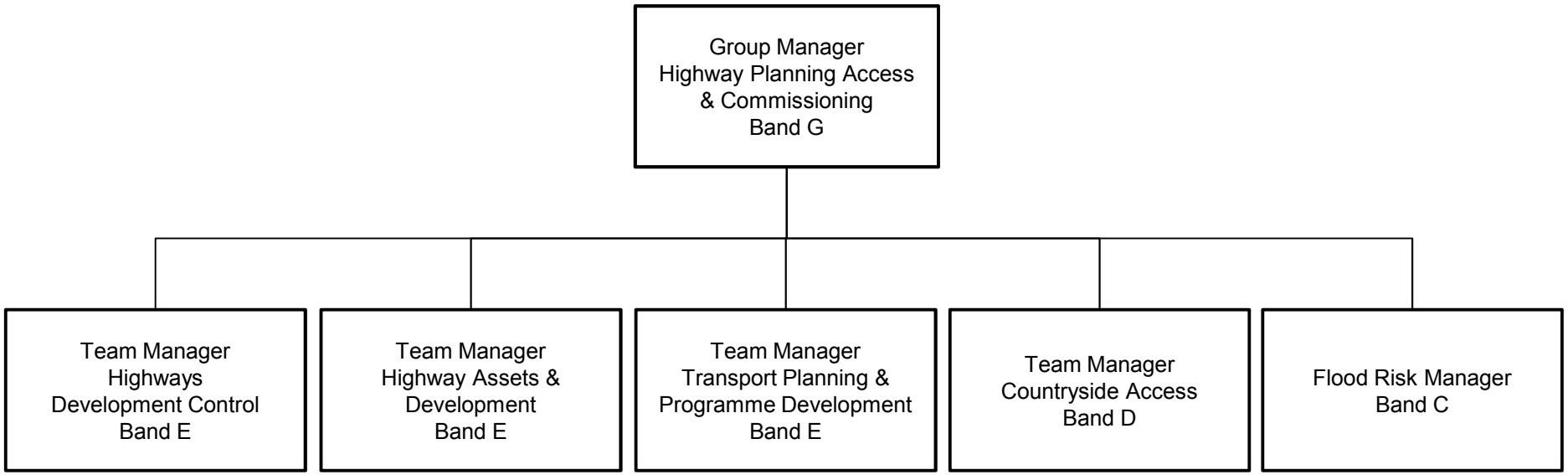


Frontline Employees

Highway Planning Access
& Commissioning Group
01.01.13

HIGHWAY PLANNING ACCESS & COMMISSIONING

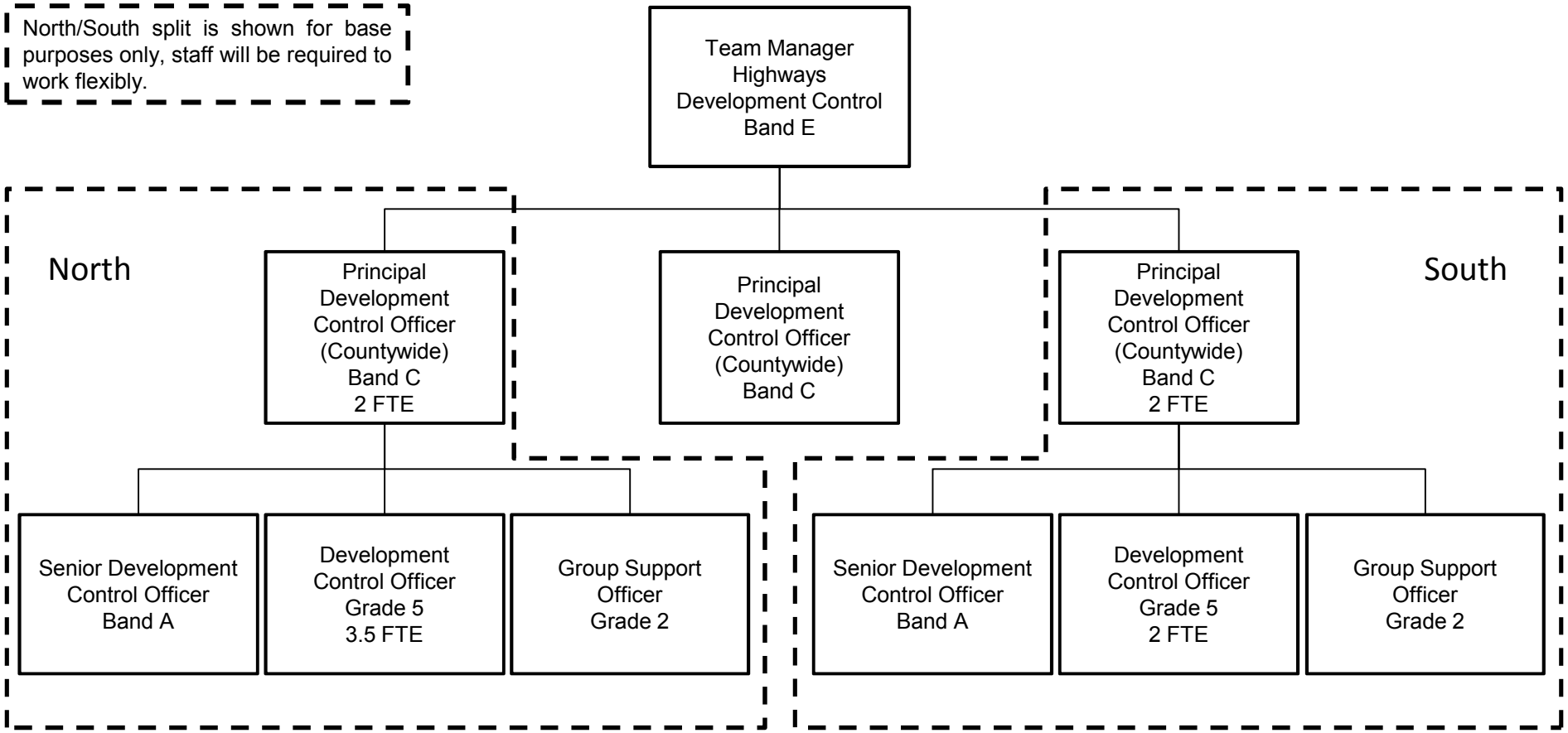
Post numbers shown are
full time equivalents



Highway Planning Access
& Commissioning Group
01.01.13

HIGHWAYS DEVELOPMENT CONTROL

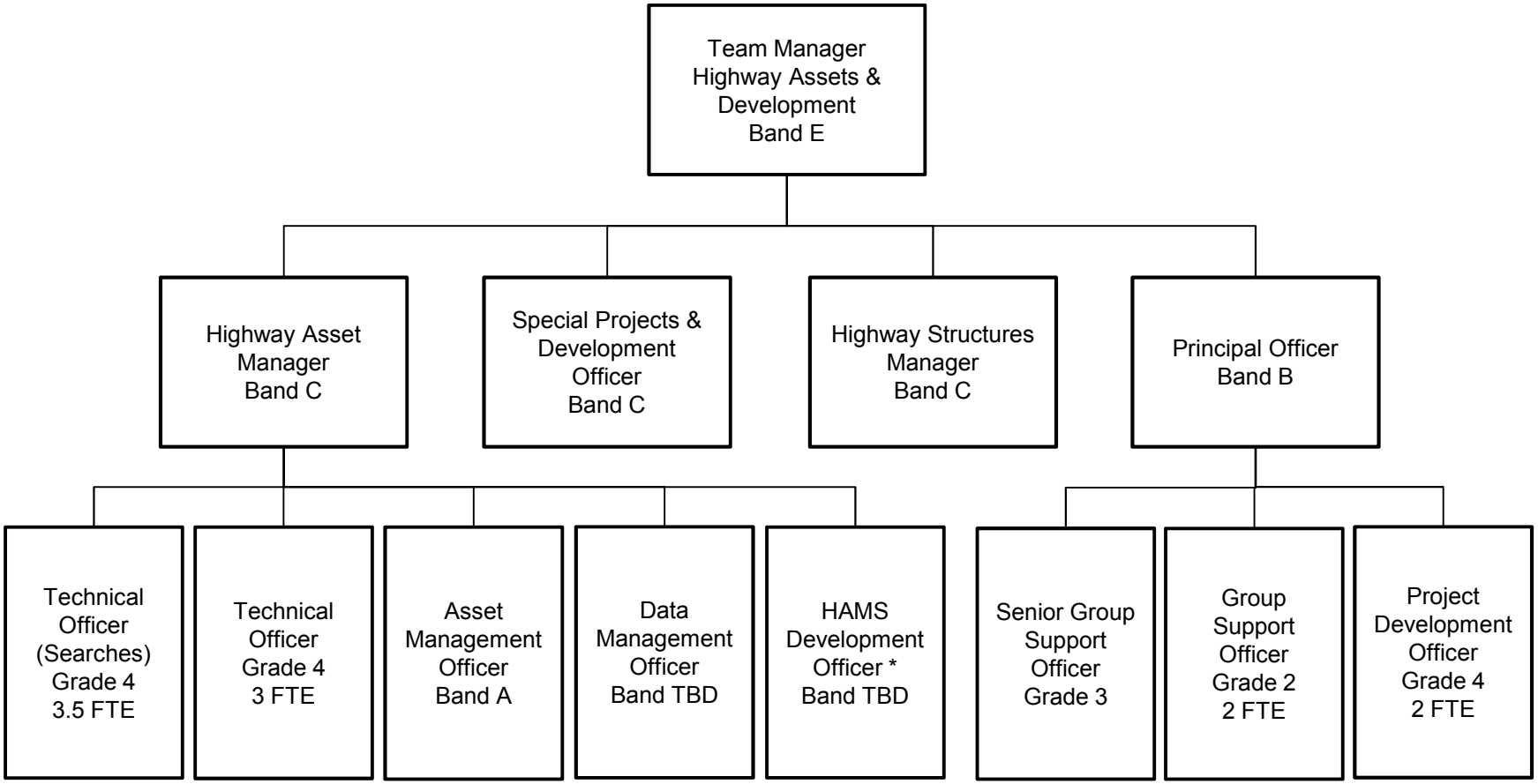
Post numbers shown are full time equivalents



Highway Planning Access
& Commissioning Group
01.01.13

HIGHWAY ASSETS & DEVELOPMENT

Post numbers shown are
full time equivalents

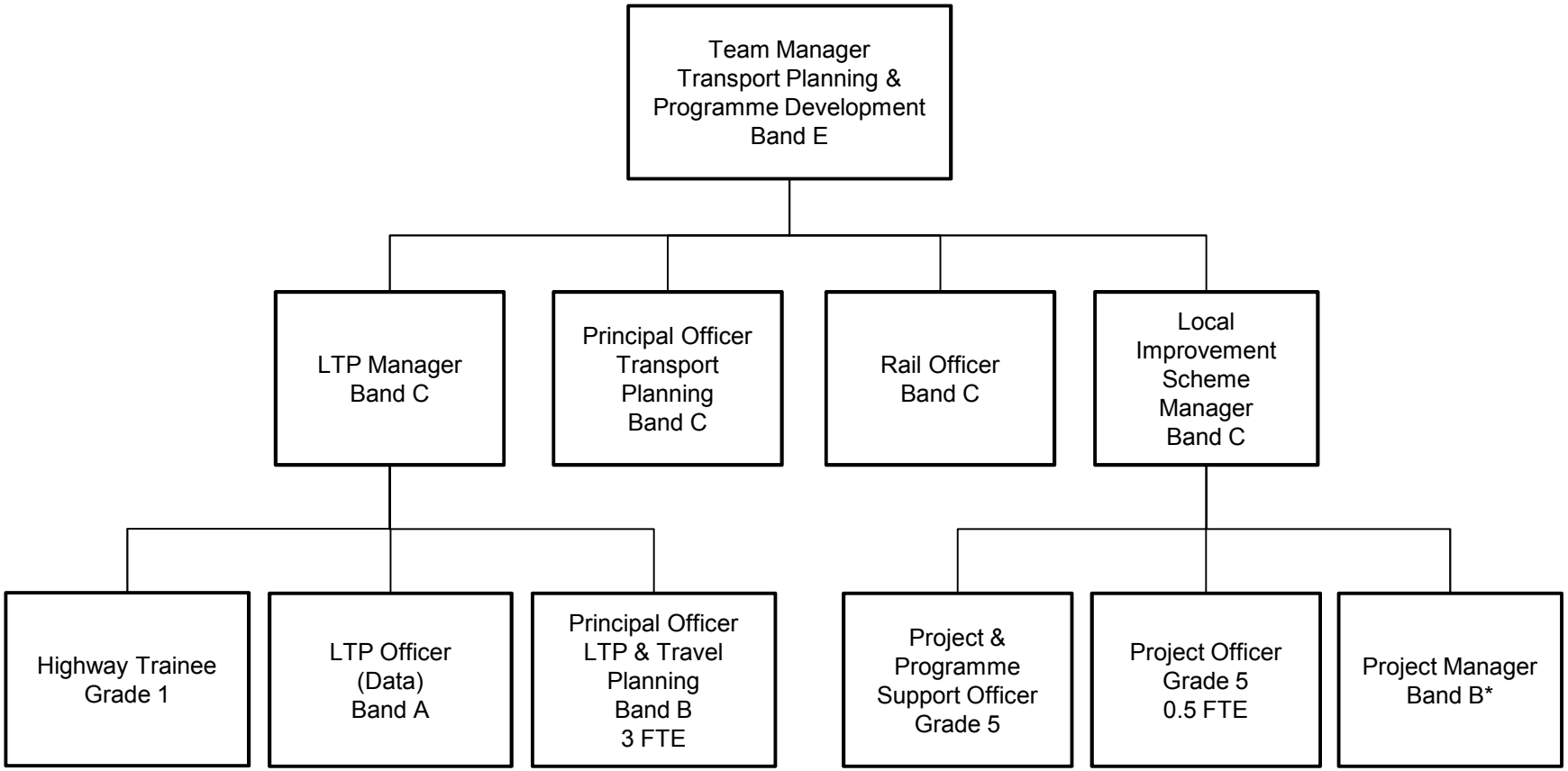


*2 Year Temporary

Highway Planning Access
& Commissioning Group
01.01.13

TRANSPORT PLANNING & PROGRAMME DEVELOPMENT

Post numbers shown are full time equivalents

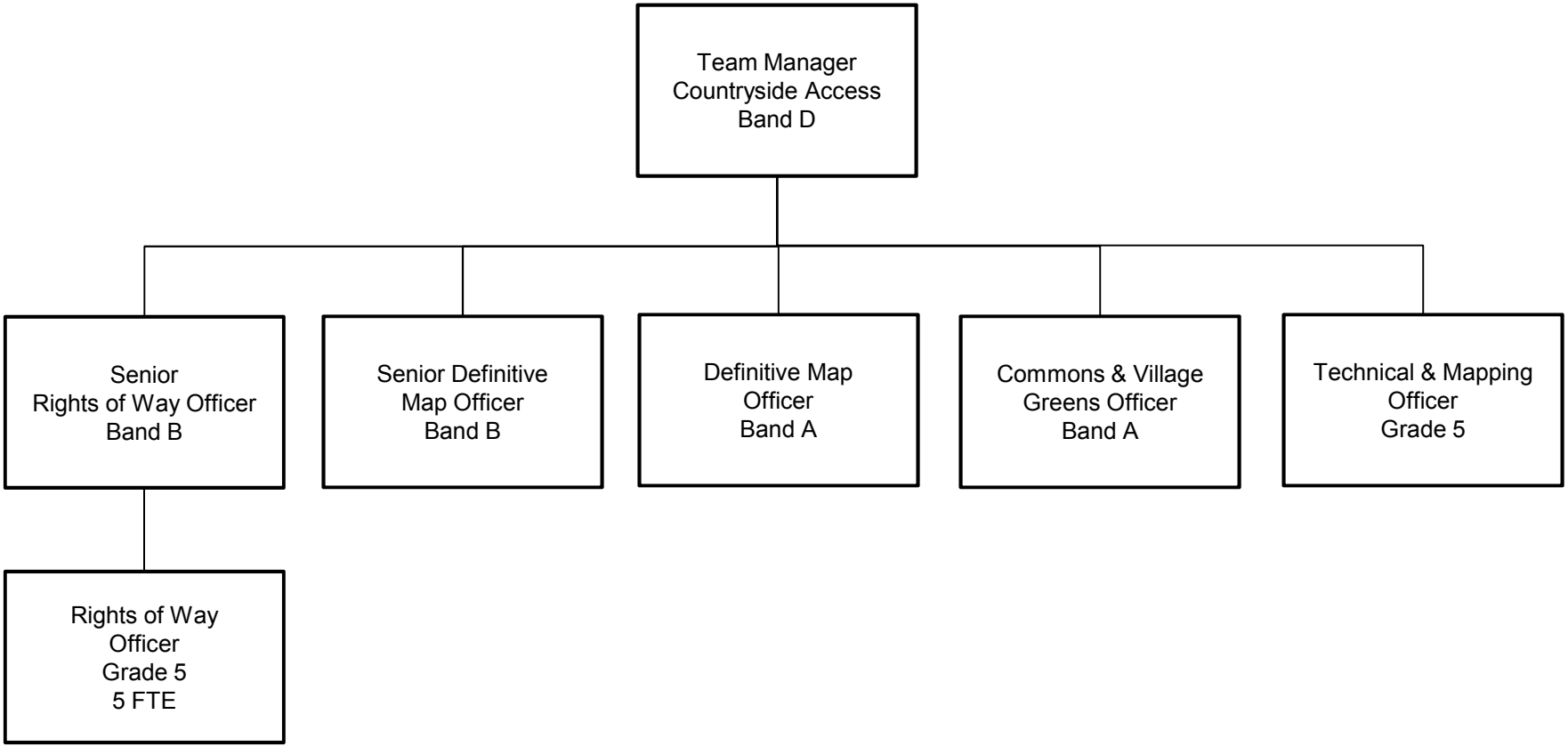


*2 Year Temporary

Highway Planning Access
& Commissioning Group
01.01.13

COUNTRYSIDE ACCESS

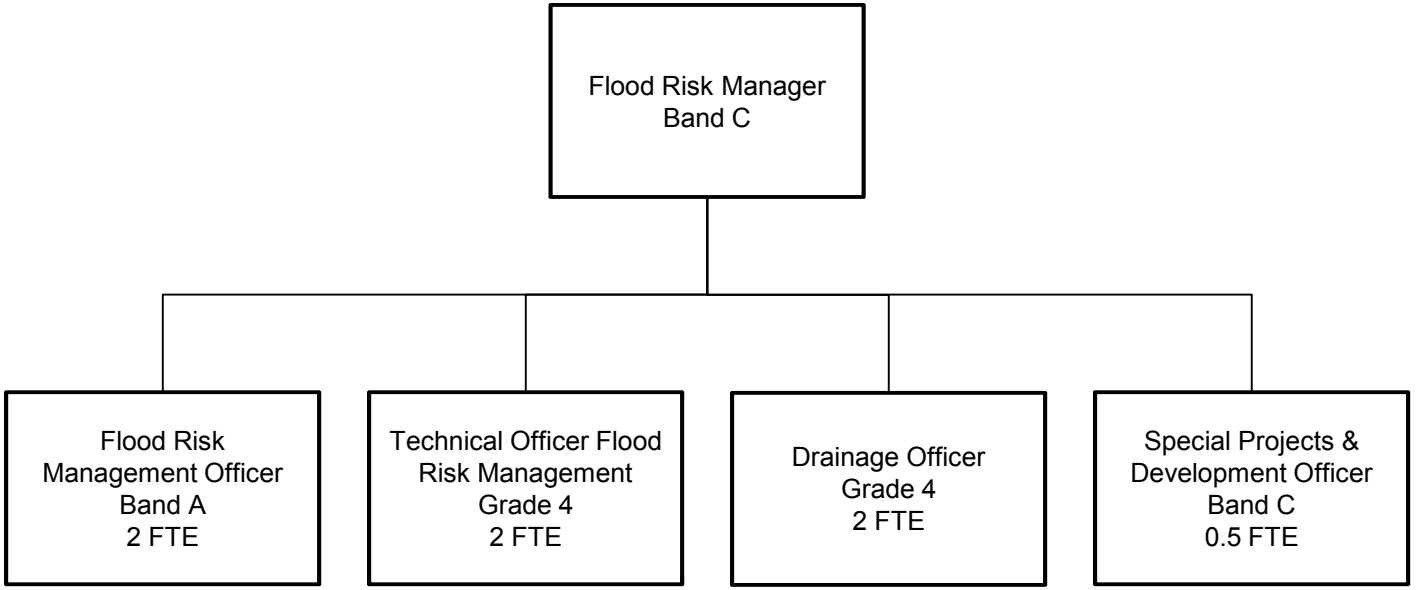
Post numbers shown are
full time equivalents



Highway Planning Access
& Commissioning Group
01.01.13

FLOOD RISK MANAGEMENT

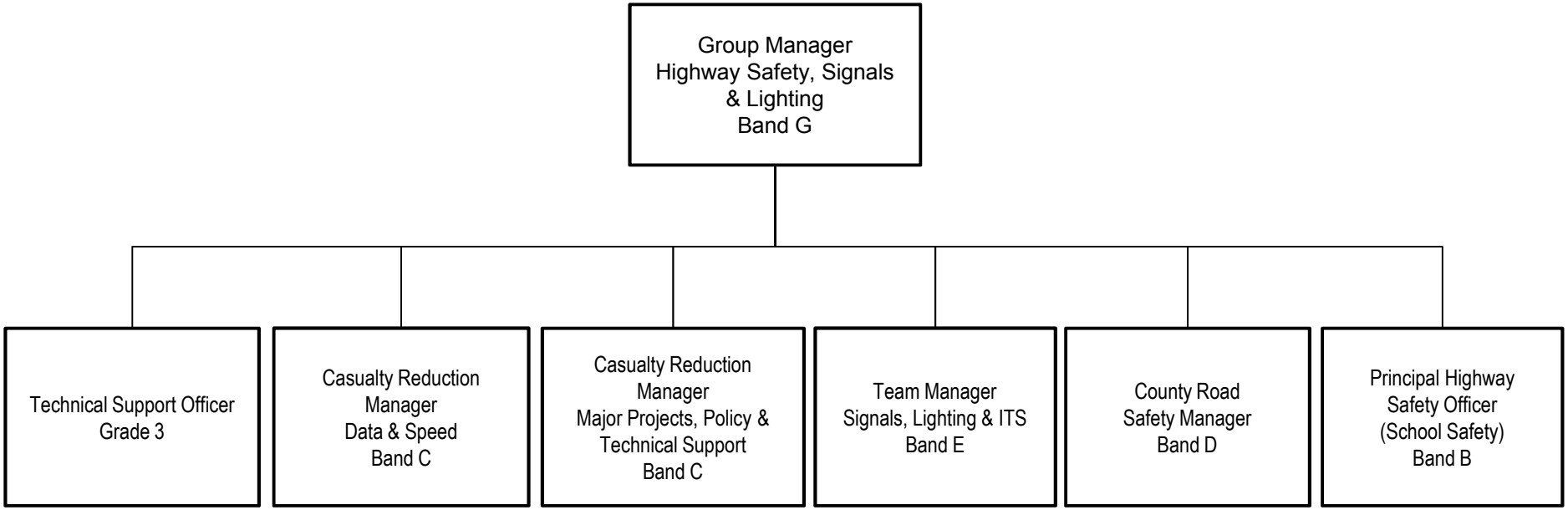
Post numbers shown are
full time equivalents



Highway Safety,
Signals & Lighting Group
01.01.13

HIGHWAY SAFETY, SIGNALS & LIGHTING

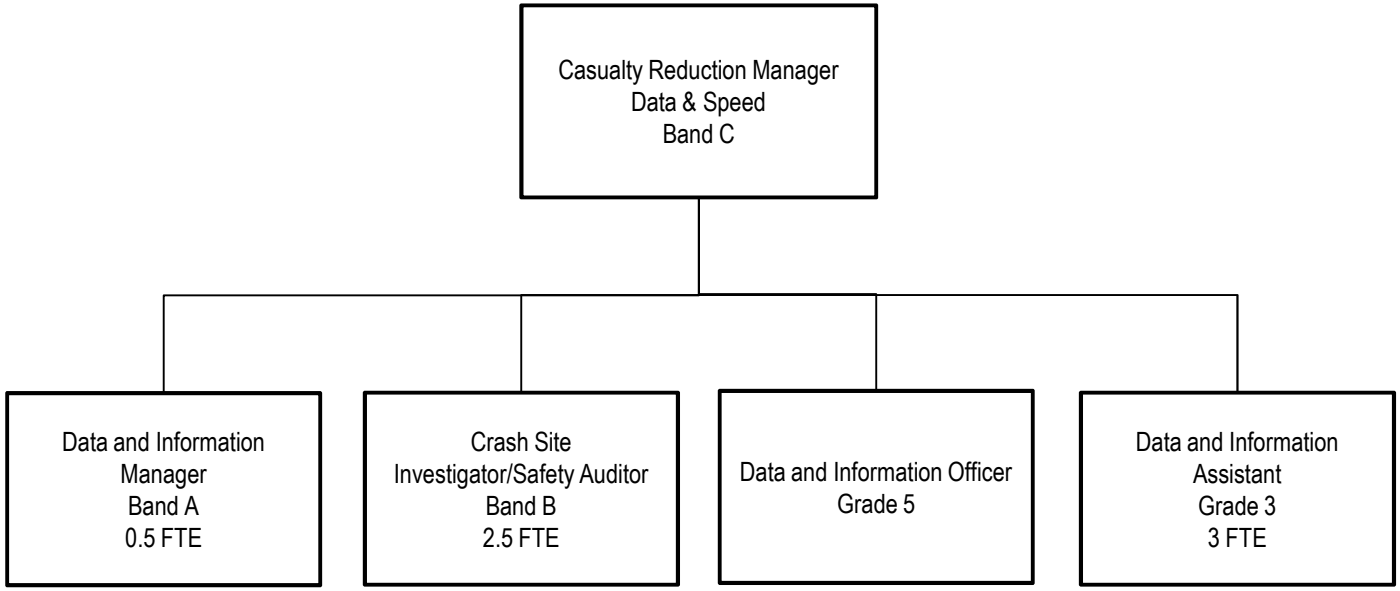
Post numbers shown are full time equivalents



Highway Safety,
Signals & Lighting Group
01.01.13

CASUALTY REDUCTION DATA & SPEED

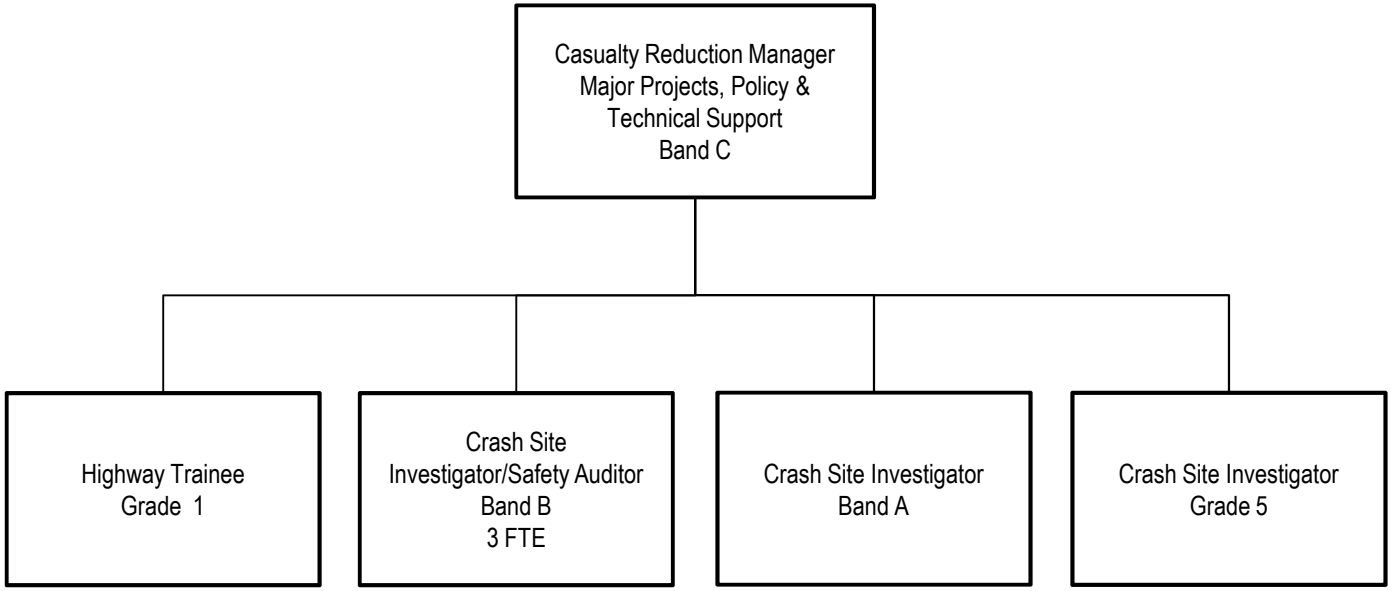
Post numbers shown are full time equivalents



Highway Safety,
Signals & Lighting Group
01.01.13

CASUALTY REDUCTION MAJOR PROJECTS, POLICY & TECHNICAL SUPPORT

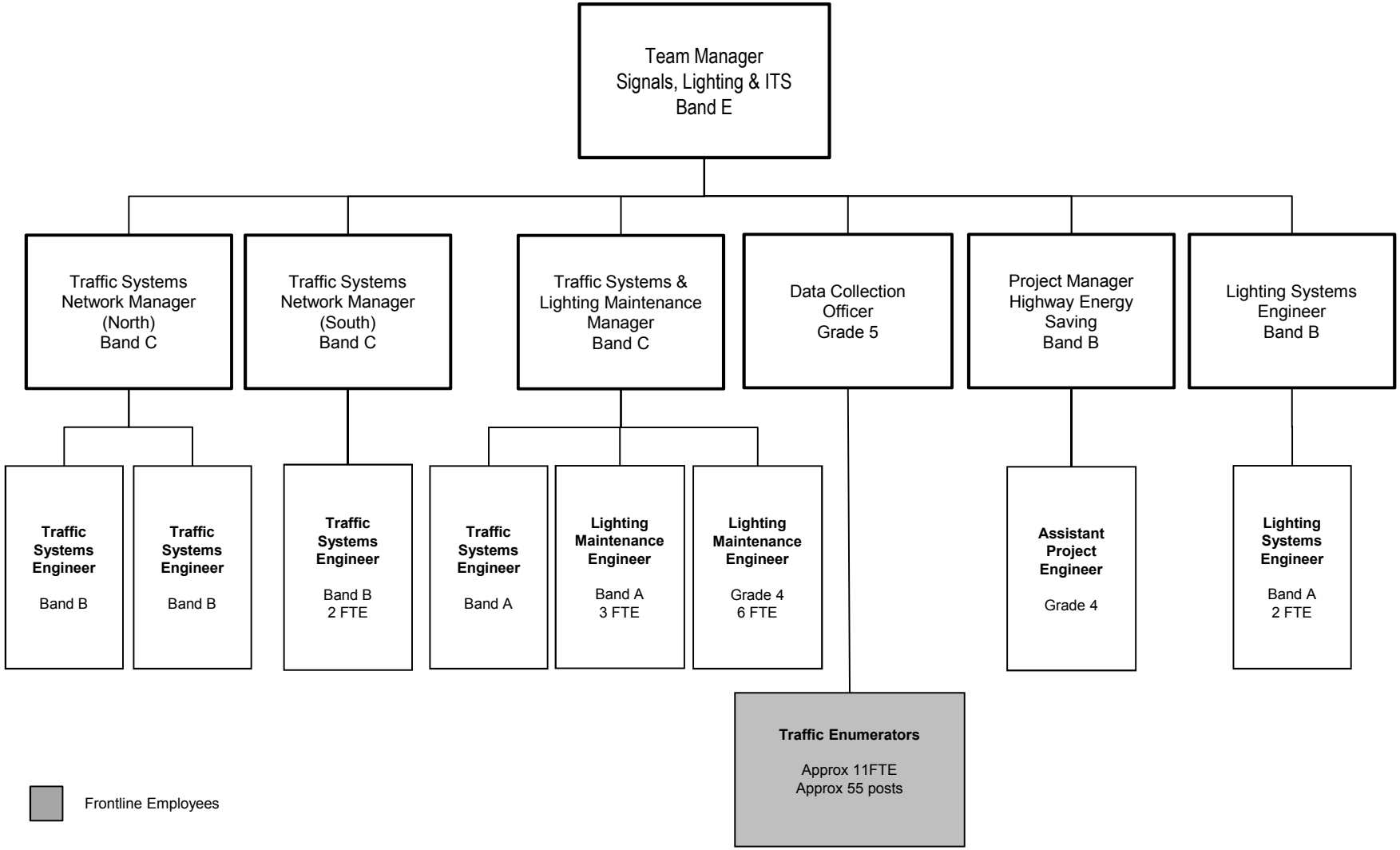
Post numbers shown are full time equivalents



Highway Safety,
Signals & Lighting Group
01.01.13

SIGNALS, LIGHTING & ITS

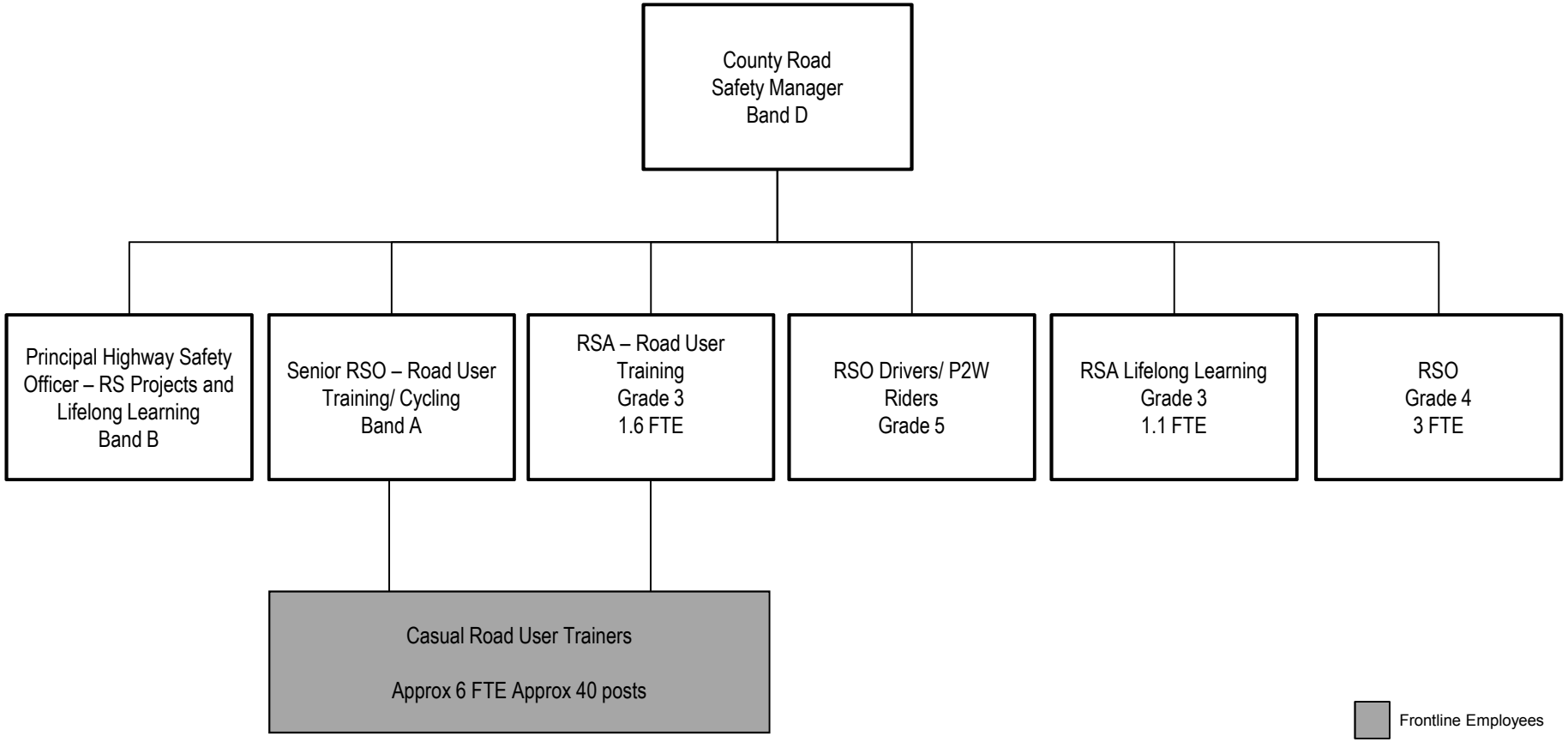
Post numbers shown are full time equivalents



Highway Safety,
Signals & Lighting Group
01.01.13

COUNTY ROAD SAFETY

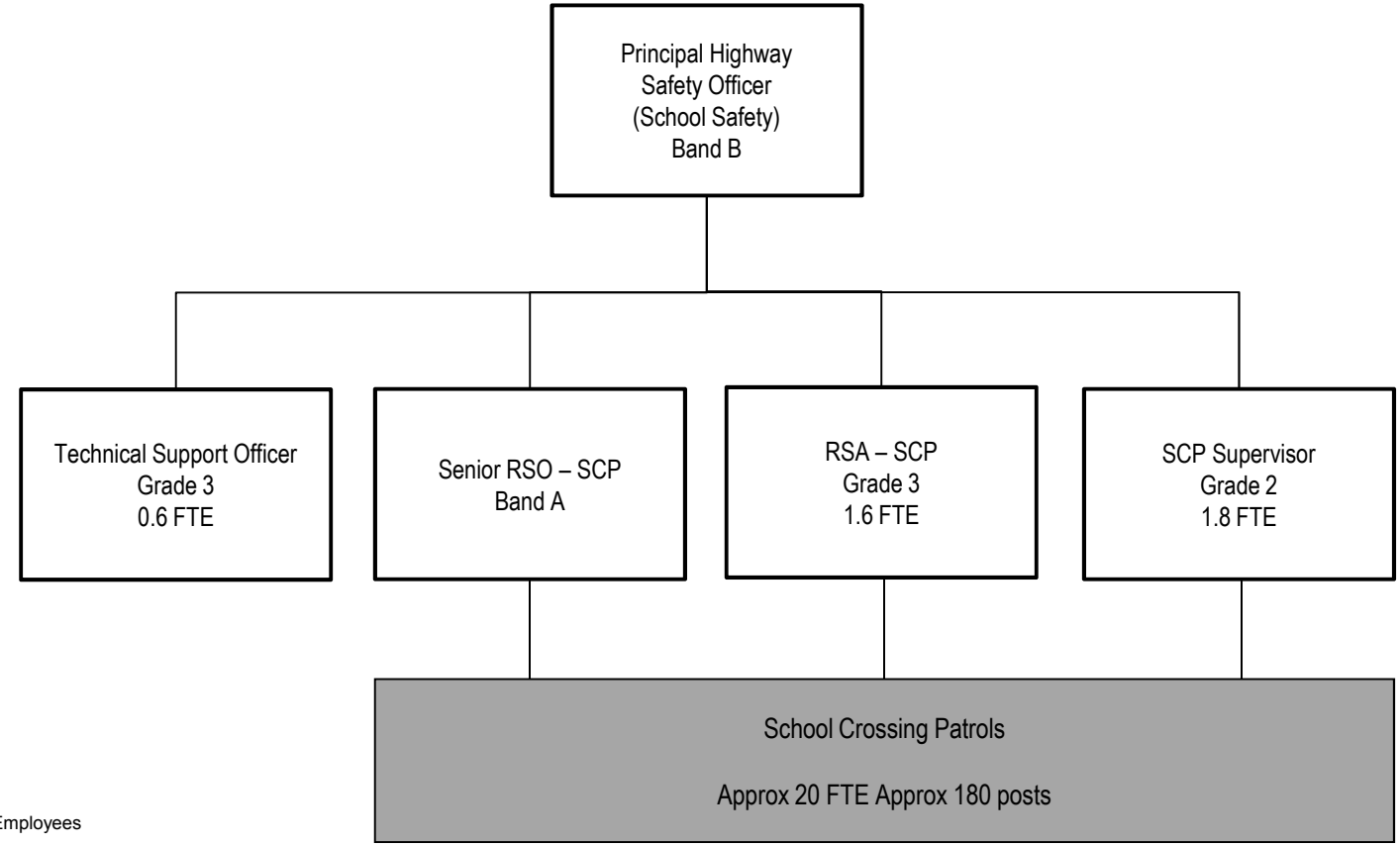
Post numbers shown are full time equivalents



Highway Safety,
Signals & Lighting Group
01.01.13

SCHOOL SAFETY

Post numbers shown are full time equivalents

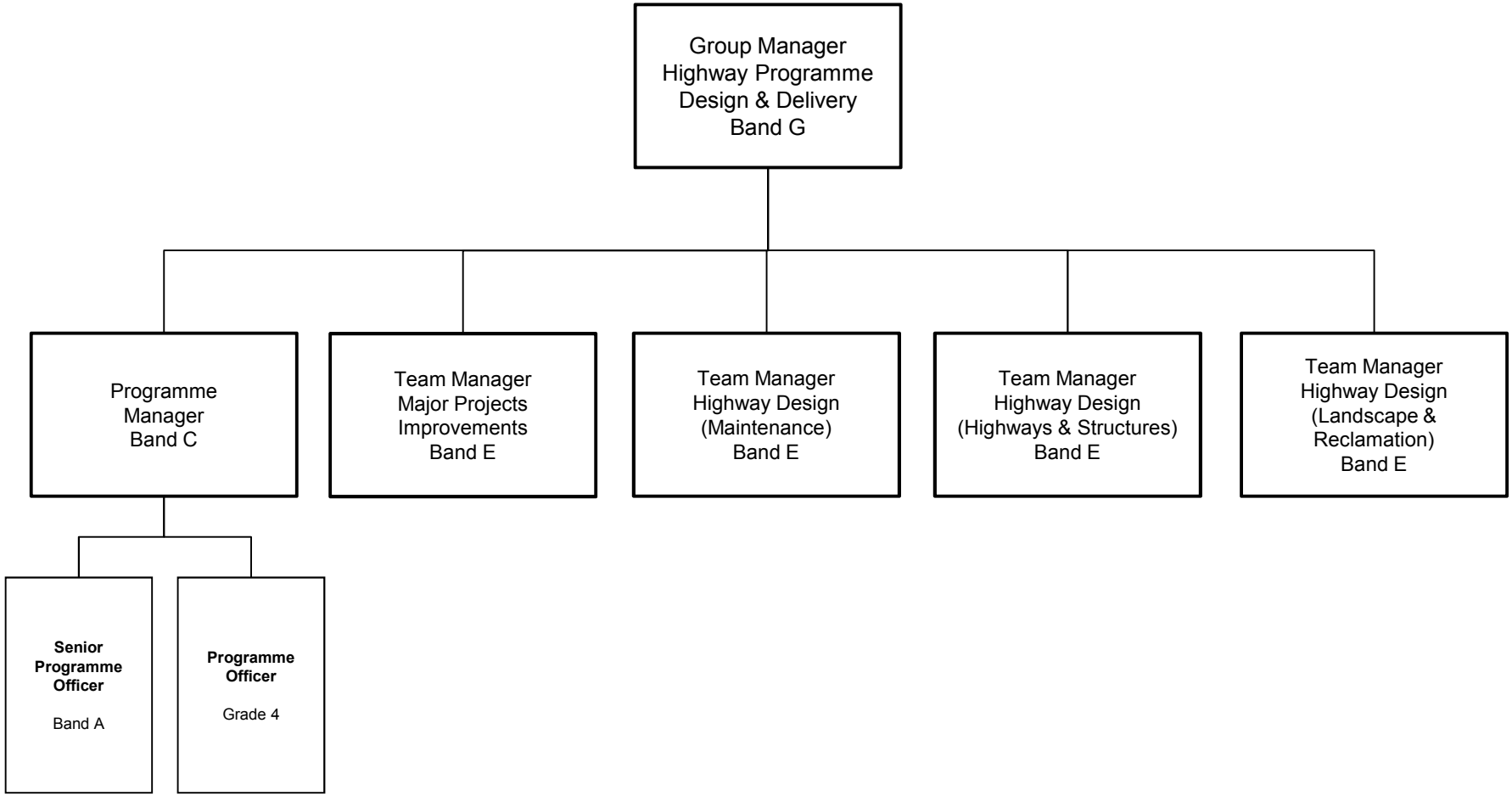


Frontline Employees

Highway Programme
Design & Delivery Group
01.01.13

HIGHWAY PROGRAMME DESIGN & DELIVERY

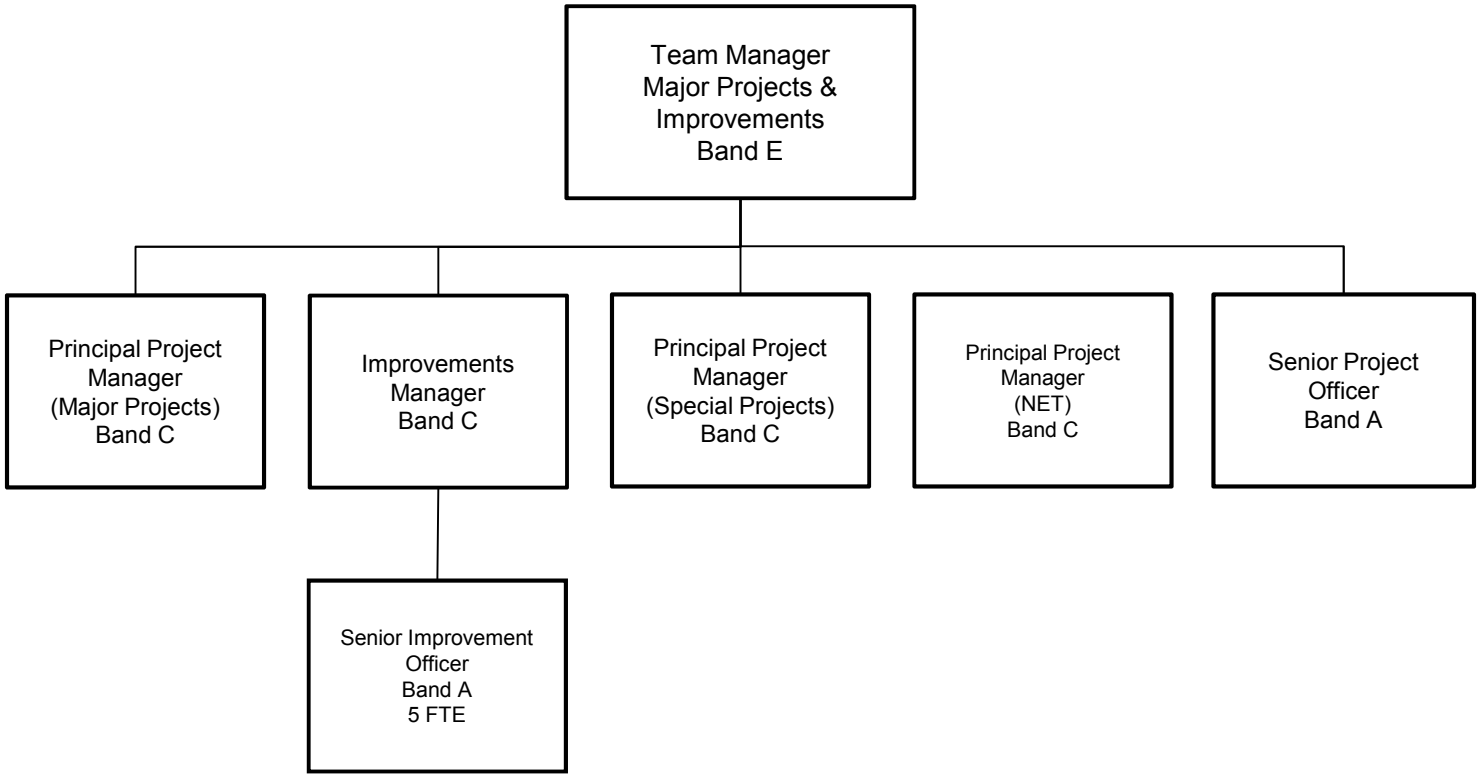
Post numbers shown are full time equivalents



Highway Programme
Design & Delivery Group
01.01.13

MAJOR PROJECTS & IMPROVEMENTS

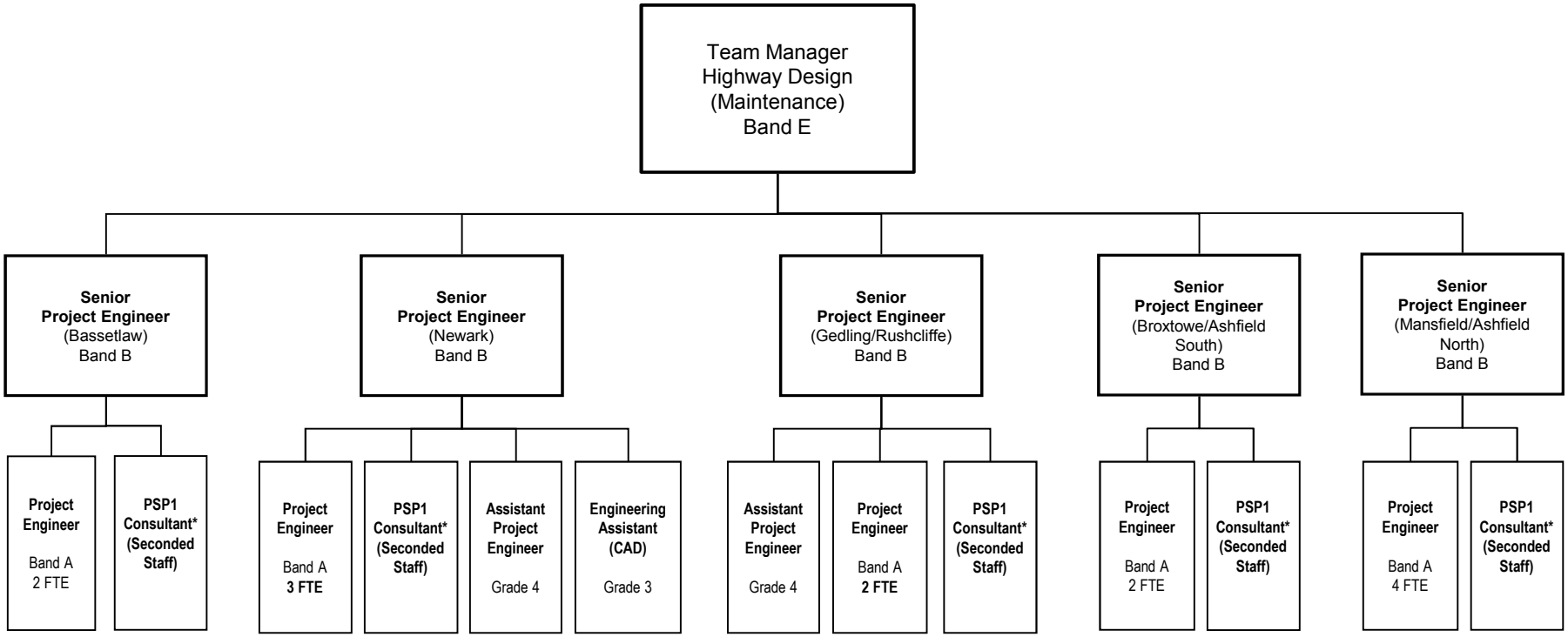
Post numbers shown are full time equivalents



Highway Programme
Design & Delivery Group
01.01.13

HIGHWAY DESIGN (MAINTENANCE)

Post numbers shown are full time equivalents



Notes:

Although based on Districts, post will need to be flexible to cover all work across the County

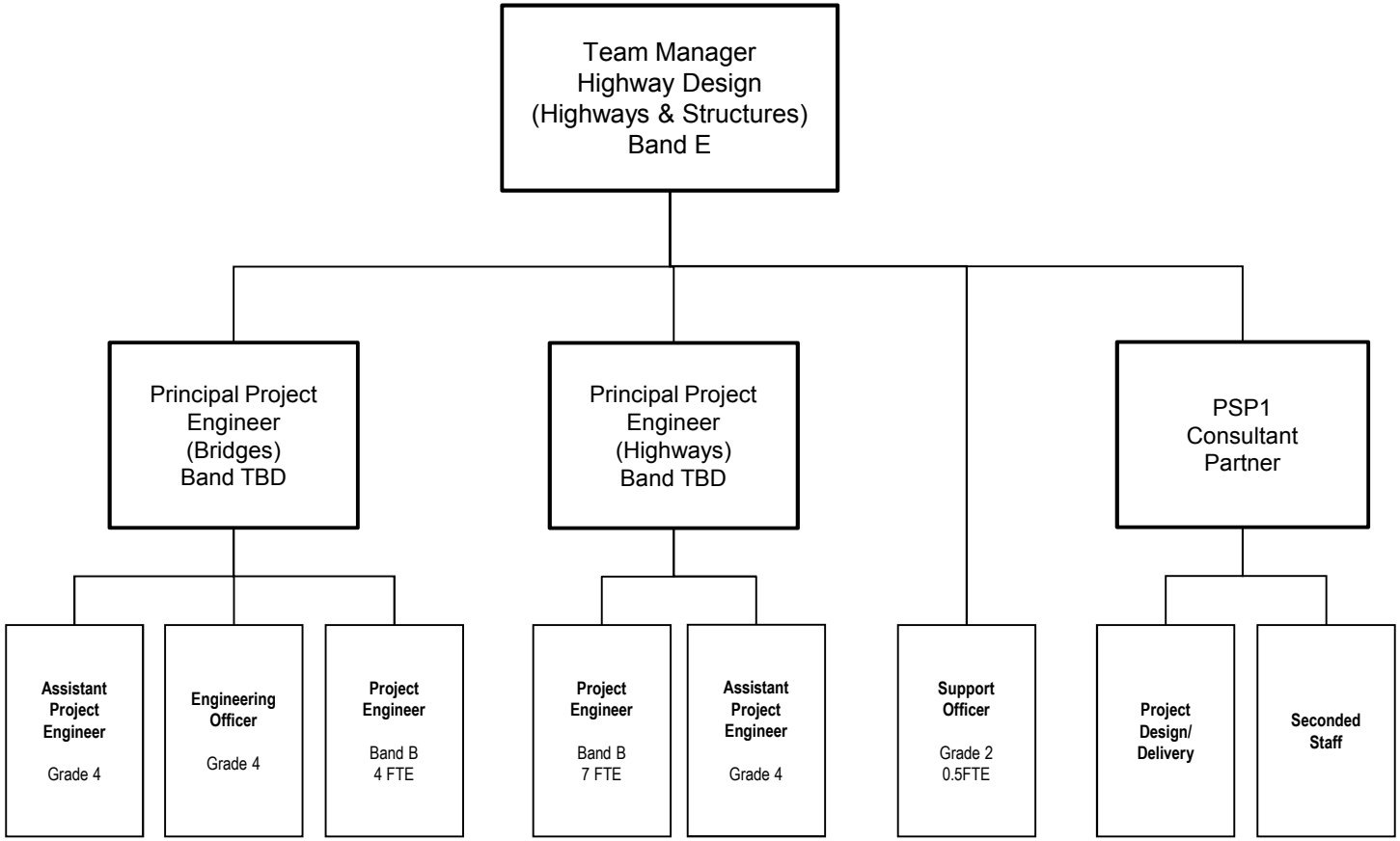
Assistant Project Engineer posts will work across all Teams / Areas and between Groups to maximise training opportunities and experience.

*Seconded Professional Services Partnership Contract (PSP1) consultant staff to be determined based on project workload

Highway Programme
Design & Delivery Group
01.01.13

HIGHWAY DESIGN (HIGHWAY & STRUCTURES)

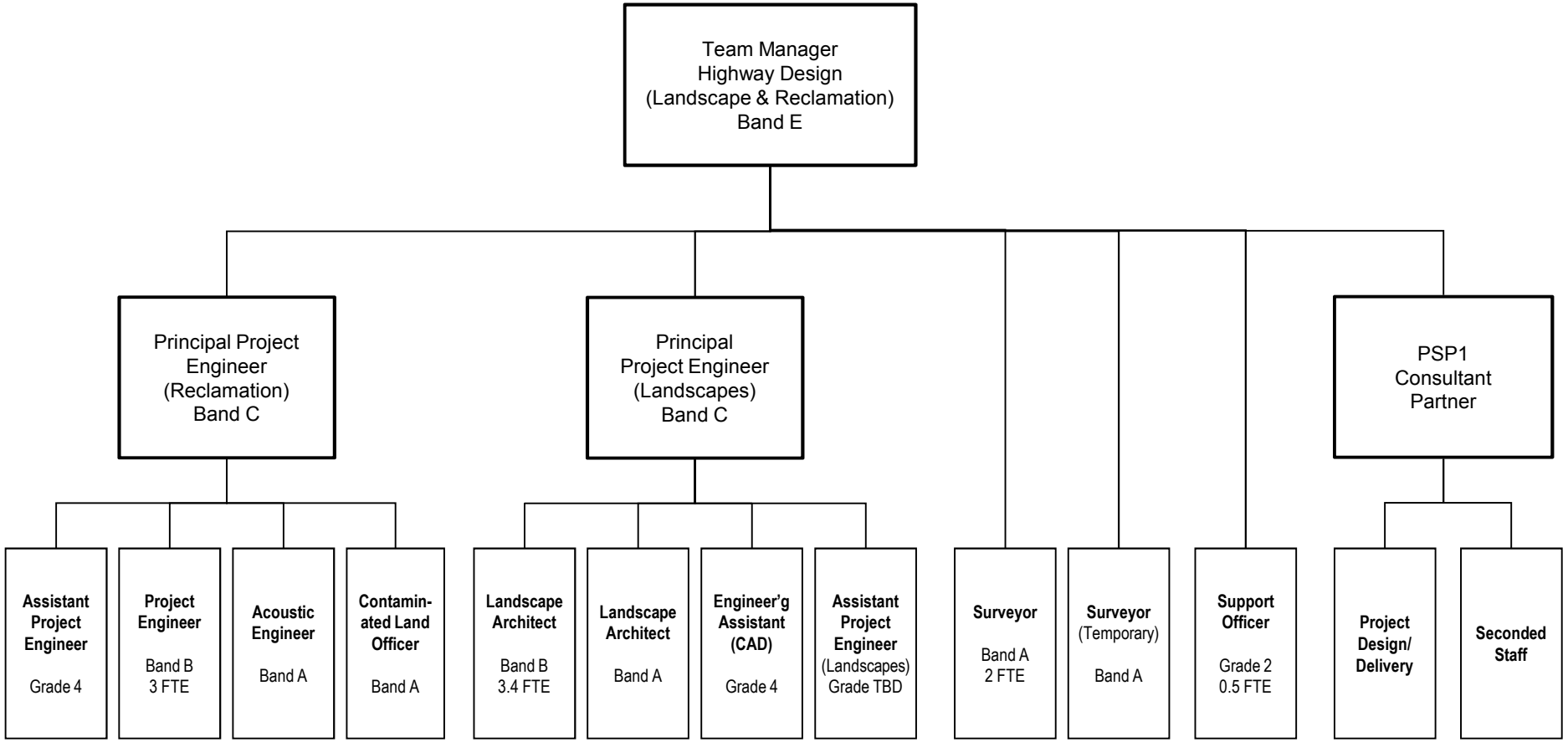
Post numbers shown are full time equivalents



Highway Programme
Design & Delivery Group
01.01.13

HIGHWAY DESIGN (LANDSCAPE & RECLAMATION)

Post numbers shown are full time equivalents



Nottinghamshire County Council

Report to the Transport & Highways Commitee

10th January 2013

Agenda Item:14

REPORT OF THE CHAIRMAN OF THE TRANSPORT & HIGHWAYS COMMITTEE

RESONSE TO PETITIONS PRESENTED TO THE CHAIRMAN OF THE COUNTY COUNCIL ON 1ST NOVEMBER 2012

Purpose of the Report

The purpose of this report is to inform Council of responses to the issues raised in petitions presented to the Chairman of the County Council at the Council meeting on 1st November 2012 :

A. Petition regarding creating a cycle lane on Epperstone Bypass.

B. Petition requesting speed limits at Costock.

C. Petition requesting traffic calming measures for Grange Road, Newark.

D. Petition requesting a residents parking scheme on Lime Grove, Newark.

E. Petition regarding a pedestrian crossing for Friary Road, Newark.

F. Petition requesting double yellow lines on Robin Down Lane, Mansfield.

G. Petition concerning school transport in Bilsthorpe.

A. Petition regarding creating a cycle lane on Epperstone Bypass.

1. An e-petition containing 3 signatures was presented to the Chairman at the 1 November 2012 County Council meeting by Councillor Andy Stewart. The petition requested a dedicated cycle lane to alleviate safety concerns.

2. The cost of providing a new cycle lane along the whole length of the bypass would likely be very high and considering its likely costs and usage it is anticipated that it would offer low value for money.

3. This is because the numbers of cyclists using the Epperstone bypass (peaking at approximately 30 cyclists per day in summer) is relatively low. Also

examination of the casualty records shows that between Shelt Hill and Lowdham Road there has been only one cyclist slightly injured in a collision in the last three years.

4. Safety cameras are currently being installed along the length of the A6097 (including the Epperstone bypass) to address motor vehicle casualties. The safety cameras will enforce the 50mph speed limit which should in turn help improve cyclists' perception of safety.

5. Feasibility work will be undertaken to see if a low cost cycle lane utilising only the existing carriageway and new carriageway markings can be provided at no detriment to other road users. However, if this is not possible, it is not proposed that a cycle lane is considered at this time but that the length of road is monitored to determine the effects of the safety cameras and future casualty records.

B. <u>Petition requesting speed limits at Costock.</u>

6. A petition of 65 signatures was presented to the County Council by Councillor Reg Adair on 1st November requesting that the 30mph speed limit on Costock Road in East Leake be extended eastward to include the entrance to the sports field, youth club and pavilion.

7. There were two fatal accidents on the road length between Coctock and East Leake in 2009, but following the installation of a successful accident remedial scheme there have been no recorded injury accidents since.

8. In August, following a previous petition, the Council began consultation on a new 50mph speed limit between East Leake and Costock which included a short extension of the 30mph limit. In response to comments made as part of this process, the proposal was amended to extend the 30mph limit to cover the area requested on the petition and also to make the speed limit between East Leake and Costock 40mph.

9. This amended proposal is currently being reconsulted on and any further objections received will be considered accordingly. If no further objections are received, the proposal will be implemented in early 2013. It is recommended that the petitioners be informed accordingly.

C Petition requesting traffic calming measures for Grange Road, Newark.

10. A petition of 67 signatures was presented to the County Council meeting on 1st November by Councillor Keith Girling from the residents of Vale View sheltered Accommodation on Grange Road in Newark. The majority of tenants at Vale View are elderly, vulnerable and have mobility issues and require mobility aids , meaning that they may not be able to cross the road as quickly as an able bodied person.

11. The petitioners are concerned about vehicles exceeding the speed limit and that there has been an increase in HGVs using Grange Road since the Asda Development. They request action to make the road safer to cross and to reduce HGV traffic.

12. A traffic count was carried out in September this year which assessed volumes and speeds of HGVs and showed that HGVs are only 1% of the total tarffic flow on Grange Road. Because of previous concerns about HGVs using the road a count is done every May and this year this recorded 19 HGVs between 7am and 7pm compared with an average of 36 HGVs in each of the previous 4 years. It would be difficult to justify measures to reduce such low figures, although they will continue to be closely monitored yearly and action taken as necessary.

13. Several years ago 'Elderly Persons' crossing warning signs were erected at the request of Councillor Girling to highlight pedestrian movement in the vicinity of the Vale View complex. To reinforce the impact of these signs SLOW markings in the carriageway have been installed this month.

14. The recent traffic survey has highlighted some speeding so in recognition of the vulnerability of the Vale View Residents an interactive speed sign has been included in the programme for 2013/14.

15. The response to the petition should be noted and the petition organiser informed.

D. Petition requesting a residents parking scheme on Lime Grove, Newark.

16. At the County Council meeting on 1st November documentation was presented by County Councillor Stuart Wallace from residents of Lime Grove in Newark following a consultation on the introduction of a residents parking scheme on the street. The consultation involved the completion of a questionnaire where residents could indicate their support for such a scheme

accompanied by a covering letter giving an introduction and an explanation of the workings of such a scheme from Councillor Wallace.

17. Councillor Wallace was approached by residents concerned about congestion and inconvenience stating that they were unable to park their vehicles on Lime Grove as it was being used by those working or shopping in the town centre wishing to avoid car park charges elsewhere. It is reported that a reply rate of 65% was achieved and of those that responded 77% were in favour of a scheme.

18. As a result of this level of support from residents a residents parking scheme has now been included in the programme for 2013/14. Consultation will take place in the new financial year with the residents on the design of the scheme.

19. The response to the petition should be noted and the petition organiser informed.

E. Petition regarding a pedestrian crossing for Friary Road, Newark.

20. A petition of 165 signatures was presented at the County Council meeting on 1st November by County Councillor Stuart Wallace from road users and residents of the Friary Road area of Newark following a tragic accident where a 10 year old boy was knocked down and killed by a car whilst crossing the road.

21. The petitioners are requesting a pedestrian crossing is installed in the vicinity of the roundabout at the junction of Friary road and Sleaford Road to prevent similar accidents in the future.

22. Extensive investigations have been carried out by both the Police and the County Council's Crash Site Investigation Unit. These are on-going and the results will be forwarded to the Coroner for deliberation.

23. Options to provide a facility to assist pedestrians would be to install either a zebra crossing or a refuge. A refuge would require substantial widening of the existing carriageway and may have a possible adverse effect on speed at the roundabout. A zebra crossing would have limitations with regard to visibility of pedestrians. The suitability and benefits of a zebra crossing on Friary Road are still being assessed and if a crossing is justified then it will be considered for funding in 2013/14.

24. The response to the petition should be noted and the petition organiser informed.

F. Petition requesting double yellow lines on Robin Down Lane, Mansfield.

25. A 21 signature petition was presented to the 1st November 2012 meeting of the County Council by Councillor Stephen Garner. The petition is from residents from the Robin Down Lane area and requests an investigation into parking issues at the junction of Robin Down Lane and A60 Nottingham Road, Mansfield.

26. After numerous visits to site, parking was not found to be problematic or dangerous. Additionally, there have been no injury accidents at this location where parked vehicles are a factor.

27. For the restrictions to be adjusted, a new Traffic Regulation Order would be required.

28. There have been 2 previous requests for Robin Down Lane to be considered for parking restriction alterations. Previous investigations have shown that the existing white lining is providing adequate protection to traffic coming off the A60 so double yellow lines would have limited justification.

29. The junction will however be monitored for safe parking and it is recommended that the petitioners be notified accordingly.

G. Petition concerning school transport in Bilsthorpe.

30. A petition of 28 signatures was presented to the County Council meeting on the 1st November by Councillor John Peck regarding the provision of transport for children attending the Joseph Whitaker School from the Bilsthorpe and Farnsfield areas. The petitioners were asking for a dedicated school bus, a seat for each child and for arrangements to be put in place for children who attend after school activities.

31. Children attending the Joseph Whitaker School from the Bilsthorpe and Farnsfield areas do so as a matter of parental preference. The County Council, in partnership with Stagecoach East Midlands (SEM), assists with the provision of transport from these local areas to school on SEM local bus service 29 which is part of a wider network serving Newark to Mansfield. In September this year the school session times were changed which resulted in an earlier finish. The school was advised that the timetable for the service 29 could not be changed due to other time commitments. The County Council has worked with the school and operator to find a solution and I am pleased to

advise that a new afternoon service will depart from the school at the earlier time of 15:15 from the Spring Term. This has been achieved at no cost to the County Council.

32. The capacity for the service will be 60 which should meet current needs, but standing capacity on local bus services can be used if the seating capacity is exceeded.

33. It is a matter for the school to make any necessary arrangements to provide transport for after school activities but the County Council will of course work with them to source the best solution.

34. The new bus service arrangements meet all of the needs for children attending the Joseph Whitaker School from the Bilsthorpe and Farnsfield areas and provides the most efficient and effective solution.

Reason for Recommendation

35. To update members on the petitions presented to the last meeting of Council

Statutory and Policy Implications

36. This report has been compiled after consideration of implications in respect of finance, equal opportunities, 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) It is RECOMMENDED that the contents and proposed actions be noted and that the petitioners are informed accordingly.

For any enquiries about this report please contact: Peter Barker

Constitutional Comments

37. The contents and proposed actions in this report are for noting only.

Background Papers

None

Electoral Division(s)

Farnsfield & Lowdham, Ruddington, Newark West, Newark East, Collingham, Mansfield, Rufford.

Nottinghamshire County Council

Report to Transport and Highways Committee

10 January 2013

Agenda Item: 15

REPORT OF CORPORATE DIRECTOR, POLICY, PLANNING AND CORPORATE SERVICES

WORK PROGRAMME

Purpose of the Report

1. To consider the Committee's work programme for 2013.

Information and Advice

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, committees are expected to review day to day operational decisions made by officers using their delegated powers. It is anticipated that the committee will wish to commission periodic reports on such decisions. The committee is therefore requested to identify activities on which it would like to receive reports for inclusion in the work programme. It may be that the presentations about activities in the committee's remit will help to inform this.

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, equal opportunities, 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 noted, and consideration be given to any changes which the committee wishes to make.

Jayne Francis-Ward
Corporate Director, Policy, Planning and Corporate Services

For any enquiries about this report please contact: David Forster, x 73552

Constitutional Comments (SLB 2/1/2013)

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

Financial Comments (MA 2/1/2013)

2. There are no direct financial implications arising from the contents of this report. Any future reports to Committee on operational activities and officer working groups, will contain relevant financial information and comments.

Background Papers

None.

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

TRANSPORT & HIGHWAYS COMMITTEE - WORK PROGRAMME

Report Title	Brief summary of agenda item	For Decision or Information ?	Lead Officer	Report Autho
10th January 2013				
TTS - Performance Quarterly Report	Review of performance	Info.	Mark Hudson	Lisa McLennaghar
Environmental Weight Limits	Programme and Lorry Watch scheme update	Info.	Andy Warrington	Neil Hodgson
Flood Investigations	Update	Info.	Gary Wood	Andy Wallace
Highway Service Review Update	Review of progress and creation of new posts	Decision	Andy Warrington	Chris Charnle
Changes to Local Bus Services - Update	Progress Report	Info.	Mark Hudson	Pete Mathiesc
Community Transport Growth Fund Bids	Proposed Awards	Decision	Mark Hudson	Pete Mathiesc
Petitions Response	For Full Council 28th Feb	Decision	Pete Barker	
C3 Review of Experimental Order		Decision	Andy Warrington	Neil Hodgson
Priorswell Road, Worksop	Report of Objections	Decision	Andy Warrington	Jenny Hawke
Street Lighting Energy Saving	Update	Info	Andy Warrington	Clare Murden
TROs	Quarterly Update	Decision	Andy Warrington	
6th February 2013				
A453	Regular Update	Info.	Andy Warrington	Neil Hodgson
TITAN	Progress Report	Decision	Mark Hudson	Mary Roche
Mansfield Statutory Quality Bus partnership	Progress report	Info.	Mark Hudson	Pete Mathiesc
2012/13 Capital Highways	Programme Update	Info.	Andy	Kevin

Report Title	Brief summary of agenda item	For Decision or Information ?	Lead Officer	Report Autho
Programme			Warrington	Sharman/Mike Barnett
2013/14 Capital Highways Programme	Final Programme Approval (subject to budget decisions)	Decision	Andy Warrington	Kevin Sharman/Mike Barnett
Charges for Highway Services	Setting of annual charges	Decision	Andy Warrington	Clive Wood
Quarterly Progress Report	Review of Performance (Oct-Nov-Dec)	Info.	Andy Warrington	Gary Wood
Local Bus Services (Exempt) – Sherwood Arrow	Progress Report	Info.	Mark Hudson	Chris Ward
Local Transport Plan	Implementation plan.	Decision	Andy Warrington	Kevin Sharma
Highway Maintenance	Pot hole and patch repair improvements	Info.	Andy Warrington	Clive Wood
21st March 2013				
Concessionary Travel	Progress report and final scheme 2012/13	Info.	Mark Hudson	Dave Bennett
Speed Management	Policy Update	Decision	Andy Warrington	Clive Wood
Changes to Local Bus Network	Update Report	Info.	Mark Hudson	Pete Mathiesc

Dates and Deadlines for Transport & Highways Committee - TBC

Report deadline	Date of pre-agenda	Agenda publication	Date of Committee

*Early due to Bank Holidays